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



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New GOP Senator Predicts:

Incoming Administration Will Submit Maritime Program by Early Spring

WASHINGTON—A newly-elected Republican Senator forecast last week that the Nixon Administration would submit a sweeping new maritime program to Congress "early this Spring."

Senator Charles Mathias of Maryland said that President-elect Richard M. Nixon was committed to "a new assertion of executive leadership, a new spirit of cooperation and creativity, and a new and encouraging sense of urgency—all grounded in a new commitment to federal action to make our merchant marine once again worthy of a great power."

Speaking at a meeting sponsored by the nearly seven million member AFL-CIO Maritime Trades Department, Mathias urged all segments of the maritime industry to join with Administration officials in "shaping a program which government, labor and management can all endorse and advance."

The Maryland Senator said the new maritime program would be geared to the policy statement on the merchant marine made public by Nixon during last Fall's presidential campaign. In that statement, Mathias noted, the President-elect called for:

- A "sharp increase" in the carriage of U.S. trade aboard American-flag ships, with a goal of 30 percent by the mid-70s. At present, the U.S.-flag fleet carries only about five percent of the nation's waterborne imports and exports.

- A building program with emphasis on stimulating private shipbuilding through better use of credit facilities and amortization procedures.

- Exploring the use of long-range government cargo commitments as a spur to unsubsidized private financing of construction.

- An immediate "reevaluation" of the entire system of operating subsidies. These subsidies now go to only 14 of the nation's shipping lines, operating only one-third of the U.S.-flag fleet.

- Greater attention to the needs of the unsubsidized sectors of the merchant fleet.

- Greater emphasis on develop-

ing and modernizing U.S. port facilities to meet present and future needs.

Emphasizing the need for action on the maritime front, the Maryland Republican said the merchant fleet is "inadequate to respond to our day-to-day commercial needs—nor can it be relied on to meet every foreseeable national emergency."

While the United States has been "frittering away" its maritime strength, Mathias said, "other nations have been moving aggressively to fill the sea lanes which we have abdicated."

Comparing the maritime strength of the United States to that of the Soviet Union, the Maryland Senator declared the Russian challenge is an "especially significant one which we can no longer afford to downgrade or ignore." The Soviet fleet, he stated, has already surpassed ours in number of vessels and "is rapidly overtaking us" in total tonnage.

Lowly U.S. Position

He also noted that the Japanese now carry 40 percent of their commerce in their own ships, and have as a goal the carriage of 60 percent of Japanese exports and 70 percent of their imports by 1975. "These are striking figures," Mathias said, "in comparison to the 5.6 percent our ships presently carry."

"The past several years," Mathias declared "have been discouraging and disappointing ones for our maritime industry. The statistics of continuing decline are almost too familiar to all of us."

"I don't have to repeat for your benefit the fact that, at the end of World War II, the United States enjoyed the largest, most powerful merchant fleet in the world. Since then, however—and particularly during the past four or five years—we have simply

failed to keep pace with modern needs and modern competition.

"Of course it is a long way from preliminary statements to concrete authorizations and appropriations—and a longer way before those acts can be translated into ships on the ways, jobs in the ports, and cargoes on the high seas.

"I shall look forward to action by the President-elect and his cabinet to refine an Administration maritime program as quickly as possible and submit definite recommendations and requests to the Congress early this spring," the Maryland lawmaker continued.

'Make Ideas Known'

"I would urge you and every segment of the maritime industry to make your own ideas known to the Administration now . . . On my part, I will do everything I can in the Senate to secure quick and sympathetic consideration of new proposals, and to obtain approval of the authorizations and the funds required to carry them out."

"I would welcome membership on the Senate Commerce Committee," he said, "but if that should not come to pass, you can be sure that my interest in and support of merchant marine matters will continue to grow."

"If we can work together, and I am confident that we can and will, 1969 may well turn out to be the year in which our maritime industry stops sinking and begins to swim.

"This may well be the year in which we begin to meet our strategic and economic needs for a strong fleet . . . reassert America's commercial powers on the sea . . . and restore full vitality to all of the communities and ports which depend on a healthy and growing maritime industry for their own economic growth.

"We have a tremendous job to do," Mathias concluded. It's time to get to work."

5 Vessels Added, 6 Dropped From Govt's Cuba Blacklist

WASHINGTON—Five ships have been added by the Maritime Administration in the latest revision of the agency's Cuba Blacklist issued this month. Six other vessels were removed from the list which is comprised of Free World and Polish-flag vessels ineligible to carry U.S. government-financed cargoes because they have called at Cuban ports.

Added to the list were the Alda, 7,292 gross tons, the 9,000-ton Degedo, and the Suerte, 7,267 tons—all Cypriot-flag ships. Also barred was the 2,449-ton Agrum, of Yugoslavian registry, and the Somali-flag Aria, 5,059 tons.

Five vessels were stricken from the list as a result of being either scrapped or sunk. These were the Lebanese-flag Rio, 7,194 gross tons; the Greek Nicolaos F., 7,199 tons; the Cypriot Amon, 7,227 tons; the Lebanese Vergolivada, 6,339 tons and the Pakistani Haringhata, 7,054 tons.

The sixth vessel removed from blacklist was the Somali-flag Sandoval of 14,659 tons, whose oper-

ators, the Gem Shipping Company of Geneva, promised to keep that ship—as well as four others under their control—out of the Cuban trade as long as it remains United States policy to divert shipping from Cuba.

MARAD established the Cuban Blacklist on January 1, 1963. Since then, 123 ships which had been listed have later been removed after their owners—or those who controlled them—promised to keep all their vessels out of Cuban ports. In all, 942 vessels were kept away from Cuba by virtue of these pledges.

MARAD's latest report runs through December 26, 1968, and includes 187 blacklisted ships. These represent more than a dozen flags of registry and aggregate 1,325,975 gross tons of shipping.

Three Additional Seafarers Earn Engineer's Licenses

Three more Seafarers have received an engineer's license after attending the School of Marine Engineering sponsored by the SIU and District 2, MEBA. This brings to 305, the number of men who have passed Coast Guard examinations following completion of the course offered by the school. All of the Seafarers in the latest group are newly-licensed third assistant engineers.



Petric

Marko Petric lives in Chalmette, Louisiana, with his wife, Bernis. A native of Yugoslavia, he joined the SIU in Port Arthur, Texas, in 1966. The

62-year-old Seafarer previously sailed as oiler and his last vessel was the Steel Surveyor.

Clyde Hoskins formerly sailed as FOWT. The 37-year-old Seafarer last sailed aboard the Fairport prior to earning his third assistant's ticket. He joined the Union in 1968 in the Port of New York and makes his home in San Francisco. Brother Hoskins is a native of Texas.

Herbert Gray lives in Leesburg, Florida, with his wife, Agnes. A native of that state, the 54-year-old Seafarer formerly sailed as FOWT, electrician and pumpman. He has also sailed briefly in the deck and steward departments. Brother Gray's last vessel was the Sapphire Etta. He joined the SIU



Hoskins



Gray

in the Port of Baltimore in 1941.

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

Those who qualify and wish to enroll in the School of Marine

Engineering can obtain additional information and apply for the course at any SIU hall, or they can write directly to SIU headquarters at 675 Fourth Avenue in Brooklyn, New York 11232. The telephone number is (212) HYacinth 9-6600.

S. Vietnam Lifts Taxes, Port Dues On U. S. Vessels

WASHINGTON — Certain United States-flag vessels entering Vietnamese ports have been granted exemption from port dues and tonnage taxes levied by the Government of the Republic of Vietnam, it was announced last month.

The vessels to be exempted are those owned by the United States Government (GAA and USNS) and also private merchant ships chartered by the U.S. Government in Vietnam or for aid to the Republic of Vietnam.

Exemption for such vessels is retroactive to October 21, 1968. Monies presently held in escrow by the American Consul at Saigon and Danang will be refunded in piasters—as received—to Saigon agents from whom such monies were received from October 21, 1968.

All ship's masters and Vietnam agents have been informed that any refunds received by U.S. flag agents are to be forwarded to the Commander, Military Sea Transportation Service.

Port Dues and Tonnage Taxes in Vietnam were instituted by the Vietnamese government in January of 1968.

Slight Raise in Social Security Tax Minor if Compared With Benefits

WASHINGTON—Employees and employers are now paying slightly more for social security but workers and their families also are getting more and better protection than ever before.

The social security contribution for both employee and employer was increased by four-tenths of 1 percent to 4.8 percent on wages up to \$7,800 a year, effective January 1.

This slight increase in contributions results from a number of improvements made in the Social Security Act in 1967, including a 13-percent across-the-board increase in benefits. These improvements will also mean higher benefits and better protection in the future for workers and their families when the breadwinner retires, dies or becomes seriously disabled.

Meanwhile, the contribution for employees and employers alike under railroad retirement also went up, effective January 1, from 8.90 to 9.55 percent on the first \$650 of each month's earnings.

The contribution increase under this system follows legislation enacted in 1968 which boosted retirement benefits to levels about 10 percent higher than comparable benefits under social security.

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An SIU Upgrading Milestone



Congressman Jacob H. Gilbert (D-N.Y.) presents the 300th original third assistant engineer's license earned at the SIU-MEBA District 2 Engineering School in New York to Seafarer Jerry Vinson (center) who accepted on behalf of Charles Sexton, who was at sea. Vinson is also a new third assistant engineer. At right is Ronald Spencer, director of the engineer's training program. Also present at the recent ceremony was Representative Hugh L. Carey (D-N.Y.).

As New Session Convenes

Renewed Congressional Drive Begins To Establish Independent MARAD

WASHINGTON—A bill calling for the creation of an independent Federal Maritime Administration was introduced last week during the opening days of the first session of the 91st Congress by Representative Edward A. Garmatz (D., Md.), Chairman of the House Merchant Marine and Fisheries Committee.

The Garmatz bill, H.R. 213, which is identical to the measure which he introduced during the last (90th) Congress, was quickly followed by companion measures from over 40 legislators, both Democrats and Republicans.

Entitled the Federal Maritime Act of 1969, the new bill would divorce MARAD from the Department of Commerce, where it has been languishing since 1950. In the view of the vast majority of maritime industry—labor and management alike—this has been a principal reason for the decline of the U.S.-flag merchant marine since that time.

The new agency would be headed by a Federal Maritime Administrator — devoted exclusively to the nation's maritime problems — appointed by the President for a term of four years. A Deputy Maritime Administrator is also provided for.

A Federal Maritime Board,

which would have jurisdiction over loan and mortgage insurance under provisions of the Merchant Marine Act of 1936, would operate within the agency. It would be composed of the Federal Maritime Administrator, as chairman, plus two additional members also appointed by the President. The bill stipulates that the three members of the board not all be from the same political party.

The Act would become effective 60 days after enactment. The measure will be assigned for consideration to the Merchant Marine and Fisheries Committee where it may be subject to new hearings. As is true in the case of all committees at the start of a new session, the group will have new members assigned to it and will have to undergo a reorganization before it can begin to function.

Passed Both Houses

The bill's predecessor, as H.R. 159, was passed by both houses during the 90th Congress, clearing the Senate in the closing hours of the session. Strongly backed by the SIU, the AFL-CIO Maritime Trades Department, and the overwhelming majority of the maritime industry, it was piloted through the legislative channels by Garmatz, Senator Warren G. Magnuson (D-Wash.), chairman of the Senate Commerce Committee; the late Senator E. L. Bartlett (D-Alaska), then chairman of the Merchant Marine Subcommittee and former Senator Daniel B. Brewster (D-Md.).

Reaching President Johnson's desk after the Congress had adjourned, the bill was subsequently allowed to die at the White House through use of the so-called pocket veto.

Following the defeat of H.R. 159, several legislators from both sides of the aisle immediately promised a renewed fight for an independent MARAD when Congress reconvened for the present session. The prompt introduction of H.R. 213, and the 40-odd companion bills presented thus far, are a clear indication that sympathy on Capitol Hill for this prime maritime objective remains strong.

AFL-CIO Offers Plan

The continuing battle had its beginning back in 1965, when the Sixth Constitutional Convention of the AFL-CIO, in the first omnibus maritime resolution in labor history, called for a long list of remedial actions to rescue the U.S.-flag fleet from the doldrums.

Re-establishment of an independent Maritime Administration was a key element in that program, adopted unanimously by the convention. This recommendation was reaffirmed by the AFL-CIO Executive Council the following year.

In 1966, however, the situation was complicated by Administration efforts to pull together a score or more agencies into a single new Cabinet-level Department—the Department of Transportation. Although the AFL-CIO supported the concept of a new Department for domestic modes of transportation, it flatly opposed inclusion of maritime because of the industry's dual roles in both commerce and defense.

As a result of labor's efforts, Congress in 1966 created the new Department, but specifically excluded the Maritime Administration, leaving the agency within the Department of Commerce.

Party Leaders Offer Program

Democratic Party Must be Rebuilt Into Vigorous National Organization

WASHINGTON—A call for the rebuilding of the Democratic Party has been issued by three of its top leaders—Vice President Humphrey, Senator Edmund S. Muskie and Lawrence O'Brien, outgoing chairman of the Democratic National Committee.

The three, in separate articles in the party's official publication, *The Democrat*, set forth a program for electoral reform, broad grass-roots participation and a vigorous national organization.

Humphrey declared that the party "must start building and working now for victory" in the congressional contests in 1970 as well as in the presidential election in 1972.

"It is now or never for the Democratic Party," he stressed, and asked that three steps be taken:

- Open the party to the fullest public participation "because the people are the ultimate source of political strength in our democracy."

Humphrey noted that "important strides" in this direction were taken at the 1968 Democratic National Convention which "despite the turmoil and tragedy which accompanied it was one of the most open in history."

He called for new steps including "perhaps even a party-wide conference prior to the 1970 elections."

- Take the lead in pressing for electoral reform.

The Vice President urged a constitutional amendment to prevent recurrence of a "serious danger" that the will of the majority would be thwarted in the election of the President, either in the Electoral College or in the House of Representatives. He would eliminate obstacles to voter registration and proposed "a system among the

states for a permanent franchise which qualifies a voter anywhere in the nation or overseas for every national election."

- Assure that the party is adequately financed and staffed to serve as a center of Democratic leadership.

Despite its 1968 campaign deficit, Humphrey said the national committee should "allocate a substantial budget to support expanded research and candidate support operations as well as efforts at fund-raising to help pay off the debt."

The Vice President said that "the next great test for the Democratic Party—the decisive test—will come in 1970" when 25 Democratic senators will be up for re-election along with the entire House of Representatives, and many of the large states will be choosing a governor.

"These elections are a great challenge and a great opportunity for Democrats," Humphrey said. "We must start building and working now for victory. We must be ready to offer meaningful support to all Democratic candidates, at all levels. . . ."

In his article in *The Democrat*, Muskie asked for full implementation of all the party reform steps approved by the Chicago convention.

"The Democratic Party has always been the party of the future," the Maine senator wrote. "That involves a capacity to learn

from the past and a willingness to adapt our programs and our institutions to meet challenging conditions."

He said that as a national political party, the Democrats "have an obligation to develop and offer constructive alternatives to policies and programs of the new Administration."

Muskie also asked that the base of the party be broadened and that it engage in a "constant process of reform in its selection of leadership and in the ways in which it involves party members in its decision-making on issues and operations."

He said that the reform must take place at all levels of the party to be meaningful, that state and local organizations must match the steps taken by the national party.

O'Brien expressed the view that the Democratic Party emerged from the 1968 elections "strong, robust and ready for victory in the 1970's."

He said high priority should be given to voter registration and campaign financing and asked that a top goal be "future election to regain control of state houses and legislatures, particularly in the crucial, big-vote states."

O'Brien said that "the man who did the most to revive the strength and vitality of the Democratic Party is Vice President Humphrey. He refused to believe that defeat was inevitable."

Port of Jacksonville Adds Modern Marine Terminal

JACKSONVILLE—A new \$3.5-million marine terminal is the latest addition to Jacksonville's steadily expanding ocean shipping industry.

The new facility, the Blount Island Pier, located some eight miles below the old city limits on the St. John's River, was dedicated recently and has been leased to the St. Regis Paper Company on a long-term basis. It is one of three separate waterfront installations now being expanded and modernized by the Jacksonville Port Authority. The other two are the 8th Street Terminal, further up the river, and the Talleyrand Docks.

Last year Jacksonville handled about 11 million tons of waterborne cargo, about a million tons of which went through Port Authority facilities. Construction of the new terminal was started early in 1967. The 1,600-acre tract is only seven miles from the open sea.

St. Regis has reached an agreement with the Port authority which will enable the company to handle and store some 200,000 tons of paper products per year in the facilities.

These presently contain nearly three miles of paved highways, a vehicular bridge and a railroad bridge. The outlook for the port is believed considerably enhanced by a new Cross-Florida barge canal which should be completed during the mid-1970s and will tie-in with the Intra-Coastal Canal. Jacksonville will be the eastern terminus for the new inland barge route.

Also scheduled for completion in 1970 is the dredging of the St. Johns River to a channel depth of 38 feet; this work is already under way.

Labor Gives Aid to Ghetto Renewal; Provides Financing and Employment

ST. LOUIS—Labor, management, a neighborhood group and government have joined in a ghetto-rebuilding program financed in part by the AFL-CIO and designed to be a pace-setter for cities across the nation.

The goal is to rehabilitate 300 dilapidated houses in a 200 square block area over a two year period at a cost of about \$4 million, with area residents doing most of the rebuilding. Many of them now are unemployed.

Under contracts involving 14 building trades organizations and five contractors' associations, the residents will be trained to the extent necessary and given an opportunity to become members of the unions.

Director John E. Evans of the AFL-CIO Department of Urban Affairs was among the representatives of government, labor and management on hand to announce the project at a press conference here.

He reported that the AFL-CIO Mortgage Investment Trust Fund has agreed to furnish interim construction mortgage financing to the amount of \$650,000 to Jeff-Vander Lou, Inc., a neighborhood non-profit organization that initiated the project.

The Department of Urban Affairs oversees the operations of the fund, which was created by the AFL-CIO in 1964 to help finance the construction of necessary and socially desirable housing.

Jeff-Vander Lou gets its name from the fact that the area involved is bounded by Jefferson, Vandeventer, St. Louis and Delmar streets. Most of the residents of the area are Negroes.

Evans said his office has been working with Jeff-Vander Lou and other agencies here since June to

set up the program and indicated their close ties with the neighborhood were instrumental in making the project possible.

Evans also praised the St. Louis Building Trades Council and the contractors' associations for their work and cooperation in helping to plan the project.

He reported that building trades unions and contractors' associations in Boston have also signed agreements to train ghetto residents in rebuilding slum houses, and are expected to launch specific projects here soon.

Similar agreements are under discussion in Baltimore, Chicago and Gary, Ind., Evans said.

The principal enabling contracts in the project involve locals of the Operating Engineers, Plasterers, Cement Masons, Carpenters, Stone Workers, Sheet Metal Workers, Plumbers, Painters, Bricklayers, International Brotherhood of Electrical Workers, Laborers and Teamsters, and district councils of the Laborers and Carpenters.

Labor Grant

The training of at least 150 workers is covered by a \$176,500 grant from the Labor Department to Construction Job Opportunities, Inc., formed by general contractors in the St. Louis area.

A craft selection committee with equal representation from labor and management will review job applications and classify workers for the project.

Workers hired will be classified as qualified workmen, advanced

trainees or trainees, according to previous experience.

Qualified workers will receive the current negotiated pay rate for their particular crafts. Advanced trainees will receive from 60 to 90 percent of journeyman pay, depending upon degrees of skill. The starting rate for trainees will be \$3 per hour.

Trainees will be allowed to work across jurisdictional lines as helpers for six months after which they will be assigned to a trade as an advanced trainee. Union membership will be made available not later than the completion of the advanced trainee training period.

Area Ratio

The craft selection committee will determine the ratio of non-residents to residents of the area to be hired, except that in no case will the ratio in the advanced trainee or trainee classifications be less than one resident to three skilled journeymen.

Michael L. Galli, director of the St. Louis Federal Housing Administration office, described the project as one that "we hope will be adopted in other neighborhoods and urban areas throughout the nation."

He said rehabilitated homes will be sold to residents of the area, using FHA below-market-rate interest programs. Most completed homes will be of the three- or four-bedroom size, selling at an average price of \$13,000, with down payments as low as \$200 and monthly payments as low as \$60.

South St. Seaport Buys Last Known Square-Rigger

NEW YORK—The Charles Cooper, last of the American merchant square-riggers, has found a new home after 102 years as a floating warehouse in the Falkland Islands.

The hull of the Cooper, only known surviving square-rigged vessel, has been acquired by the South Street Seaport, New York's maritime museum, which is engaged in a program to restore the famed "Street of Ships" to its original state in the old shipping days of the 19th century.

The vessel was built in 1856 at the William Hall yard in what is now Fairfield, Connecticut, for the Layton and Hurlburt Line as an ocean liner for service in North Atlantic crossings to Antwerp. She measured 165 feet with a beam of 35 and one-half feet, and was designed to carry 1,463 tons.

Because steamers at that time were rapidly displacing sail vessels, the Charles Cooper was soon taken off its liner runs and put into general trading service in the Pacific.

In September, 1866, when she was barely ten years old, the vessel ran into trouble off Cape Horn while carrying a cargo of coal bound for San Francisco. Springing leaks, the square-rigger limped to the nearby Falkland Islands to take shelter and has remained there ever since as a storehouse. Although her masts are gone, the hull, of Connecticut oak and chestnut, is still sturdy and well-preserved.

The South Street Seaport, a creation of the New York State legislature in conjunction with the City Planning Commission, is intended to recreate the days of New York maritime history when scores of square-riggers lined up along the South Street piers was a common sight.

Funds to acquire the Cooper were donated by the *Journal of Commerce*. Still to be raised is the cost of towing the ship to its new home.

SIUNA Fishermen's Union Achieves Solid Gains in Three-Year Contract

GLOUCESTER, Mass.—Following ten weeks of continuous negotiations with the boatowners, the SIUNA-affiliated Atlantic Fishermen's Union hammered out a new three-year agreement last month which covers 52 fishing vessels operating out of this port.

The new contract, which was overwhelmingly approved by the AFU membership here, contains 85 percent of what the Union originally asked for, according to AFU Acting President Michael P. Orlando.

One of the most significant provisions of the new agreement is the doubling of the flat rate payment received by AFU members who sail as engineers, cooks, and mates—from \$15 per trip to \$30 per trip. This increased rate will be paid in addition to the regular full share of the catch.

\$25 'Broker Trip'

Also each fisherman now will be paid a flat fee of \$25 for a "broker trip"—one during which too few fish are caught to meet expenses.

Another important gain is a one-half percent increase in the gross stock deduction made for the welfare-pension fund.

Concessions from the boat owners in the methods used to purchase supplies for a trip were also won. The new pact provides that the vessel owner is to purchase all supplies at the "best competitive price." Rags, dishes, watchman fees, and the cost of light bulbs will be paid by the vessel owner.

Only lubricants "actually burned" will now be part of the gross stock. In the past, all lubricants, whether actually used during a trip or not, were partially paid for by the fishermen.

The AFU fought for, and won, the right to continue the arrangement whereby part of the cost of work gloves used by fishermen is paid by the vessel owner. The boat owners had demanded early in the

negotiations that fishermen pay the full cost of the gloves.

"It's a good contract," said Orlando, following its acceptance by the membership. New Bedford attorney Patrick Harrington, who was part of the AFU's negotiating team during the bargaining talks concurred with Orlando's comment. "We bargained well," he said.

Shipyard Orders Giant New Crane 19 Stories High

NEWPORT NEWS, Va. — Work will soon begin on a new four-million pound gantry crane which will tower 19 stories in height, and span two shipways for a distance of 440 feet, at the Newport News Shipbuilding and Dry Dock Company shipyards.

The largest crane of its type ever to be built in this country, it will span the shipyard's No. 10 and No. 11 ways and will easily clear the island structure of broad-decked carriers, or the soaring funnels of the largest superliners.

Designed to lift the heaviest of assemblies and machinery, the crane will roll back and forth over the shipways on rails that will be extended 150 feet into the James River to permit the unloading of heavy materials directly from barges or vessels. These materials can then be transferred directly to ships under construction.

Component parts of the crane will be built at the main Ohio plant of the Alliance Machine Company, which will engineer and build the structure.

Talking Over Old Times



Three additions to SIU pension roster are welcomed by Welfare Director Al Bernstein (far left) and two already retired Seafarers in New York hall. From left are: Domingo Jartin, Ricardo Barcelona, Louis Almeida, Fred Harvey and Alexander Leiner. Harvey joined the pension list in 1965, Leiner in 1968.

Gas Station Card Gimmicks Give Player Fast Shuffle

If you're looking for odds, don't expect any from the service station so-called giveaway methods of attracting customers—the cards you match or scrape.

Your chance of getting a dollar is about 4.5 in a thousand. That's .45 in a hundred, or about half of one percent.

Putting your faith in something substantial, like horse betting, is smarter.

The Oil, Chemical and Atomic Union News, official paper of the union that is closest to the industry, collected a few figures that evolved from some experiences with the cards the man gives you when you pay for your gas.

An Ohio station operator had an extra-special customer to whom he gave a box of 1,000 cards. The customer—or probably his wife—matched up the cards and won \$4.

Another operator took 1,500 of them home to his wife. Many hours of scrubbing netted her \$3 and a bad temper.

A South Carolina civic club asked its members to donate all the cards they got to a charity project. Bursting with altruism, they came through with 6,000 tickets to instant wealth. The charity benefitted by a grand total of only \$21.

A reporter from a Cleveland newspaper was a big winner, though. On the black market—you can buy these cards if you know how—he got 1,000 of them from each of two companies. One bundle returned \$7, the other \$8.

But do the companies lose? Hah! They charge the station operators \$15 for each 1,000, and they pay out from \$3 to \$8.

In Annual New Year's Message

Meany Outlines Labor's Objectives For National Progress, World Peace

WASHINGTON—Organized labor faces the year ahead with "a spirit of determination to push for progress at home and honorable peace in the world." AFL-CIO President George Meany declared in a New Year's statement this month.

Noting that 1969 finds a new Administration and a Congress of a different political viewpoint being called upon to work together, Meany pointed out that only time will tell how well this "division of power" works out. "But all Americans, no matter what their political beliefs, owe it to their country to support responsible efforts of the New Administration and the 91st Congress to meet the problems of our times," Meany added.

And as far as the labor movement is concerned, he emphasized "we will do our utmost to help solve the tremendous problems which face America's people, her cities and her future."

In Congress, Meany said, labor will work for measures to "house

the homeless, feed the hungry, succor the sick," protect the consumer, educate the young and provide the aged with a life free from fear.

Further, he stated, the AFL-CIO will seek legislation to "continue the march toward full equality and improve the lot of the nation's workers and their unions."

Meany reaffirmed labor's determination to support "with all our strength" the efforts of exploited farm workers "to achieve the protections and benefits that workers have a right to enjoy in a free society."

"The farm workers and the AFL-CIO will not rest until this goal has been won," he said.

Summarizes Aims

In summary, labor's objectives in Congress will call for new programs where necessary, broadening of programs that now are too narrow to be effective and "adequate and proper financing" of all programs, Meany stressed.

He then centered on three other areas that will receive major attention from labor in the year ahead:

Collective bargaining—AFL-CIO unions will strive for new contracts "that guarantee to workers their fair share of the fruits of enterprise."

State legislature—Unions will seek adequate unemployment and workmen's compensation benefits, consumer-protection laws,

modernized job-safety laws and elimination of procedures that deny the ballot to some citizens.

The international scene—"The AFL-CIO will continue its support of this nation's pursuit of peace with honor and its defense of freedom."

In this area, Meany also said that the federation will continue its role of helping to strengthen free unions in the developing nations "secure in the belief that by helping build strong, free democratic institutions we are simultaneously helping build democracy and freedom for all."

Meany concluded his statement by expressing labor's high regard for and gratitude to "a great American who is about to lay down the burdens of office, President Lyndon B. Johnson."

"No President," Meany declared, "has ever done more for the poor, the homeless, the elderly; no President has achieved more in the fields of education, civil rights or health care; no President has suffered so many unfair, unjustified attacks."

"The American labor movement owes President Johnson a deep debt of gratitude and, on behalf of the AFL-CIO, I am honored to acknowledge it."

AFL-CIO Seeking Effective Control Over Illegal Medicaid Profiteering

WASHINGTON—The AFL-CIO has called effective controls on illegal, unethical activities the answer to high Medicaid expenses.

Federation Social Security Director Bert Seidman urged such a program as preferable to slashing needed health services for the poor. He declared that certain professionals are now bilking millions annually from Medicaid and he said an effective cost control system could stop this.

Seidman made his remarks in a statement submitted to Secretary of Health, Education and Welfare Wilbur J. Cohen, who has been conducting hearings on Medicaid around the nation. Medicaid is the program through which the federal government helps finance state plans for providing comprehensive health care for the poor and low-income or "medically indigent" families.

"It would be the height of injustice," Seidman wrote, "to penalize the poor by barring them from needed health care while continuing to line the pockets of greedy providers who view the program as a get-rich scheme for doctors, nursing homes and pharmacists."

Program Drained

Seidman's statement noted that there is clear evidence that the present lack of cost controls has enabled unethical persons in those professions to drain the program of huge amounts of money.

He recalled an investigation by the California attorney-general which revealed that false claims, kickbacks, over-servicing and other abuses in that state are siphoning from \$6 to \$8 million annually from the California program alone.

The probe showed that some physicians are guilty of overservicing, submitting claims for patients they did not treat or for treatment not actually given, over-prescribing drugs and laboratory examinations, and charging fees.

Many California nursing homes abuse the program by accepting

duplicate payments or submitting claims for services rendered to patients who had died or been discharged before the period covered in the billing, the investigation revealed.

It also showed that a great number of druggists violate regulations by charging the state higher prices than those charged the public for the same drugs.

"These abuses clearly indicate the need for cost control in the form of federally regulated fees and charges," Seidman said.

He cited California only because that state's investigation had been the most detailed.

"We have no doubt," he added, "that similar investigations in other states would reveal equally shocking abuses which have added untold millions of dollars to the cost of the program."

Seidman said the AFL-CIO considers particularly sound a number of recommendations made by the Advisory Commission on Intergovernmental Relations. These proposals for increasing the efficiency and reducing the unduly high costs of Medicaid services deserve to be implemented as rapidly as possible, he suggested.

The AFL-CIO, he said, specifically supports the commission's proposals for reimbursing hospitals contingent upon their operating under an acceptable standard of management efficiency, payment for physicians' services on a basis other than usual and customary charges and improved techniques of utilization review.

Seidman described Medicaid as "an epoch-making commitment that needed health care would be the right of all Americans regardless of income."

This commitment, he said, "must be fulfilled. Therefore, we urge that while every effort be made to reduce unnecessary costs, there must be no restriction on the right of low-income Americans to obtain comprehensive health care."

Austin P. Skinner Re-elected By SIUNA Fishermen's Union

NEW BEDFORD, Mass.—Members of the SIUNA-affiliated New Bedford Fishermen's Union last month elected Austin P. Skinner to a fourth term as secretary-treasurer of the Union.

Skinner, who defeated Edward P. Patenaude by an almost two-to-one margin—341 to 171—will serve in the Union's top post for another two years.



Austin P. Skinner

Thanking the membership for their expression of confidence in him, Skinner pledged that the Union will not rest on past performance, but will step up its efforts to gain increased benefits for its fishermen, and continue to play a vital role in the fishing industry.

Citing progress made in the de-

velopment of NBFU health, welfare and pension plans, Skinner noted that an extensive investment program has been launched by the NBFU to insure maximum return on monies paid into the pension fund, so that benefit payments to members may be ultimately increased.

SIUNA Vice President

A vice president of the SIUNA, Skinner is also secretary of the SIUNA Fish and Cannery Conference. Representing thousands of SIUNA members in the domestic fishing industry, the Conference serves to foster unity in presenting the hopes and aspirations of the membership to government and management. With the severe problems presently confronting the U.S. fishing industry, the Conference also surveys legislation—local, state and federal—and analyzes the affect upon labor in the fishing industry.

Skinner has been secretary of the Conference since 1962.

In other election results, Jacob Ostensen was re-elected New Bedford port agent and John Burt was re-elected as union delegate.

Calif. Legislator Introduces Bills Vital to Labor

WASHINGTON—Three bills aimed at meeting organized labor's high priority legislative goals were introduced by Congressman Philip Burton (D-Calif.) during the first week of the 91st Congress.

The proposed measures would: Give farm workers the right to organize and bargain collectively under provisions and protections of the National Labor Relations Act; Repeal Section 14B of the Taft-Hartley Act; and Relax restrictions against construction site picketing in labor disputes.

"Just because we have a change in administration is no reason to let up in our battle for good and necessary legislation," Burton said. "The right of working men and women to organize and enter into union shop agreements with their employers is basic, regardless of vocation or occupation."

Burton noted that the farm workers and the situs picketing measures were passed out of the House Education and Labor Committee, of which he is a member, in the 90th Congress, but never reached the House floor.

Organized labor has urged the repeal of 14B which permits individual states to pass laws outlawing union shop agreements. At present 19 states have such laws.

The situs picketing bill is aimed at another section of the law which prohibits union picketing at a construction site if more than one employer is involved.

To Help Hard-Core Unemployed

AFL-CIO's 'Human Resources' Plan Gets Underway in Nine Major Cities

WASHINGTON—The AFL-CIO's campaign to get union members more involved in manpower programs for the hard-core unemployed is now under way in nine cities—Atlanta, Boston, Cincinnati, Houston, Pittsburgh, New York, Los Angeles, New Orleans and St. Louis.

These are the first of 50 metropolitan areas in which organized labor will have a full-time manpower representative operating under the direction of the new Human Resources Development Institute in Washington.

HRDI is a non-profit corporation set up by the AFL-CIO to mobilize the resources of the labor movement in a nationwide program to recruit, train, employ and upgrade the unemployed and the underemployed. Federation President George Meany is chairman of the HRDI board and Julius

Rothman, associate director of AFL-CIO's new Department of Urban Affairs, is president.

The institute was set up with the aid of a Labor Department grant of \$1.5 million.

"The AFL-CIO has consistently said that the road out of poverty is a good job at decent wages," Rothman pointed out. "We feel that the proper role for labor unions in helping to achieve this goal is to get involved in the actual training of the disadvantaged unemployed worker for a place in our economic system."

Already on board with HRDI, Rothman reported, are a fulltime director and four staff representatives in the national office plus fulltime representatives in the nine pilot cities.

HRDI's executive director is Merlin L. Taylor of New Orleans. A former bricklayer and stone mason, Taylor was president and business manager of his local union for three years, during which he developed and taught an extension course for journeymen for the State Department of Vocational Education. He also attended an AFL-CIO Community Services course and studied at Loyola University's Institute of Industrial Relations. Taylor, 39, comes to HRDI from the Labor Department, where he had major responsibilities in developing manpower programs.

Also in HRDI's Washington office are James D. Boyle, Olga Corey, C. R. Hollowell and Alfred P. Love. The field staff includes Peter Babin III in New Orleans, Charles E. Bradford in St. Louis, Donald W. Bridges in Houston, John T. Burnell in New

York, R. J. Butler in Atlanta, Eddie Campbell in Cincinnati, Mrs. Minona J. Clinton in Pittsburgh, Paul J. Flynn in Boston and George M. Garland in Los Angeles.

All HRDI staff members have a background in the labor movement, Taylor noted, plus a variety of experience in civil rights, anti-poverty programs, political action and other civic involvement. The staff will be thoroughly integrated, says Taylor, and already includes two women and six minority group members.

HRDI recently concluded a one week training session in Washington at which top representatives from the AFL-CIO, the Labor Department and the National Alliance of Businessmen briefed the staff on manpower and related problems. A second conference will be held in February for new field representatives in the next cities to be staffed.

At the Washington conference, Taylor emphasized the key role that HRDI was expected to play in the AFL-CIO's total effort to help resolve what he called "the single most critical domestic problem facing the United States today—helping the hard core to acquire full economic citizenship."

"Unless we begin to successfully recruit the disadvantaged men and women in our ghettos, train them and place them in good jobs at decent wages," said Taylor, "we cannot begin to solve the crisis that is plaguing our cities. Organized labor can play a major role in creating a realistic, creative climate for developing training and placement programs."

Clothing Workers Score Runaways South of Border

NEW YORK—The Clothing Workers have called upon President Johnson to seek ways of restraining the increasing runaway of U.S. companies to low-wage areas just across the Mexican border.

ACWA President Jacob S. Potofsky, in a letter to Johnson, said that if the flight continues unabated it will "seriously undermine much of what this nation has so laboriously achieved in building the highest standard of living in the world."

Potofsky's letter was triggered by a recent report that Oxford Industries, Incorporated, is planning to start making boys shirts in Mexico. The move, Potofsky warned, could touch off a chain of runaways by other clothing manufacturers.



Plans for a 50-cities drive to recruit, train and find jobs for the hard-core unemployed were developed at a conference held in Washington. The program is being carried out by the Human Resources Development Institute (HRDI), the AFL-CIO and the Department of Labor. From left are: Otto Pragan, assistant director, AFL-CIO Department of Education; Orianna Syphax of the Department of Health, Education and Welfare; Julius Rothman, associate director of the AFL-CIO Department of Urban Affairs and president of HRDI; Robert McConnin, of the Department of Labor; Merlin Taylor, executive director of HRDI, and Thomas F. Royals, of the Department of Labor. This is a pilot program.

Roy Fleischer Dies at 66; Verse Appeared in LOG

NEW YORK—Roy Fleischer, 66, whose poetry appeared from time to time in the LOG and was familiar to Seafarers, died October 23, 1968, at his home in Tottenville, Staten Island, N. Y.

A native of New Britain, Connecticut, Fleischer was a licensed attorney but practiced law for only a few years before turning to journalism as a reporter on the East Hartford (Conn.) Gazette. His later career as author and poet developed from this experience.

Fleischer published a book of verse in 1964, titled "New York—Port of Dreams." The book took its title from one of his numerous poems published in the LOG. Released to coincide with the opening of the New York World's Fair, the work was widely distributed to colleges and libraries.

Typical of Fleischer's verse was this short poem, "Jealousy," which appeared in the September 18, 1964, issue of the LOG:

*I've seen them in Hong Kong,
Bridgeport, Galilee—And women on waterfronts
Sit with their backs to seas. I never could understand it,
Don't they want to be free? Or perhaps the answer is:
They are jealous of the sea.*

Labor Cites Grim Alternative To Federal Safety Controls

WASHINGTON—A labor safety expert offered an alternative recently to federal occupational safety and health standards in a debate with management and state officials who saw no need for a federal law.

Alan Burch, safety director of the Operating Engineers, said even better results in reducing on-the-job accidents might be obtained if the head of each company were required to personally notify the family of each worker killed on the job.

If this were done, Burch suggested, next year there might not be 14,200 Americans "killed by crushing, slicing, burning, strangling or smothering" as the result of work hazards.

The debate took place during the 50th anniversary meeting of the USA Standards Institute, a private organization set up to encourage voluntary standard-setting by industries.

Joining Burch in urging passage of federal legislation was David A. Swankin, director of the Labor Department, Bureau of Labor Standards.

Varies With States

Swankin noted the sharp differences in work accident statistics among states with varying safety programs—or with no programs at all.

"A worker in a high accident state," he said, "is only about a third as safe as he is in a low accident state."

After reporting that state expenditures on safety range from 2 cents per worker per year to \$2.11, Swankin asked his audience, "Which state would you rather work in?"

The safety manager of E. I. du Pont de Nemours and Co., J. S. Queener, argued that "federalized" industrial safety and health programs would destroy the "partnership" between private industry and state regulatory agencies.

And Commissioner Edmond M. Boggs of the Virginia State Dept. of Labor & Industry termed the proposal for a federal law "a power play" by the U.S. Labor Dept, which states should resist.

Burch accused management and state opponents of "setting up straw men and knocking them down" in their arguments against a federal law.

The states have had years to act to improve job safety, Burch pointed out, "and only a few have done anything effective."

As for management, he said, it seems "caught in a bind between the necessity for making a profit on the one hand, and competitive costs on the other." Burch suggested that "uniform regulations would help to remove industrial price-cost competition from the safety picture."

Neuhoff Mansion Gets Picket Line From 4 States

ROANOKE, Va. — Striking Meat Cutters from four states picketed the palatial home of Lorenz Neuhoff here during the recent holidays to call public attention to their struggle for union contract benefits at Neuhoff meat packing plants.

The strikers braved heavy rain and near-freezing temperatures to remind Neuhoff of his refusal to bargain with their union. Led by Earl Grant, executive assistant to union President Thomas J. Lloyd, the group included local union members along with strikers from Neuhoff Packing Company plants in Montgomery, Ala., and Clarksville, Tenn., and employees from Kinston, N. C.

Parading before Neuhoff's columned southern mansion, the strikers carried signs relating their requests for union contracts and better conditions. The demonstration was part of a year-long union effort to bring Neuhoff and his family to the bargaining table.

AFL-CIO President George Meany recently called on all union members to support a consumer boycott against Neuhoff Packing Company meats—including Frosty Morn, Valleydale and Reelfoot products that labor calls unfair.

Drive to Curtail Filibuster Launched Anew in Senate

WASHINGTON—A new rules reform drive got under way in the Senate with bipartisan sponsorship and labor support as the 91st Congress convened this month.

Its goal is to curtail filibusters by changing the Senate's Rule 22 to impose "realistic limitations on debate."

The present rule requires a two-thirds vote to limit debate. It allows 34 of the 100 senators to talk a bill to death. That has been the fate, in recent years, of the bill to repeal the open shop Section 14(b) of the Taft-Hartley Act, important civil rights legislation, and the confirmation of a Chief Justice of the United States.

Senators Philip A. Hart (D-Mich.) and Jacob K. Javits (R-N.Y.), co-leaders of the rules reform drive, said in a letter to their colleagues that the mere threat of a filibuster has been used to weaken as well as defeat bills and the inability to bring legislation to a vote has subjected the Senate to "ridicule."

The fight for rules reform, they said, must be made at the start of a new Congress because that is the one time that a majority of the Senate can act on a rules change without being frustrated by a minority filibuster.

Senators supporting rules reform face an uphill fight to convince a majority of the Senate to use its power to act or, alternatively, to convince two-thirds to use the cloture procedure of the old rules to break a filibuster and bring rule change proposals to a vote.

Both courses were tried unsuccessfully in 1967, at the start of the 90th Congress.

The background of the dispute goes back even further.

Rules reform leaders have argued over the years that at the start of a new Congress a majority of the Senate has a constitutional right to adopt new rules and close debate by majority vote.

Richard M. Nixon, when he was Vice President in the 1950s, supported this argument in advisory opinions given in his role as presiding officer of the Senate. But at that time reform advocates were unable to muster a majority to take advantage of the opportunity.

When Lyndon B. Johnson was Vice President in 1963, he held that the question of constitutional interpretation could only be decided by the Senate—but the Senate was prevented by a filibuster from deciding the issue.

Two years ago, Vice President Humphrey came up with a formula which would have permitted a majority to act—if it wished.

A supporter of rules reform moved to close debate and Republican Leader Everett M. Dirksen promptly raised a point of order.

Following Johnson's precedent, Humphrey said the point of order would have to be decided by the Senate. But he indicated that a motion to table the point of order would be proper—and not subject to debate.

If the point of order were tabled, Humphrey said, the effect would be to uphold the claim that a majority of senators can halt debate on a rules change proposal.

But the Senate establishment—the Democratic as well as the Republican leadership—opposed this parliamentary shortcut and the tabling motion was badly beaten, 61-37. The Senate then went on to uphold Dirksen's point of order.

A final effort to bring about a rules change vote through cloture won 53-46 approval, but failed because it fell short of a two-thirds margin.

Theoretically, the rules change battle would block any other legislation from being considered by the Senate until the matter is disposed of. But in the clublike Senate, the debate is expected to be interrupted to take up other matters from time to time by unanimous consent.

LABOR ROUND-UP

Thomas R. Donahue, assistant secretary of labor, will return to the Service Employees Union as executive secretary, a new post. Donahue had been executive assistant to the president of the SEIU before he was named to the Labor Department position by President Johnson in 1967.

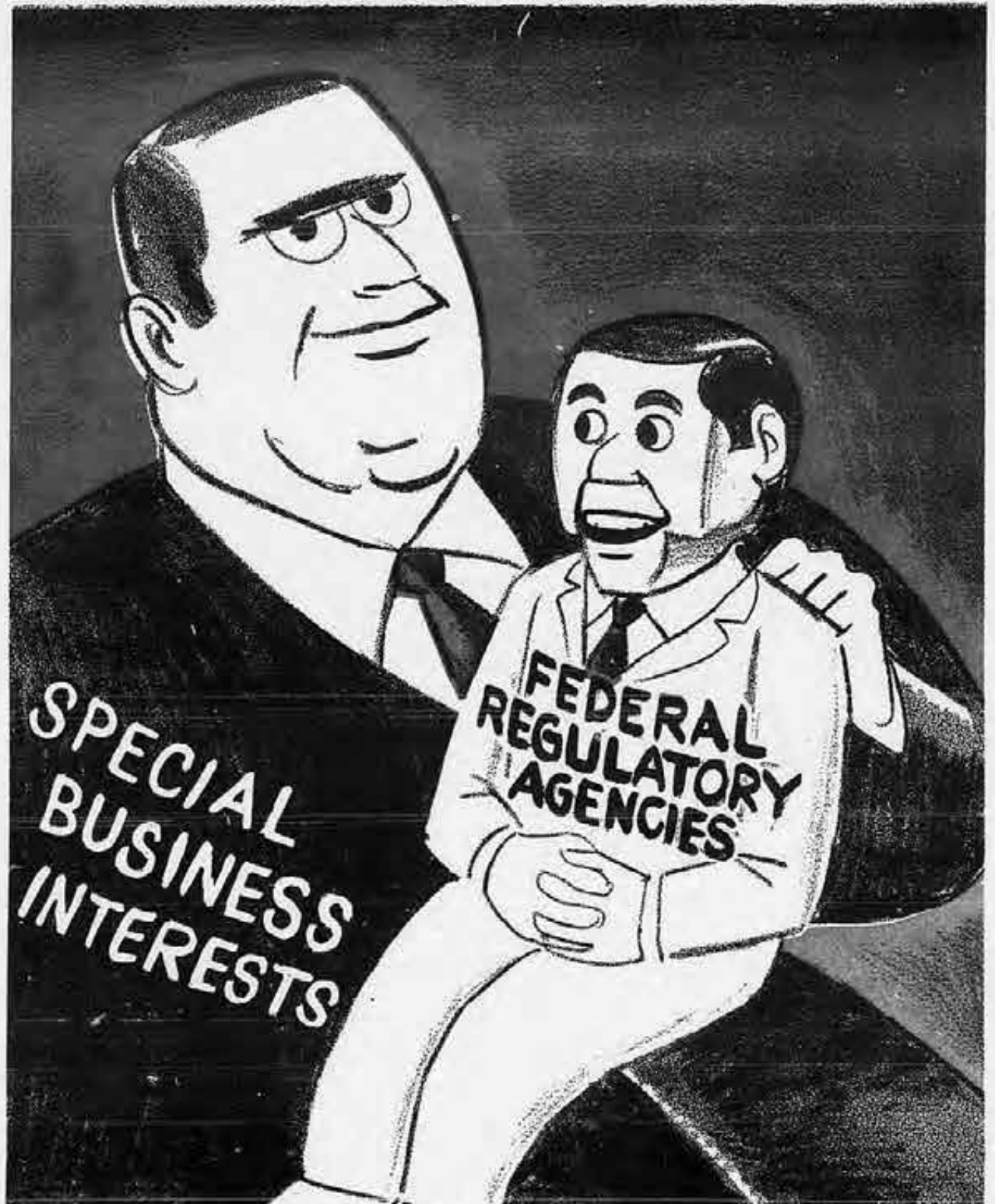
Thomas R. Owens, former miner who helped build the Rubber Workers and served as its Washington legislative representative until his retirement in 1956, died recently after a lengthy illness. He was a brother of Secretary-Treasurer John Owens of the Mine Workers. The union's 1956 convention said of T. R. Owens in a resolution adopted by unanimous vote that "his advice, guidance and counsel during the infancy of the URW was of great value because of his experiences in the struggle of the Miners Union to establish unionism."

A donation of \$2,500 to Children's Hospital, recently was voted by the AFL-CIO Executive Council

in memory of the late George M. Harrison, long-time member of the council. Harrison was an AFL-CIO vice president and president emeritus of the Railway and Airline Clerks when he died last month. In a resolution of tribute, the council said Harrison "served as an outstanding member of this Executive Council" since 1955, when he "helped forge the bonds of unity" between the AFL and CIO. The Cincinnati hospital was one of his many civic and charitable interests.

Members of the Ladies' Garment Workers will be getting prescription drugs by mid-1969 at a fraction of the cost they now pay. Their medicine bills will be cut by the mail order drug plan instituted by union and employer trustees. Each order—limited to a 30-day supply of medicine—will cost members \$1. The union's new Health Services Plan will pay the rest, including the cost of mailing. It's estimated that the average cost to members will be 25 percent of normal retail drugstore prices.

"They Can't Follow This Act"!



"We would misuse the trust and confidence manufacturers have placed in us if the information were publicized . . . we do not want manufacturers to look at us with an attitude of fear."

This statement was recently made by the chairman of the National Commission on Product Safety, a government regulatory agency set up to protect the public from household products which endanger health or safety.

In the light of such comments, one might well wonder what is uppermost in the mind of such public administrators—the welfare of the citizens they were appointed to protect, or the corporate corns they might step on if they were to attack their jobs with zeal and enthusiasm?

The recent disaster which snuffed out the lives of 78 miners in Farmington, W. Va.—a tragedy which Senator Gaylord Nelson (D-Wisc.) says could have been prevented by proper enforcement of even the present inadequate regulations of another government agency, the Bureau of Mines, is an even more graphic example. This Bureau has, in the past, opposed action on a mine safety bill. Is this so-called regulatory body concerned primarily with the lives of miners or are they "hung-up" on the effect that assiduous enforcement of safety measures would have on profits of the mine owners?

There are other less dramatic, but none-the-less irksome areas involving the public good which are administered with similar laxity.

Television, for example, probably the greatest communications medium so far devised, has been allowed to become a vehicle of mediocrity packed with inferior commercial fare dedicated to the most base impulses of the community and laced with largely taste-

less and offensive sales pitches—often three or four of them in a row—cramped down one's throat. Yet the Federal Communications Commission is charged with the responsibility of policing TV—both its program content and the number and quality of commercial messages to which the viewer is exposed. It can withhold a license, enforce compliance with good taste, and contribute to the elevation of program standards. Rather than offend the big advertisers, however, many departures from common decency are conveniently overlooked.

In the case of the Federal Trade Commission, a group of young lawyers led by crusader Ralph Nader has made a study of that agency and come up with the declared conclusion that the "shockingly poor" performance of the FTC is attributable to enforcement tactics carefully calculated not to offend political or economic "friends" whose pressure they fear.

Similarly, the Food and Drug Administration, charged with guarding the quality, purity and safety of the things we eat and the drugs we swallow, has failed to eliminate many long-standing consumer abuses because of poorly disguised industry pressure. The FDA seeks compliance not by stern direction but by "consent agreements" which allow violators to escape virtually untouched.

Any excuse that the public doesn't have to buy shoddy, dangerous or overpriced merchandise, that no one has to view TV if it doesn't meet his standards, etc., is unacceptable in a society so complex that specialists are required to properly analyze and evaluate the goods and services—and the claims made for them—which are thrust upon us in such profusion.

The public must be adequately protected and Congress should take a long, hard look at regulatory agencies now, while the incoming Administration is making its appointments.



YULETIDE with the SIU



Typical of the Christmas spirit and the holiday glee is this scene of the children of Seafarers and their guests lined up at Wilmington party.

In keeping with the season, SIU ports all over the country, this year, as in other years, maintained their tradition of entertaining Seafarers and their guests at Christmas Dinner. As these pictures show, the day was universally enjoyed by young and old.



A hearty laugh is enjoyed at Seattle Hall by Seafarers Frank Warren, Bob Cossiboin and Dick Schaeffer.



At Port of Frankfort, cute little Laurie tells mommy, Mrs. Wayne Clarmont, how much she enjoys the goodies.



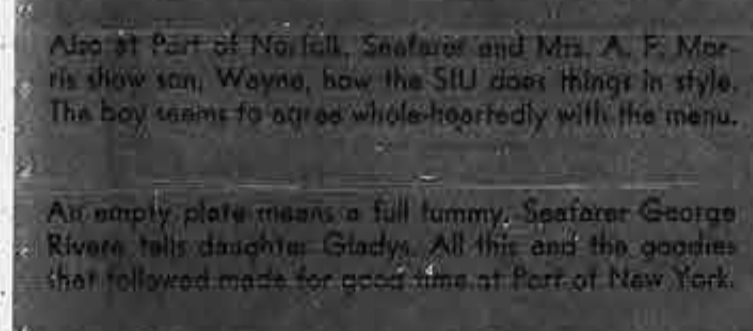
At Philadelphia Hall, Seafarer Henry McCullough and his family watch youngest member reach for the soda.



At Frankfort are (l-r): Mrs. Roland Skinner, Dennis Shea, Donna Walker, Seafarer and Mrs. Walt Peters.



A welcome guest at Detroit Hall was Charles Prather, assistant to Congressman John Dingell (D-Mich.), seated, left, behind first child, with SIU families.



Also at Port of Norfolk, Seafarer and Mrs. A. F. Morris show son, Wayne, how the SIU does things in style. The boy seems to agree wholeheartedly with the menu.

An empty plate means a full tummy. Seafarer George Rivers tells daughter, Gladys, All this and the goodies that followed made for good times at Port of New York.



At Mobile Hall, Seafarer and Mrs. F. Blankenberg and his family are pleased with the hospitality and the good eating. Even kiddies agreed everything was OK.



Seafarer Joe Schell, Mrs. Schell and their son agree food is tops at the fine meal served in Seattle.



Also at Seattle, Seafarer Vince Lawin and the Mrs. show the little Lawins a real SIU good time at hall.



Enjoying Christmas at Mobile are (l-r): Seafarer and Mrs. Raymond Ried, Jimmy Kilpatrick, Joseph Maye, Seafarer and Mrs. Bernard Maye and son, Bernard, Jr.



Wilmington festivities were held in Hacienda Hotel in San Pedro. Seen here are, (l-r): Seafarer and Mrs. James Fitzgerald and pensioners Sam Drury and Sidney Day.



Shown waiting for the Christmas dinner, and ready to enjoy the delicious food at the Hall in Norfolk are from left through Mrs. Robert and Mrs. Rebecca Davis. Waiting to be served, done at Port of Norfolk are (l-r): Mrs. Julia Davis, Rebecca Galanov, Seafarer Sam Davis, daughter Debra Davis and Mrs. Ida Sulisty.



At Port of Norfolk, Seafarer and Mrs. Harley M. Fare sit down to the company friends and fellow Seafarers give party. The meal was judged a stoward's delight.



It's a lucky son who gets his delicious food from both sides at once. Shown at Port of Mobile are Seafarer and Mrs. O. W. Dowd, boy is taking it all in stride.



The Nicholson children, around the table from left to right, Myra, Robin and Joy show best smile of sheer good humor at Seafarer James Whitfield in Wilmington.

Growing SIU Pension Roster Adds Eight Additional Veteran Seafarers

The names of eight more Seafarers have been added to the SIU's pension roster. The latest additions to the ever-growing retirement list include: Recardo Barcelona, Isaac McCants, Horace Curry, Atilano Malavet, Claude West, Charles Brinton, Henry Bramer and Frank Cannella.

Recardo Barcelona sailed as AB and joined the Union in the Port of New York. A Seafarer for 30 years, he lives in Brooklyn with his wife, Josephine. Born in the Philippine Islands, Brother Barcelona last sailed on the Jacksonville.

Isaac McCants held a steward's rating. Joining the SIU in Mobile, he also sailed 30 years. A native of Alabama, he makes his home in East Orange, N.J. Brother



Barcelona McCants

McCants last shipped on the Jefferson City Victory.

Horace Curry was a member of the steward department. Born in Ohio, he now lives in Mobile with his wife, Louise. Brother Curry joined the SIU in the Port



Curry



Malavet

of Baltimore and his last ship was the Del Norte.

An FOWT and deck engineer, Atilano Malavet had sailed since 1939. He joined the SIU in New York and makes his home in that city. Brother Atilano was born in Puerto Rico and last shipped aboard the Robin Goodfellow.

Claude West held a steward's rating and joined the Union in Tampa. Brother West lives in Jacksonville with his wife, Mable. He is a native of Missouri and last sailed on the Keva Ideal.

Charles Brinton lives in New Orleans. He shipped as AB and his last vessel was the Alcoa Voyager. Brother Brinton is a native of that state, he resides in Frankfort with his wife, Laura.

Henry Bramer sailed as oiler and was last employed by the Ann



West



Brinton

Arbor Towing Company. He joined the Union in Elberta, Mich. A native of that state, he makes his home in Frankfort, Mich., with his wife, Laura.

Frank Cannella was a steward and last shipped aboard the Jacksonville. A native of Pennsylvania,



Bramer



Cannella

he lives in Pittston, Pa. He joined the Union in Tampa. During World War II, he served in the Army.

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

HIGH COST OF DYING THE LIVING END

By Sidney Margollus

Despite all the criticisms of expensive funerals in recent years, the high cost of dying is still higher. A funeral nowadays often will take most of a typical \$1000 welfare-plan death benefit and sometimes more.

That's just for the funeral director's services. When you add the cost of a cemetery lot, grave opening, foundations and miscellaneous fees, the total often will be \$1500 and more, depending on the cost of a marker for the grave.

There was a small dip in funeral charges early in the 1960's as the result of the various published exposures on the subject at that time. But then prices started to march right back up again, report union welfare experts such as Harry Haskel, Ladies Garment Workers Union, and Donald Rubin, Pocketbook Workers Retirement Fund, who follow funeral costs closely.

These high prices eat up funds the bereaved family itself urgently needs at this critical time, to help rearrange its affairs and pay remaining medical bills of the last illness.

While costs have not receded, there have, however, been at least some useful developments.

Several court decisions and increasing legislative efforts in various states may finally help families to at least know what they are paying for.

In New York, for example, a determined effort by Attorney General Louis Lefkowitz has resulted in a decision that funeral directors must itemize their bills.

Some funeral directors—preferring to quote a "package price"—have fought hard against itemizing, not only in the courts but through pressure in state capitols. There they have what Lefkowitz called "highly organized" lobbies.

Hidden Charges

The judge who ruled that undertakers must itemize bills found that funeral homes would quote a package price initially and then charge separately for other items which the families thought was included.

In Wisconsin, the National Funeral Directors Association and its local affiliate were ordered by the courts to discontinue a ban on price advertising.

The funeral directors claimed they did not consider price advertising ethical. But the state charged that the NEDA's ban against posting or advertising prices was for the purpose of fixing and maintaining high prices. The state further asserted that a funeral home could make a profit even if it charged as little as \$200 for a funeral.

The U. S. Justice Department also is seeking—through court action—to facilitate price advertising in all states.

In California, legislation has been proposed to require funeral homes to give customers a price list of funeral and casket charges. Funeral directors would also be forced to give customers printed notice that expressed disposal wishes of the deceased must be observed, and that embalming is not legally required.

Another hopeful development against rising prices is the continued expansion of memorial societies. There are now over 100 such societies with a total of more than 300,000 members, reports Ernest Morgan, author of *A Manual of Simple Burial*.

Memorial societies or associations try to encourage simple, dignified funerals at moderate cost. Often they make arrangements with funeral homes to provide funerals at reasonable charges for their members. When the need arises, the society also helps with arrangements and advice.

Pre-planning Important

These memorial societies also encourage "pre-planning" so that your family knows beforehand what kind of burial and service you want, and what to do when the time comes. The member and his family decide among themselves in advance whether they want earth burial or cremation, and a simple memorial or more-elaborate funeral.

A Manual of Simple Burial has a complete directory of memorial societies in the U. S. and Canada, and their minimum costs (usually for cremation). Most of these societies are members of The Continental Association of Funeral and Memorial Societies, with headquarters at 59 East Van Buren Street, Chicago, Ill. 60605.

The manual also lists co-operative burial associations which are found mostly in the Midwest and North Central states—especially Iowa and Minnesota. Also provided are lists of eye and temporal bone banks, and of medical schools, complete with instructions for those who may wish to bequeath their remains to such institutions.

One of the most useful single suggestions offered in the manual is how the cost of burial can be held down through a combination of memorial society and credit union membership. Many credit unions have an insurance arrangement under which deposits made before age 55 are doubled in case of death. For any deposits made after age 55, the insurance pays proportionately less.

Thus, a credit union member who wants to provide for his own burial expenses can deposit, say, \$250. If he dies his family will then get \$500 plus accumulated dividends. This would be enough to pay for the kind of simple funeral available through a memorial society.

A Manual of Simple Burial is available for \$1 from Celso Press, Burnsville, N. C. 28714.

DISPATCHERS REPORT Atlantic, Gulf & Inland Waters District

December 27, 1968, to January 9, 1969

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	5	1	7	2	2	11	2
New York	66	34	16	23	3	217	111
Philadelphia	10	7	7	2	2	19	11
Baltimore	18	14	5	2	1	120	57
Norfolk	16	13	5	10	3	23	14
Jacksonville	12	9	6	4	4	20	17
Tampa	5	4	4	5	3	24	25
Mobile	21	19	9	13	1	98	44
New Orleans	39	31	27	20	6	109	70
Houston	30	27	10	11	7	82	103
Wilmington	14	24	18	27	12	55	2
San Francisco	70	49	46	45	38	72	27
Seattle	31	24	23	18	20	47	12
Totals	337	256	183	182	102	897	495

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	3	2	1	0	2	4	2
New York	45	45	11	30	9	145	131
Philadelphia	7	7	8	3	1	16	6
Baltimore	13	14	4	4	0	12	64
Norfolk	5	13	1	10	3	27	19
Jacksonville	7	10	5	8	7	17	12
Tampa	2	6	2	5	0	12	18
Mobile	20	31	9	10	1	57	61
New Orleans	39	37	18	21	10	92	89
Houston	7	33	11	9	4	79	91
Wilmington	12	18	6	17	23	22	4
San Francisco	53	51	37	46	44	59	12
Seattle	25	18	7	19	14	41	7
Totals	238	285	120	182	118	643	516

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	5	2	0	1	1	5	1
New York	50	20	20	7	17	145	51
Philadelphia	8	7	6	4	1	16	5
Baltimore	20	8	0	1	1	67	52
Norfolk	5	12	3	5	6	18	24
Jacksonville	15	5	3	3	5	18	10
Tampa	3	5	3	4	0	23	11
Mobile	23	18	4	5	1	76	46
New Orleans	33	21	17	17	8	113	43
Houston	16	14	4	1	3	86	50
Wilmington	18	13	8	10	10	26	2
San Francisco	42	56	28	61	36	60	23
Seattle	18	14	13	11	0	40	7
Totals	256	195	109	130	95	693	325

Seafarer Thanks SIU Welfare Plan

To the Editor:

This is a note of congratulations to the best Welfare Plan in our industry.

I am now collecting a disability pension and have always been well treated by the Union in everything that I have ever asked.

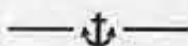
Lately my wife had a serious attack of illness and, once again, the SIU Welfare Plan took care of everything, as always.

Wishing you and all the officials and members of the Union the best of everything in the New Year.

Steven Boides
Book No. 783

We must hope that Nixon's appointments to the lesser positions—such as his choice for the consumer advisory post now capably filled by Betty Furness—will be better ones.

Sincerely,
Dick Moharus



Blood Donors Seen as Heroes

To the Editor:

My hat is off to those Seafarers who have contributed to the SIU Blood Bank. I don't mean only the gallon club donors—these are a special case, deserving of all the recognition we can give them. But even the guy who has given only one pint—he's a hero, too, as far as I'm concerned. He may have saved somebody's life.

Now, at a time when everybody and his uncle has had bouts with the flu, we read that blood supplies are running very low. That's when able-bodied people can make their most valuable contribution. It is truly gratifying to read that SIU has been able to deliver 50 pints of blood to the New York City Board of Health. Just another example of how our unions can, and do, perform valuable service to the communities in which we live. It makes me proud to be a member of the labor movement.

Many of my friends have given blood from time to time as I, myself, have also done. It takes very little time, doesn't hurt a bit, and leaves no after effects whatever.

I urge everyone who can do so to make it his business to give just one pint of blood. It is quite likely to be the one that changes a dreadful emergency into a life-saver. Only those who have taken the few minutes required to donate just a little of their own blood can really know what a grand and glorious feeling this is.

Sincerely,
Pete Sandakis



Much to Be Done, By Labor in 1969

To the Editor:

In spite of the accomplishments of the past, 1969 will be a challenge to organized labor and its friends in Congress, especially with a Republican Administration, which in the past has always meant less sympathy for labor's needs.

The elimination of existing right-to-work laws, a fair contract for the farm workers, adequate unemployment insurance protection, workmen's compensation, consumer safeguards, job-safety and the problems facing the cities are just a few of the goals the labor movement must continue to work for.

Of course, the maritime industry must also continue its hard, uphill battle to achieve its goal of a strong, modern merchant marine capable of competing with the rest of the world's expanding fleets.

Sincerely,
Phillip Bryant

Sport of Kings Had Many Knaves, Retired Seafarer Ray Flynn Recalls

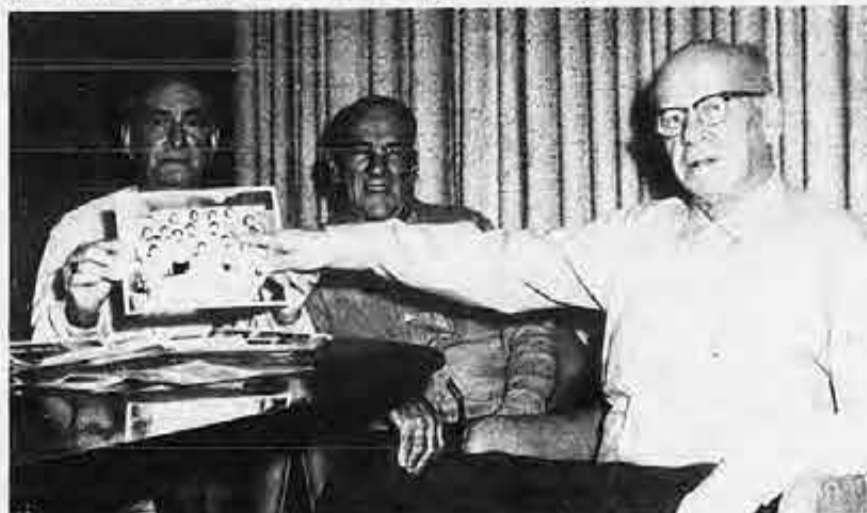
Seafarers who frequent the race track are familiar with such devices as photo finish cameras and automatic starting gates, but when Seafarer Ray Flynn was active in racing prior to his sailing career, such equipment was unheard of. In fact, the so-called Sport of Kings was then dominated by men who possessed less than Kingly honesty, Flynn recalled to a LOG reporter in the New Orleans hall.

Brother Flynn remembers one horse named Black Dear, a two-year-old with bright promise, back around 1923. He was a good mudder and had real ability so his owners decided to keep him "off the boards" for a year. The trainer was a man who had the reputation of being a shady character. He finally entered the horse in a race that turned out to be fixed. Flynn was instructed to "give him an easy ride." A horse called She Devil expected to win the race.

In those days, bookmakers hung around the track and solicited bets. The jockey on She Devil was a chap whom Flynn remembers as a "cocky kid." He reminded Flynn: "you know what you have to do." The trainer, and those in the know, bet on She Devil, and the trainer promised the young jockey a car for his part in the deal. Flynn, however, decided against throwing the race, he said, and in the back stretch "I gave my horse the whip and we pulled away."

Threw A Fit

I beat She Devil by a nose and the trainer threw a fit over at the judges stand, explained Flynn. Instead of congratulating his jockey, the trainer said he double-crossed him. Because there was so much money bet on She Devil—and Black Dear won—the trainer was accused of crossing the bookmakers. In retribution, Flynn was "set down for incompetence" and unable to compete on many tracks. At the time, he had been racing



Veteran Seafarer Phil O'Connor points to himself in an old photograph held by Tom Garrity, at the New Orleans hall, recently. The pictures belong to Ray Flynn (center) who recalled career as a jockey to LOG reporter. Flynn recently retired after 30 years in Union. Garrity and O'Connor are on SIU balloting committee.

five to seven times a day. "I never did get that car either," he joked.

Racing was not governed by any hard strict rules at the time and jockeys frequently had to keep moving or get thrown off the track if they made enemies, as Flynn had done with the trainer.

Flynn was able to do some free-lance riding in places like Tijuana, Mexico. The track made it possible for a bettor who picked five winners in a row to win as much as \$60,000 or \$80,000, making it a favorite of gamblers.

Flynn also put in a stint at the Black River Jockey Club in Montreal, where he became one of the club's leading jockeys. He remembers one hot spell where he had nine winners in seven days. He rode primarily for a man named Ross and proudly recalls that one of his competitors was the late Earl Sande—one of the all-time great jockeys.

"In those days, owners used to enter two or three horses from the same stable in the same race. A handful of jockeys, like Sande and Clarence Cummer, had the pick of the better horses," Flynn recalled. Flynn had a brother, Joe, who also became a jockey and rode frequently in Cuba and California.

Few Wealthy Jockeys

When Brother Flynn was active, there were few rich jockeys in the class that Eddie Arcaro and Willie Shoemaker are in today. "You could count the rich ones one one hand," he said. "Most of them wound up working in the stables as grooms, or similar jobs."

A native of New Jersey, Flynn always loved horses and as a boy, had to be taken out of school when he was around 12 years old because of scarlet fever. He was advised to live on a farm for his health, he said. His parents ran a rooming house and horsemen frequently stayed there. One of them, Mike Hackett, knew the youth liked horses and got him interested in riding.

Flynn started his jockey career around 1921, working for the stable of J. A. Widener, a famous enough racing name. The trainer was Tom Walsh. Flynn rode at Bowie, in Maryland, among other tracks, and recalls one of his first

horses, Zouave. In spite of his early bouts with illness, Flynn was "stronger than most of the other jockeys and I was not permitted to ride a race less than a mile in distance."

At that time, he said, there was no such thing as an automatic starting gate and horses were walked up to the starting line. Frequently, one horse would be slightly over the line while another would be further back as the race began.

One particular horse Flynn recalls vividly was named Mock Orange. "All you had to do with this horse was hold his head up and click your tongue. Some horses like this one would run against the bit and you just held his head up. If you loosened the bit and let the head drop, the horse would stop," Flynn said.

Turned To Sea

Although at one time he weighed only 84 pounds, he eventually began to put on weight and turned to rubbing down horses, and later left the sport on a full-time basis altogether.

"I started sailing in 1928, returned to the stables on occasion as a groom, and then left for good," he said. "My first ship was the Leviathan, a vessel the U.S. took from Germany after World War I, and I worked as a waiter. Great Britain took her sister ship, the Majestic. The Leviathan was later sold for some \$70,000 and turned into scrap."

"At that time, there was no Union hall, so the seamen went down to the dock and read a board that had a list of jobs," Flynn recalled. "Sometimes, it was possible to get a job only by slipping the steward \$5." Brother Flynn had sailed with the SIU for 30 years—mostly on Delta Ships since 1946—prior to going on pension recently. He joined the Union in New Orleans and still makes his home there.

The 62-year-old Seafarer has fond memories of the Delta vessels and has an interesting collection of old photos of the crewmen who sailed them out of New Orleans for so long. Some of these are of a baseball team the Del Norte had in the late 1940's which played against local teams in Rio, Santos and Buenos Aires.

LETTERS To The Editor

Widow Thanks Delta Crew for Courtesy

To the Editor:

I would like to thank all the members of the New Orleans SIU for being so nice to me and my children during the Thanksgiving and Christmas holidays.

They have all been extremely kind after the death of my late husband.

Sincerely,
Mrs. Ida May Folse
New Orleans



Appointments Clue New Administration

To the Editor:

President-elect Nixon's "new look" may or may not extend to his Administration. Even now many are wondering what the "pitch" of the new deal, square deal, diamond deal—or whatever his regime will be known as—will be. However, people will be able to draw their own conclusions to a large degree from his appointments.

So far, Nixon's appointees do not seem to be "great movers." Certainly, if they don't stamp the new government as being terribly slanted in favor of "business above everything" they also don't impress anybody as being in labor's corner, or in the corner of the little man.

Take, for example, the naming of George P. Shultz as Secretary of Labor. Shultz seems like a nice enough person. He has a fine academic background and is very knowledgeable in the field of industrial-labor relations.

There is also the appointment of Alaska's Governor Walter J. Hinkel as Secretary of the Interior. Everything known thus far about this man's attitude toward conservation is negative. He has come out for exploitation of Alaska's resources to the hilt—and damn what comes next. On the other hand, Stewart L. Udall, the Democrat's man in that office, has consistently pointed out how the nation's natural resources are being misused and has attempted to do something about it.

PERSONALS

James Stroud

Please contact your mother, Mrs. Edna Stroud, Box 200, Chloride Star Street, Kingman, Arizona 86401, as soon as possible.

R. L. Cooke

A package is being held for you from the Maritime Overseas Corporation. You can claim it at SIU Headquarters in New York.

J. W. Buggs

Please contact your wife at 2900 General Patton, Lake Charles, Louisiana, as soon as you possibly can.

Edward Achee

Please write to your mother, Mrs. Lydia Harvey, at Rt. 2, Box 84, Covington, La. 70433, in regard to a very important matter.

Stephen Begeria

Please contact Joseph Lieberman, Counsellor at Law, 60 East 42nd Street, New York, N.Y. 10017, as soon as you can. The telephone number is (212) MO. 1-6145.

Seafarer Miranda Relaxes Ashore By Stalking Legal Quota of Deer

Man has long engaged in the sport of pitting his skill against that of the four-legged animal—looking for tracks, stalking, trying to figure out where the animal will be and when. Seafarer Carlos Miranda is typical of those who enjoy this challenge and spends much of his spare time deer hunting in New York State when he's not sailing aboard SIU-contracted vessels.

"I'm a member of a hunting club called the Plaza Rod and Gun Club here in New York City," Miranda told a LOG reporter last week while waiting to ship in the New York hall. The Seafarer recalled that he had first become fond of hunting in his native Puerto Rico when, as a child of nine or ten, he would go hunting with his father.

"We have mostly small game in Puerto Rico, such as game birds," Miranda said. "Puerto Rico lacks the wide variety of big game offered by the United States." Deer hunting in New York state comprises the majority of Miranda's hunting. Belonging to a gun club offers a man certain advantages over hunting alone. The club can keep dogs, lease land, etc. In addition to the hunt itself, the club affords the members an opportunity to attend meetings where he can learn the experiences of other hunters and pick up any new techniques that might come along, etc.

Early Start

The land on which Brother Miranda hunts has a hotel for the visiting hunter on the premises. The cost is \$10 a day.

"I get up about 5:30 in the morning, have breakfast and go out for the deer," he said. "Hunters must begin stalking their game no later than 7 a. m. You've got to start out that early in the morning, or the deer will already be gone by the time you get out."

The bullets "really fly," Miranda pointed out, "and all hunters are urged to constantly watch out for other hunters. In order to qualify for his license, the would-be hunter must prove he is well experienced in the handling of a rifle—not just his ability to shoot accurately, but also that he is capable of watching out for other men and maintaining safety standards.

"For instance," Miranda explained, "you have to show the instructor that you know how to hold the gun so the muzzle is turned away from other people. You must know how to keep the gun in front of you if you are crawling along the ground while stalking. If the hunter hears a sudden noise behind him, he must be careful not to turn suddenly and perhaps fire without first checking carefully to see if it is another man behind him. A trigger-happy hunter is ten times more dangerous than any animal in the forest in the opinion of most serious sportsmen."

Miranda owns three guns—two shotguns and a 35 calibre rifle. In the four years he's been hunting deer, he has always managed to bag his quota. The biggest deer he ever got, he said, weighed 175 pounds. "Venison is good meat and I always share it with friends and relatives," he said. "Most people consider it a very welcome delicacy."

Silence a Must

"When hunting one can use the waiting or stalking method," Miranda explained. "You have to move or sit very quietly. You cannot smoke or the deer will see it. If you break a twig, he will hear. Experienced hunters will sometimes try to attract a deer by

putting salt on the ground. Deer have sometimes been known to pick up the scent of soap and toothpaste if the hunter washed or brushed his teeth recently."

"When shooting," he continued, "make sure there is no one opposite the animal because the bullet could penetrate and strike another hunter. If a wind is blowing, the hunter should walk into the wind so the deer will not pick up his scent." Because a Seafarer is prohibited from carrying any firearms aboard ship, Brother Miranda has not done any hunting overseas.

Miranda is also an ardent amateur fisherman, however, and carries a fishing pole with him whenever he sails. "I've caught fish on several ships and once hooked a shark while sailing on the Western Hunter," he remembered. "But it was so big we couldn't get him aboard the vessel."

Brother Miranda worked in a factory before starting his sailing career. He had a friend who sailed and he interested Miranda in the merchant marine. He got his seaman's papers and joined the SIU in New York in 1967. He likes the life and says it will be his career from now on. A member of the deck department, Miranda resides in Brooklyn. He most recently shipped out on the Madaket.



Miranda

FINAL DEPARTURES

Carl Feary, 53: Brother Feary died at the USPHS Hospital in New Orleans, November 23, 1968.



A native of Knowlesville, New York, he had made his home in New Orleans. Brother Feary joined the SIU in the Port of New Orleans in 1960 and sailed as an AB. His last vessel was the Northwestern Victory. Seafarer Feary is survived by his widow, Iris. Burial services were held at the River-view Cemetery, St. Paul, Minnesota.



Henry Willoughby, 59: Brother Willoughby died November 17, 1968, at the USPHS Hospital in Baltimore.



A native of Maryland, he had long made his home in Baltimore. He joined the SIU in 1943 in Baltimore. Sailing in the engine department, Seafarer Willoughby held FOWT and electrician's ratings. Brother Willoughby's last vessel was the York. Surviving is a sister, Mrs. Grace Jones, of Baltimore. Services were held in Moreland Memorial Park, Baltimore.



John Grimes, 51: Brother Grimes died on October 17, 1968, as a result of an accident while working on a tug boat on the Mississippi Sound, near Jackson.



Seafarer Grimes joined the SIU in 1938 in the Port of Mobile. He held an AB's rating and sailed as bosun and had previously worked on the Del Norte. Brother Grimes lived in Chickasaw, Alabama, and was born in Bigbee, Ala. The burial services were held in Spring Bank Cemetery, Washington County, Ala. Surviving is a sister, Hessie Grimes, of Theodore, Ala.



John Farmer, 68: Brother Farmer died on November 10, 1968, at Placid Memorial Hospital, Lake Placid, N. Y. Death was caused by a cardiac condition.



A native of Jersey City, N. J., he made his home in that city. Seafarer Farmer joined the Union in the Port of New York and was employed by the Pennsylvania Central Railroad as a deckhand. He served in the Army from 1917 to 1919 and from 1942 to 1943. Surviving is a sister, Mrs. Sarah Mulderrig, of South Ozone Park, N. Y. The burial was in Jersey City.

John Malvicini, 68: Brother Malvicini died in Newark, New Jersey, June 4, 1968. At the time of his death, he was collecting his SIU pension.



Brother Malvicini joined the Union in the Port of New York and held the rating of mate. He was last employed by the Pennsylvania Railroad. A native of Newark, he had lived most of his life in that city. Seafarer Malvicini served in the Navy from 1917 to 1918. He is survived by a friend, Eugene Hickey of Newark. The burial services were held in suburban New Jersey.



Marco Calgare, 56: Brother Calgare passed away on July 16, 1968, at the USPHS Hospital in Baltimore.



A native of Colorado, he had made his home in San Francisco. Seafarer Calgare had sailed with the Union since 1955 when he joined the SIU in the Port of Seattle. A member of the steward department, his last vessel was the Baylor Victory. Brother Calgare is survived by a brother, Peter Calgare, of Colma, California. The burial services were held in Holy Cross Cemetery, Colma.



Edward Cromwell, 62: A heart attack claimed the life of Brother Cromwell at the USPHS Hospital in Boston, December 13, 1968.



He was a native of Nova Scotia, Canada, but had made his home in East Lynn, Massachusetts, for many years. He held the rating of cook and baker and last shipped aboard the Cabins. Seafarer Cromwell joined the SIU in the Port of Boston and had sailed with the Union for 30 years. Surviving is his widow, Agnes. The burial services were held in Pine Grove Cemetery, Lynn, Mass.



Albert Bailey, 54: A coronary attack claimed the life of Seafarer Bailey, December 20, 1968, at Frankfort, Michigan.



He lived in Crystal Lake Township, Mich., and was a native of that state. Bailey sailed in the deck department, most frequently as wheelsman, and was last employed by the Ann Arbor Towing Company. He joined the Union in the Port of Frankfort and had sailed 15 years. He served in the Army during World War II. Seafarer Bailey is survived by his widow, Mildred. Burial was in Pilgrim Home Cemetery, Arcadia, Mich.

SIU ARRIVALS

Charles Michael Trosclair, born October 20, 1968, to Seafarer and Mrs. Joseph Trosclair, Westwego, La.



Mario Henry, born December 8, 1968, to Seafarer and Mrs. Ed D. Henry, Seaside, California.



Carmen Delia Luna, born November 3, 1968, to Seafarer and Mrs. Carlos M. Luna, Kenner, Louisiana.

Cheryl Crenshaw, born August 30, 1967, to Seafarer and Mrs. Howard C. Crenshaw, Balboa, Canal Zone.



Virginia Thomas, born October 25, 1968, to Seafarer and Mrs. Jamie G. Thomas, Warrington, Florida.



Sindy Davis, born October 17, 1968, to Seafarer and Mrs. James Davis, Jacksonville, Florida.



Dawn Ann McMichael, born November 24, 1968, to Seafarer and Mrs. Roy McMichael, Jr., Jersey City, N. J.



Christopher Hill, born December 7, 1968, to Seafarer and Mrs. Russell S. Hill, Jr., San Rafael, California.



Juan Rivera, born November 25, 1968, to Seafarer and Mrs. Jose A. Rivera, Houston, Texas.



Francis Anthony Keeley, born December 31, 1967, to Seafarer and Mrs. Francis W. Keeley, Tujunga, California.



Debra Lynn Miehke, born July 5, 1968, to Seafarer and Mrs. Raymond Miehke, Elberta, Michigan.

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

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John J. Boland- ALL TIED UP



The steamer John J. Boland (Boland-Cornelius) is tied-up at the lay-up dock in Nicholson's Shipyard, Detroit. Patrolmen went aboard the vessel to file vacation forms and handle minor beefs before crew departed.



SIU Patrolmen George Telegadas and Dom Cubic (seated center) check vacation forms for Seafarers. Left to right: Findlay Lumpkins, Chester Cochran, Herman Balisger.



Seafarers were well-fed, thanks in part to these men, (l-r) Kenny Roberts, porter, Marty Salisbury, steward, and Paul Werynski, second cook. All agreed they did excellent job.



While fireman Mohammed Malahie looks on, patrolmen Telegadas and Cubic check his overtime sheet. Born in Arabia, Brother Malahie has sailed with SIU since 1965.



It was a busy day for the patrolmen as Seafarers discussed trip. From left: C. Skowronek, asst. conveyorman, Conrad Norbottan, wheelsman, Lester Greenfeldt, bosun.

From the Ships at Sea

Ship's delegate Frank Scourkeas reported from the Missouri (Meadowbrook Transport) that the only complaint the crew has is the fact that water in the showers is too hot. According to Meeting Clerk John D. Pennell, there is one hour of disputed overtime in the deck department. Louis Pick-

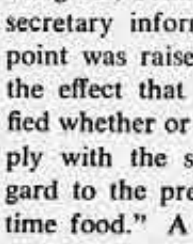


Pennell

hart, engine delegate, reports that one man was hospitalized in Trinidad. Paul Smith, meeting chairman, said that LOGs and mail is arriving regularly as the vessel heads for a Houston pay-off, after calling on Madras, India. Brother Pennell accepted a vote of thanks for his entire department for the extra-fine job they did on the Christmas meal, Smith informed. New chairs are needed for the mess-room and an order has been placed for them.



Meeting Chairman Frank Gomez reports from the Transpanama (Hudson Waterways) that the job of cleaning the washroom and deck departments. No beefs or disputed overtime were reported by department delegates, John Routson, meeting secretary informed the LOG. A point was raised by the baker to the effect that it should be verified whether or not he must "comply with the ship's menu in regard to the preparation of coffee time food." A motion was made and duly recorded that the steward department should be given a vote of thanks for the excellent menu. Gomez was elected ship and engine delegate, Routson, steward delegate, Carl Lineberry, delegate from the deck department.



Gomez

"A good clean pay-off coming up," Meeting Chairman Jack Craft reported. There were no beefs and there is no disputed overtime to be brought up, he said. Ship's delegate John Carey informed the LOG that the 4-to-8 deck watch was thanked by the steward department for the exceptionally-clean messhall and pantry they leave in the morning. The steward department in turn, was praised by the Seafarers for the excellent meals and service. Meeting Secretary H. Ulrich wrote that repair lists have been turned in and many of the repairs have already been completed. All mail and LOGS are arriving on time as the ship heads for Beaumont, Texas.



Craft

Meeting Chairman Arthur Nelson reports from the Tucson Victory (Hudson) that the steward and his entire department were commended by the whole crew for a job well done on the Thanksgiving dinner. Ship's delegate Bob Davis offered his congratulations to steward Bill Alvaro for his hard work in seeing to it that the Seafarers had a meal "fit for a king." Meeting Secretary Steve Maersch said that department delegates have no beefs to report as the vessel heads for the West Coast after calling at Subic Bay. Dele-



Nelson

gates elected were J. M. Alden, deck; John Murrey, engine; Art Nelson, steward.

Oberlin Victory's Seafarers Rally For Ailing Sparks

Seafarers aboard the Oberlin Victory (MSTS) recently aided the Coast Guard in removing the vessel's radio operator from the ship by lift-basket, after he became sick en route to Honolulu, John (Saki Jack) Dolan, chief steward, reported to the LOG.



Welsh

"It was about 10:40 a.m., January 9," Saki writes, "when John Bullock was

placed in a lift-basket and a Coast Guard helicopter hoisted him aboard. The chopper swooped over the poopdeck while Chief Mate W. Clark, second Mate Jim Morean (a former Seafarer), W. C. Scott, bosun and dayman L. C. Suchacki placed Bullock safely in the lift."

Bullock fell ill on January 7, while the ship was in transit to Quinhon, South Vietnam, Dolan reported. "He became worse hourly and could not eat and began hemorrhaging badly. Captain John O. Hooper immediately decided to put into Honolulu for medical help."

While Bullock was incapacitated, Seafarer Dan Welsh, an AB who is a former Air Force radio operator, stood watch at the Oberlin Victory's radio continuously. AB Frank Liotta, who formerly worked as a laboratory technician, extended invaluable emergency aid to Bullock. Brother Dolan prepared some food for the stricken radio operator, but he was barely able to eat anything.

The ship will remain in Honolulu until another radio officer can be brought aboard. Due to the ammunition cargo, the Seafarers did not expect the vessel to be allowed "anywhere near land." The vessel left Long Beach, California, on January 3. The Calmar Lines ship has been running smoothly except for the illness to Bullock.

Greetings From The Hastings



When the Hastings came into Yokohama recently, some of the Seafarers posed for a photographer on deck. From left are: Ken Bischof, AB; Robert E. Lee, OS; Joe Kearnes, third cook; A. Fulton, AB; John Deitsch, messman and Sasiano Jose, chief cook. The ship is in the Waterman fleet and the Seafarers reported a good trip.

WRITE TO THE LOG

PENN SAILOR (Penn Shipping), December 1 - Chairman, Rafael Padilla; Secretary, L. A. Behm. Ship's delegate reported that everything seems to be running fairly good, except for some OT beefs in the engine department.

OVERSEAS EVELYN (Maritime Overseas), December 14 - Chairman, C. R. Stack; Secretary, C. R. Stack. Everything is running smoothly except for some disputed OT in the engine department.

CHATHAM (Waterman), December 8 - Chairman, N. Larson; Secretary, Peter D. Sheldrake. Some disputed OT in deck and steward departments. Few minor beefs regarding shortage of stores and money to be taken up with patrolman.

OAKLAND (Sea-Land), December 3 - Chairman, M. E. Sanchez; Secretary, R. O. Masters. Beef regarding insufficient lighting in bunks to be taken up with patrolman. Discussion held regarding limited variety of food. Discussion held regarding pension plan, and a raise in wages for Group 3 men.

DEL MAR (Delta), December 8 - Chairman, James L. Tucker; Secretary, Darrell G. Chafin. Brother Juan A. G. Cruz was elected to serve as new ship's delegate. Vote of thanks was extended to former ship's delegate, Brother James L. Tucker, for a job well done. No beefs were reported by department delegates.

TAMARA GULDEN (Transport Commercial), December 31 - Chairman, G. L. Kersey; Secretary, Charles W. Pelen. Brother E. F. Garrett was elected to serve as ship's delegate. \$11.10 in ship's fund and \$326.30 in movie fund. A vote of thanks was extended to the steward department for the excellent Thanksgiving Day Dinner.

FREE AMERICA (A. L. Burbank), December 21 - Chairman, None; Secretary, W. Lovett. Brother James Johnson was elected to serve as ship's delegate. No beefs and no disputed OT was reported by department delegates.

DIGEST of SIU SHIP MEETINGS

SEATRAN OHIO (Hudson Waterways), December 22 - Chairman, T. E. Yablonski; Secretary, Sidney A. Garner. Brother T. E. Yablonski was elected to serve as ship's delegate. No beefs and no disputed OT reported by department delegates. Vote of thanks extended to outgoing ship's delegate.

COEUR D'ALENE VICTORY (Victory Carriers), December 29 - Chairman, J. Craft; Secretary, H. Ulrich. Everything is running fine with no disputed OT and no beefs. Vote of thanks was extended to the steward department for the excellent meals and service during entire voyage. Discussion was held regarding the quality of stores.

NATIONAL DEFENDER (Western Tankers), December 30 - Chairman, B. G. Nolan; Secretary, B. G. Nolan. No beefs were reported by department delegates. Discussion held regarding safety procedures. Patrolman to be contacted regarding aft awning. Vote of thanks to the steward department for the exceptionally fine holiday meals.

TRANSHUDSON (Hudson Waterways), December 24 - Chairman, E. M. Ellis; Secretary, James R. Abrams. Some disputed OT in steward department. Discussion held regarding various items that were requested but have not yet been put aboard. Stop chest is inadequately supplied.

TUCSON VICTORY (Hudson Waterways), December 18 - Chairman, Arthur Nelson; Secretary, Stephen Maerch. No beefs were reported by department delegates. Discussion held regarding the progress of the pension plan. Vote of thanks was extended to the entire steward department for a job well done on the Thanksgiving Day dinner. Brother Bob Davis, ship's delegate, salutes the steward, Brother Bill Alvaro, for his performance in seeing to it that the men had a meal fit for a king.

COUNCIL GROVE (Cities Service), December 28 - Chairman, C. J. Robuck; Secretary, None. Brother Albert R. Willis was elected to serve as ship's delegate. \$12.00 in ship's fund. No beefs were reported by department delegates.

MISSOURI (Meadowbrook Transportation), December 29 - Chairman, Paul E. Smith; Secretary, John Penwell. No beefs were reported by department delegates. A vote of thanks was extended to the steward department for the extras put out during the Christmas season and for the excellent Christmas dinner.

Schedule of Membership Meetings

DIRECTORY of UNION HALLS

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

- PRESIDENT Paul Hall
EXECUTIVE VICE PRESIDENT Cal Tanner
VICE PRESIDENTS Earl Shepard, Lindsey Williams, Al Tanner, Robert Matthews
SECRETARY-TREASURER Al Kerr
HEADQUARTERS 675 4th Ave., Bklyn. (212) HY 7-6400
ALPENA, Mich. 127 Elver St. (517) EL 4-3614
BALTIMORE, Md. 1216 E. Baltimore St. (301) EA 7-4900
BOSTON, Mass. 643 Atlantic Avenue (617) RI 2-0140
BUFFALO, N.Y. 735 Washington St. SIU (716) TL 3-9259 18U (716) TL 3-9259
CHICAGO, Ill. 9383 Ewing Ave. SIU (312) SA 1-0733 18U (312) ES 5-9570
CLEVELAND, Ohio 1420 W. 25th St. (216) MA 1-5450
DETROIT, Mich. 10225 W. Jefferson Ave. (313) VI 3-4741
DULUTH, Minn. 312 W. 2nd St. (218) RA 2-4110
FRANKFORT, Mich. P.O. Box 287 415 Main St. (616) EL 7-2441
HOUSTON, Tex. 5804 Canal St. (713) WA 8-3207
JACKSONVILLE, Fla. 3408 Pearl St. (904) EL 3-0987
JERSEY CITY, N.J. 99 Montgomery St. (201) HE 5-9424
MOBILE, Ala. 1 South Lawrence St. (205) HE 2-1754
NEW ORLEANS, La. 630 Jackson Ave. (504) 529-7546
NORFOLK, Va. 115 3rd St. (703) 622-1892
PHILADELPHIA, Pa. 2604 S. 4th St. (215) DE 4-3818
PORT ARTHUR, Tex. 1348 Seventh St.
SAN FRANCISCO, Calif. 350 Fremont St. (415) DO 2-4401
SANTURCE, P.R. 1313 Fernandez Juncos Stop 20 724-2848
SEATTLE, Wash. 2502 First Avenue (206) MA 3-4334
ST. LOUIS, Mo. 805 Del Mar (314) CE 1-1434
TAMPA, Fla. 312 Harrison St. (813) 229-2788
WILMINGTON, Calif. 450 Seaside Ave. Terminal Island, Calif. (813) 832-7285
YOKOHAMA, Japan. I-saya Bldg., Room 801 1-2 Kaigan-Dori-Nakaku 2014971 Ext. 281

- SIU-AGLIWD Meetings
New Orleans Feb. 11-2:30 p.m.
Mobile Feb. 12-2:30 p.m.
Wilmington Feb. 17-2:00 p.m.
San Francisco Feb. 19-2:00 p.m.
Seattle Feb. 21-2:00 p.m.
New York Feb. 3-2:30 p.m.
Philadelphia Feb. 4-2:30 p.m.
Baltimore Feb. 5-2:30 p.m.
Detroit Feb. 14-2:30 p.m.
Houston Feb. 10-2:30 p.m.

- United Industrial Workers
New Orleans Feb. 11-7:00 p.m.
Mobile Feb. 12-7:00 p.m.
New York Feb. 3-7:00 p.m.
Philadelphia Feb. 4-7:00 p.m.
Baltimore Feb. 5-7:00 p.m.
Houston Feb. 10-7:00 p.m.

- Great Lakes SIU Meetings
Detroit Feb. 3-7:00 p.m.
Alpena Feb. 3-7:00 p.m.
Buffalo Feb. 3-7:00 p.m.
Chicago Feb. 3-7:00 p.m.
Duluth Feb. 3-7:00 p.m.
Frankfort Feb. 3-7:00 p.m.

- Great Lakes Tug and Dredge Section
Chicago Feb. 11-7:30 p.m. †Sault St. Marie Feb. 13-7:30 p.m.
Buffalo Feb. 12-7:30 p.m.
Duluth Feb. 14-7:30 p.m.
Cleveland Feb. 14-7:30 p.m.
Toledo Feb. 14-7:30 p.m.
Detroit Feb. 10-7:30 p.m.
Milwaukee Feb. 10-7:30 p.m.

- SIU Inland Boatmen's Union
New Orleans Feb. 11-5:00 p.m.
Mobile Feb. 12-5:00 p.m.
Philadelphia Feb. 4-5:00 p.m.
Baltimore (licensed and unlicensed) Feb. 5-5:00 p.m.
Norfolk Feb. 6-5:00 p.m.
Houston Feb. 10-5:00 p.m.

- Railway Marine Region
Philadelphia Feb. 11-10 a.m. & 8 p.m.
Baltimore Feb. 12-10 a.m. & 8 p.m.
*Norfolk Feb. 13-10 a.m. & 8 p.m.
Jersey City Feb. 10-10 a.m. & 8 p.m.

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

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)

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

Boren Clay Products Co. (United Brick and Clay Workers)

"HIS" brand men's clothes Kaynee Boysewear, Judy Bond blouses, Hanes Knitwear, Randa Ties, Boss Gloves, Richman (Amalgamated Clothing Workers of America)

Jamestown Sterling Corp. (United Furniture Workers)

Brothers and Sewell Suits, Wing Shirts (Amalgamated Clothing Workers of America)

Baltimore Luggage Co. Lady Baltimore, Amelia Earhart

Starlite luggage Starlite luggage (International Leather Goods, Plastics and Novelty Workers Union)

White Furniture Co. (United Furniture Workers of America)

Gypsum Wallboard, American Gypsum Co. (United Cement Lime and Gypsum Workers International)

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

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

Pioneer Flour Mill (United Brewery, Flour, Cereal, Soft Drink and Distillery Workers Local 110, San Antonio, Texas)

Giumarra Grapes (United Farm Workers)

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

Tennessee Packers Reelfoot Packing Frosty Morn Valleydale Packers (Amalgamated Meat Cutters and Butcher Workmen of North America)

Fisher Price Toys (Doll and Toy Workers)

Atlantic Products Sports Goods Owned by Cluett Peabody (Amalgamated Clothing Workers)

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 1980, New York 4, N. Y. Full copies of contracts are 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, 1969, meetings in all constitutional ports. The responsibility for LOG policy is vested in an editorial board which consists of the Executive Board of the Union. The Executive Board may delegate, from among its ranks, one individual to carry out this responsibility.

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

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

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

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

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

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

the GREAT REPUBLIC

maiden in waiting

SHE WAS THE GRANDEST of a dying breed. She inspired a poet, and threatened a city with destruction. She was the largest clipper ship ever built: the incomparable Great Republic.

Her iron-hooped hard pine mast—44 inches in diameter at its base—towered 20 stories above the three-inch planking of her main deck. Fifty-six tons of copper bolts held her 325-foot hull to its white oak frame, cross-braced with iron. Rigged with rope stays over a foot in circumference, she carried 15,653 square yards of sail at full spread. The Great Republic was twice the size of any other clipper then in existence.

"She's unseaworthy," the doubters had said. "Too big to handle. A storm will break her up. Her rigging won't hold under gale winds." But Donald McKay, the great shipwright whose dream she was, laid the keel in his East Boston shipyard and financed the vessel himself.

McKay's grandiose project partially inspired Henry Wadsworth Longfellow's poem, *The Building of the Ship*, which ends with the lines:

"Thou, too, sail on, O Ship of State!
Sail on, O Union, strong and great!"

At noon on October 4, 1853, the Great Republic—christened in the spirit of Longfellow's poem—was launched in Boston harbor to the strains of *Hail Columbia!* Donald McKay's brother, Lauchlan, was her captain.

A shakedown cruise from Boston to New York proved the vessel's merits. The captain and his 130-man crew found her easy to handle. On her arrival in New York thousands lined the East River to welcome her, and thousands more later came to admire the world's largest merchant vessel which was moored at the foot of Dover Street.

Corn, wheat, flour, tobacco, tea and cotton were stowed in the ship's vast holds which had a capacity of 6,000 tons. Donald McKay expected his clipper ship to set new records on her maiden voyage across the Atlantic to Liverpool—both for speed and amount of cargo carried. December 27 was set as the date of her departure.

However, shortly after midnight on the bitter cold morning of the 27th, a chain of events began which was to shatter McKay's dream and endanger the city of New York. The night watch aboard the Republic, hearing shouts of "Fire!" close at hand, ran out on the bowsprit and saw smoke rising from a building—the Novelty Bakery—a block away on Front Street. Soon flames were breaking through the roof.

Facilities Primitive

The fire tocsin in City Hall pealed the alarm. But fire-fighting a century ago was primitive. The city had only 50-odd pumping machines. Men, not horses, drew them to the fire, and men, not steam, worked the pumps. Worse yet, the firemen were volunteers—not regulars on duty around the clock—and much precious time was lost before they arrived.

The bakery fire rapidly spread to neighboring buildings. Soon a dozen structures between Front and Water Streets were in flames. Borne on a brisk north-west wind, sparks and firebrands began to drift toward the docks.

The library of marine archives kept by the Atlantic Mutual Insurance Company includes newspaper accounts of the holocaust. "Sparks were so thick . . . as to assume the appearance of a shower of fire," wrote one reporter. "The streets and docks along the East River were literally alive with burning coals."

Alerted by the watch, Captain McKay called all hands to stations and sent men aloft with water buckets to protect the ship's rigging and sails. Also moored at dockside—just south of the Great Republic—were the Liverpool packet Joseph Walker, the California clipper White Squall, and two other vessels. "The riggings and masts . . . were completely enveloped in flying sparks," the newspaper accounts continue.

Three ships were towed into mid-river despite the flames in their rigging, by Fulton Street ferry boats. One ferry and a tug tried to move the Great Republic but her cargo was so heavy that she could only be moved at high tide. Her moorings cut, the White Squall, driven by the implacable northwest wind toward the Brooklyn shore, threatened to spread the flames to still another section of the city.

Toward 1:30 P.M. the Joseph Walker caught fire, and soon burned down to the water line. Shortly afterward the main top-gallant of the Great Republic began to smolder and then burst into flame. The fire chief, Alfred Carson, had three engine companies at dockside but they were helpless: no hand pump could send a stream of water high enough to reach the Great Republic's masts. Pieces of flaming rigging began to fall to the deck, setting new fires.

The McKay brothers offered \$1,000 to anyone who would cut the fore and mainmasts above the masthead, but no man could be found who would accept the risk. The McKays agreed that by cutting the rigging to bring down the masts—fire damage had already snapped the foremast—hull and cargo might be saved. The spanker, mizzen, and the mainmasts had also been demolished.

At last the firemen—eight or nine companies by this time—could bring their hoses to bear on the burning tangle of wood, rope, and sail on the badly damaged deck. A driving snow fell intermittently. To quote again from accounts of the disaster: "The streets in the vicinity were crowded with spectators . . . and the night so cold that the water froze as it fell even on the side of the burning vessel. So violent was the wind that it threatened destruction to some of the buildings along the docks."

Meanwhile, the drifting course of the White Squall toward Brooklyn was causing great concern, especially in the Third District, where the engine companies were busy with fires of another origin. Toward 3:30 A.M. she came broadside into a wooden pier near the latter-day site of the now defunct Brooklyn Navy Yard, where she was made fast to avoid spreading the fire further. Every available firefighter worked to extinguish the flames but by 9 o'clock that morning nothing remained of the clipper "except her shaking and creaking hull, which was being . . . levelled to the water's edge."

Danger Seemed Past

About 4:00 P.M., the worst seemed over for the Great Republic. Despite extensive damage to deck, masts, and rigging, the hull and cargo appeared safe. Only two companies of firemen remained, washing down the deck while the crew raked the last live embers overboard. Then, amidships, a telltale curl of brown smoke appeared. Fire down below!

They knew that the giant mainmast had pierced the main deck's planking when it snapped. But they had not known that the butt of the splintered mast had

gone through two decks below and buried itself deep in the stocks of wheat—more than 23,000 bushels of it—in the hold. They also had not known that with the butt of the mast had gone live coals.

The firemen did what could be done with their hand-driven pumps. They took their hoses between decks, and summoned more engine companies, but the concentration of heat in the hold was too great for them. There was no way in which the cargo could be saved.

Lauchlan McKay, realizing the bitter truth, felt that the mighty hull of the Great Republic might still be saved if the ship were scuttled. The fire below could possibly be drowned in the water of the East River. His brother Donald agreed.

Last Ditch Attempt

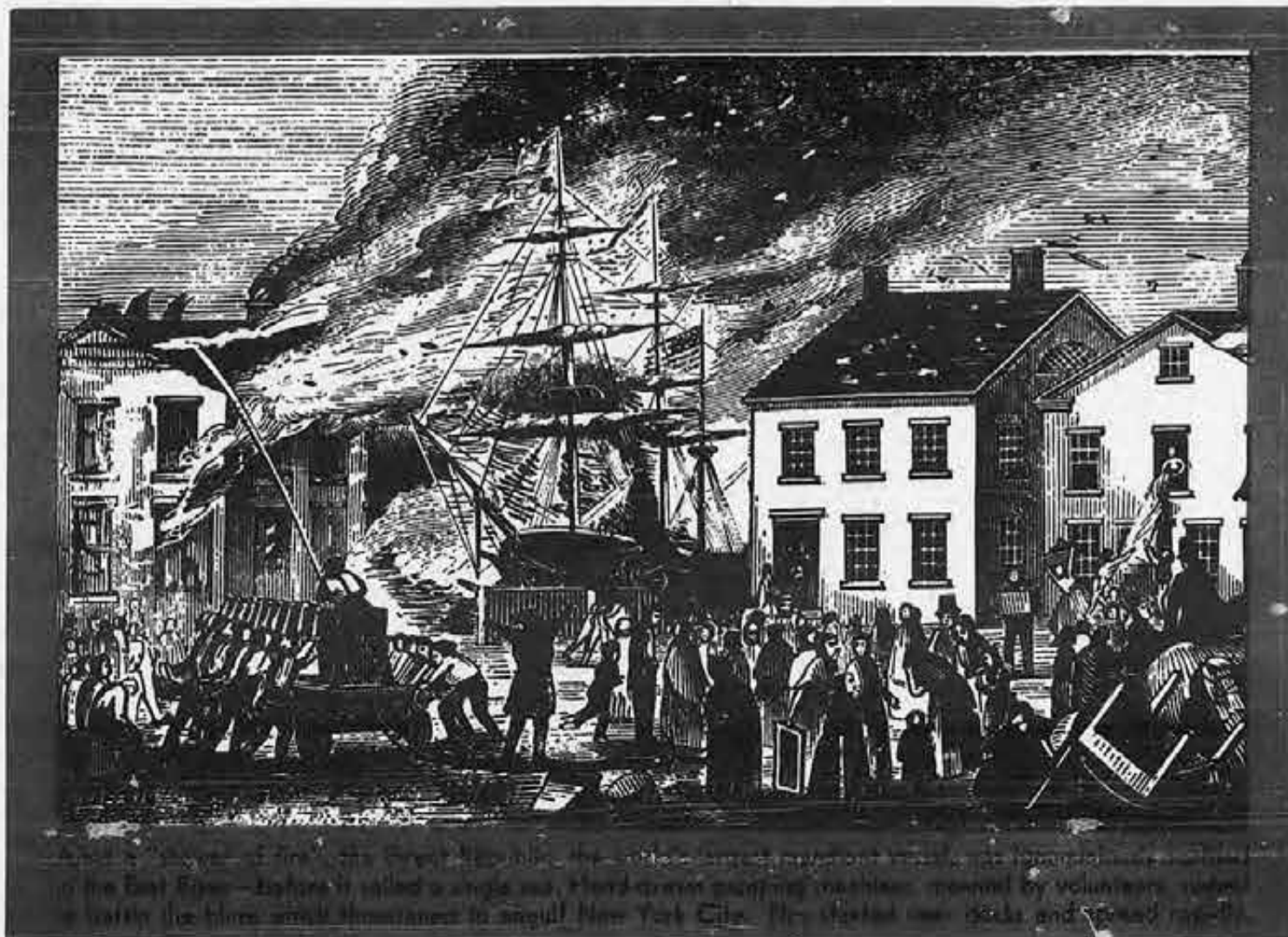
Three holes were then opened below the waterline. All hands went ashore. As the sun rose, the Great Republic began to settle. The fire in the cargo compartments hissed and went out. But even with her keel on the bottom, two of the great ship's upper decks remained above water. It took another two days to extinguish the fire which continued to smolder in the vessel's timbers.

The ordeal of the Great Republic was not yet over, however. Although the fire itself did end on New Year's Day, 1854, when Donald and Lauchlan McKay undertook to raise her scuttled hull they found it warped and twisted from the swelling of the water-soaked grain in the hold. Still salvageable to the McKay brothers it was no longer their Great Republic—no longer the dream on which Donald McKay had spent a fortune to turn into reality.

The battered hull of the vessel was finally sold. Raised and rebuilt—minus her top deck—she was rigged with shorter masts. By virtue of the size of her giant hull, the reconstructed ship was still the biggest in the world. When she eventually sailed to England, she had to anchor in the Thames—no dock was big enough to accommodate her. Visitors were heard to ask her captain "whether he had left any lumber for shipbuilding in the United States, or brought it all with him."

The French later chartered her as a troop ship during the Crimean War, and the Great Republic also lived up to her name—and Longfellow's poem—by carrying Union troops in the American Civil War.

Finally, off Bermuda in 1872, she began to ship water during a violent hurricane and her crew were forced to abandon ship. The Great Republic was never seen again, but a few old sailors like to believe she's still afloat—somewhere.





1969 SIU Scholarship

One final opportunity remains for Seafarers or sons and daughters of Seafarers, who have not yet done so, to qualify for one of the five annual college scholarships being awarded by the SIU for 1969.

Eligible for these scholarships are all Seafarers who have completed at least three years accumulated seetime on SIU-contracted vessels and the children of Seafarers who meet the seetime requirements.

To compete, an eligible candidate must take the College Entrance Examination Board test on March 1, 1969, if they have not already taken the tests previously. This is the last date the CEEB test will be given for this year so don't delay.

Seafarers, or the children of Seafarers who meet the eligibility requirements and wish to apply should arrange promptly to take this final test by writing to: College Entrance Examination Board at Box 592, Princeton, N. J., or at Box 1025, Berkeley, California.

Applicants should also obtain their SIU College Scholarship application forms without delay. They must be received on or before April 1, 1969. To obtain these forms, write to: SIU Scholarships, 675 Fourth Avenue, Brooklyn, N. Y. 11232. They are also available at any SIU Hall.

Scholarship winners will be chosen by a distinguished panel of leading university educators and administrators on the basis of their high school records and their scores on the CEEB test. Five scholarships are awarded each year.

The winners may pursue whatever courses they wish at any accredited college or university in the United States or its possessions. The study grants under the program are worth \$6,000 each over a four-year period.

Winning candidates for 1969 will be selected by the Seafarers Scholarship Award Committee on May 12, 1969.

The SIU Scholarship program is considered one of the most liberal of its kind in the country. Since the beginning of the grants in 1952, it has been the open door to a college education for 25 Seafarers and 53 children of Seafarers—a total of 78.