

Cubans Rescued. Safe aboard the SIU-manned Floridian after being rescued at sea, some of 19 Cuban refugees are shown with members of ship's crew. Escape plan took five years (See Page 5.)



Graduation. SIU President Paul Hall presents diploma to Luis A. Saenz of Ecuador, class spokesman at graduation of American Inst. of Free Labor Development training program. (Story Page 4.)



Senate, House Groups Conclude Hearings on U.S. Ship Problems

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Seatrain Ship Gunned By VC Off Saigon; Crew Escapes Injury

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SIU-Manned Floridian Rescues 19 Refugees Off Coast of Cuba

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Observer Crew Home After Being Trapped 62 Days in Suez Canal

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Safety First. Alfred Holloway (right), a trustee of SIU Chicago Taxi Drivers, receives diploma from Bob Wilkins of National Safety Council. Al was first member in his local to complete NSC's correspondence course in safety.



A Forward Step. Ed Derry, Jr., receives his original mate's ticket from SIU Agent Don Bensman in Toledo, where he attended SIU Great Lakes District's School of Navigation. Derry is employed with Boland and Cornelius.

SIU Crew Stalled in Suez Tie-Up Returns After 62-Day Ordeal

The Arab-Israeli war has finally ended for five Seafarers after 62 days of service as part of a skeleton crew aboard the SIU-contracted Observer, as she lay trapped at anchor in the Suez Canal.

Veteran Seafarer and Chief Steward Jim Davis recently told a LOG reporter what the 62-day ordeal was like for himself and for fellow Seafarers Porter John Causey, Elear Duxbury and Robert Donahue of the deck department and Morris Ward, FWT.

The Observer, India bound from Galveston with a cargo of grain, was trapped in the Suez Canal on June 6th by the outbreak of the Arab-Israeli war. On June 28, after efforts on the part of the SIU, the Observer's operators Marine Carriers, and diplomats of the Spanish and Indian embassies, twenty-five of the Observer's crew were repatriated to the United States.

The skeleton crew that volunteered to remain aboard the Observer had no way of knowing how long it would be before they themselves could leave for home. Their departure was dependent upon the clearing of sunken ships from the Canal and upon the possible continuation of the Arab-Israeli war.

Thus the skeleton crew settled down for a long stay aboard the vessel and set about making their stay as palatable as possible.

"I was a one-man steward department," said Davis. Food was no problem, he explained since "the ship was well provisioned."

"We spent most of our time catching up on repairs, painting, tiling and taking care of the little things that come up on a ship, he added. "We had a TV set aboard and could get reception, but we could not receive the sound portion."

No Radio Contact

The Egyptians sealed off radio contact, so that no messages could be sent or received during the last part of the Observer's stay in the canal area. As far as is known, they did this to all of the 14 vessels trapped in the waterway, including a Russian ship.

There was plenty of reading material aboard. In addition to the SIU ship's library, there were magazines that some of the crew had purchased in the previous port. By the end of their stay, the men had read and re-read the material so often, that the magazines were almost in shreds.

But reading time, along with letter writing was limited to the daylight hours, as a blackout was



Seafarer Jim Davis, chief steward on the Observer, tells Head-quarters Representative E. B. McAuley about his experiences in the Suez Canal while he and four other Seafarers were part of skeleton crew that stayed aboard until the ship could reach Ismalia.

ordered by the Observer's master, Captain Kapelowitz, to prevent the ship from being mistaken for a target by either side in the war.

Without question, boredom was the major problem that the crew had to face aboard ship, while all around their vessel, the war went on.

Here the compatibility of the crew paid off. "Red" Donahue, said Davis, "gets a lot of credit for keeping our morale up. Red is a real clown and he really kept us laughing."

In spite of the precautions taken to insure the safety of the ship, and the crew's attempts to forget the danger, the Observer was really in the middle of a war, as one close call recounted by Davis points up dramatically.

During an exchange of fire between an Egyptian tank and an Israeli gun position, explained Brother Davis, "the tank used the Observer as a shield. The tank, on the East bank of the canal would fire at the Israeli gun position on the West bank and then duck behind our ship." The tank kept this up for, a while and during one exchange of fire, a piece of shrapnel from the Israeli gun hit the side of the ship.

On the whole, relations with the Arabs were stiff but cordial

Captain Kapelowitz did a great job, said Davis, of keeping them cordial, while at the same time protecting the rights of his ship and its crew.

At one point, Davis recounts, a rowboat with four armed Egyptians tied up to the Observer's stern as if to board the ship. The Captain ordered them off, sternly but politely, and they shoved off.

On August 4, the Observer was able to take her cargo of grain into a berth on Lake Ismalia, and the skeleton force learned it would be leaving for home the next day.

The Observer will probably have to remain in the canal area for four or five months more before she can continue her voyage.

Brother Davis, who studied Journalism at the University of Alabama, went to sea because of a desire to travel and because, as he put it, "it's the best education a man can get."

Report of International President



by Paul Hall

Lengthy hearings by Merchant Marine subcommittees of both the House and the Senate dealing with the present plight of U.S. Maritime recently adjourned following testimony which will fill thousands of printed pages.

Without exception, those who appeared before Representative Garmatz' House group and Senator Bartlett's group in the Senate agreed that the American merchant marine faces almost certain oblivion unless constructive steps are taken and taken quickly. In reviewing this extensive testimony by hundreds of spokesmen from maritime labor, maritime management and the Congress of the United States, it is also apparent that the overwhelming majority of these experts in maritime affairs firmly believe that the necessary steps can best be taken from within the unhampered framework of an Independent Maritime Administration. It is clearly evident as well that any plan to build U.S.-flag ships abroad and grant them equal privileges with American-built ships is unacceptable to all but those who would derive personal benefit from such a plan.

Conclusion of the Congressional committee hearings means that all facts, arguments and opinions to date are now officially on record. We knew all along the views of those who would hopefully keep our merchant marine submerged in a sea of bureaucratic red tape until it goes down for the third time. We were fully aware, too, of those who would watch shipbuilding in America dwindle to the status of a lost art while shopping abroad for bargains which could well be turned against our nation in time of future crisis.

Combined with the 104 bills for a free and independent Maritime Agency already before the House of Representatives, the forward-looking logic typified before both Congressional subcommittees by proponents of a separate MARAD and a build-at-home ship construction policy must be recognized if we are to rebuild our merchant fleet. The question remains: how soon? Revitalization of our merchant marine will not yield to a shotgun approach. We must make up for many years of neglect.

As of now only 7.7 per cent of U.S. cargo moves on American bottoms. Our present merchant fleet, regardless of age, totals about 900 vessels—1,432 LESS than in 1946. Such a situation can only be described as desperate. But it will become worse if the maritime industry, through desperation, is misled by the Secretary of Transportation or any other Administration bureaucrat into taking one sugared plum and allowing the balance of the cake to be given away abroad.

Our merchant marine has traditionally been called the nation's Fourth Line of Defense and so it should always remain. Although some highly-placed Administration officials choose to think otherwise, American Maritime is not a political football or a prize to be bargained with.

It is fortunate that elected Congressional leaders from both Houses of Congress and from both political parties recognize what those in the Executive Branch tend to lose sight of. The Merchant Marine Subcommittees of both House and Senate have the means before them to enable the United States to regain its rightful position on the seas. What remains to be done now is to formulate comprehensive legislation to establish an independent MARAD which can concentrate solely on building a strong Merchant marine in America for Americans.

Brewster Urges Senate Approve New Maritime Authorization Bill

WASHINGTON—Prompt enactment of legislation which would require that annual funds for Maritime programs be authorized by Congress has been urged by Senator Daniel B. Brewster (D-Md.).

Brewster sent letters to the chairman of the Senate Commerce Committee, Senator Warren Magnuson (D-Wash.), and Senator E. L. Bartlett (D-Alaska), chairman of the Merchant Marine subcommittee, in which he said passage of the bill "would be of substantial immediate benefit to the maritime strength of this nation."

The bill, passed by the House of Representatives last May, would give legislators responsibility for the formulation and funding of maritime policies and programs—a function which until now has been handled almost exclusively by Federal agency bureaucrats whose neglect of the merchant marine is glaringly apparent.

Brewster introduced the measure in the Senate and presided over recent hearings on it.

"The need for strengthening our merchant fleet is beyond dispute," Brewster wrote. "As you know, testimony submitted to this subcommittee shows that the United States has now dropped to 16th in the world's shipbuild-

ing statistics. Further, only 7 per cent of our waterborne commerce is carried in United States ships."

The Senator pointed out that in contrast, Russia carries 75 per cent of its seaborne commerce in Soviet-flag ships and is building new merchant vessels at a rate eight times that of the U. S. He said that while the American merchant fleet today has only about 100 vessels which could be described as modern and able to sustain 20-knot speeds, "we are providing assistance now for build-only 13 ships a year."

"Moreover," Brewster concluded, "it is clear that the national defense reserve fleet is, in reality, of little strength or reliability. Although (it) has a paper strength exceeding 1,000 vessels, there are, in fact, only 200 cargo vessels left that are not now committed to the scrap pile."

The Brewster letters were addressed to Magnuson and Bartlett only as a matter of protocol because of the committees they chair.



Above is picture of the Marine Carriers' ship, Observer, just prior to its entrapment in Suez Canal, June 6, after outbreak of Mideast war.

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Maritime Decline Critical, Senate Committee Reveals

WASHINGTON—Senator E. L. Bartlett (D-Alaska), Chairman of the Subcommittee on Merchant Marine and Fisheries of the Senate Commerce Committee, has concluded four months of hearings on a proposed new maritime policy with the warning that unless the government takes definite steps soon, the United States "won't even be a contender among the great maritime nations of the world in carrying its own or other cargo."

Noting that testimony heard by the subcommittee was unanimous on the deplorable condition of the U.S.-flag fleet, Bartlett said the group now is faced with the responsibility of "trying to arrive at some compromise—as will have to be done—to bring all the conflicting views together." He said that if this is not possible "we will have to make a determination on our own part so we may move forward."

The maritime program of Transportation Secretary Alan S. Boyd has been the main stumbling block faced by the subcommittee since the hearings began last April.

During his testimony before the group, Boyd made it known that two points of his maritime plan were "non-negotiable." These are the inclusion of the Maritime Administration in his own department and the building abroad of an unspecified number of ships which would be registered under the American-flag and granted coastwise and cargo preference privileges.

Both of the points Boyd stands firm on are vigorously opposed by most of maritime labor, including the 37-union Maritime Trades Department (AFL-CIO) and the SIU.

The Senator added that he and Senator Warren Magnuson (D-Wash.), Chairman of the Senate Commerce Committee, will join forces with the Chairman of the House Merchant Marine and Fisheries Committee, Representative

Edward A. Garmatz (D-Md.), to come up with a program that "hopefully will revitalize the American fleet."

The final day of hearings by the Bartlett subcommittee was devoted to two problems of the Great Lakes area. One relates to replacement of obsolete vessels for domestic Lakes operators and the other is the lack of subsidized service in the Lakes by American-flag operators despite findings that trade routes from Lakes ports are essential.

Senator William Proxmire (D-Wisc.), Chairman of the Great Lakes Conference of Senators—those representing states bordering on the Lakes—said that overseas traffic through the St. Lawrence Seaway is steadily on the increase while the U.S.-flag share of that traffic has declined drastically. He also told the subcommittee that the amount of U.S. cargo moving through the Seaway is only a small fraction of export goods produced in the Midwest.

"If and when additional U.S.-flag shipping into and out of the Lakes increases," Proxmire declared, "the shipment by water of midwestern export commodities will increase." He said U.S.-flag service from the Lakes in 1966 totalled only 18 trips in and out while there have been just nine such trips so far this year—one of them just for repairs. Comparing these figures with 45 trips in 1962-63 and 28 in 1961, the Senator recalled with interest a 1962 Defense Department Report on Surface Movement of Export Cargo which stated that "movement of cargo recognized as rate-favorable through the Great Lakes has been restricted by the lack of American-flag shipping."

(Continued on Page 8)

Hearings on Independent MARAD Concluded by House Maritime Unit

WASHINGTON—The Subcommittee on Merchant Marine of the House Committee on Merchant Marine and Fisheries has concluded its hearings on the plight of the American maritime industry with representatives of both labor and management adding further protests to Transportation Secretary Alan S. Boyd's concept of a national maritime program.

At the close of the final session, Representative Edward A. Garmatz (D-Md.), the Chairman of the subcommittee, adjourned the hearings "subject to call of the Chair" and said he hopes to have Boyd appear again—in "executive" session—to further discuss his highly controversial insistence on "foreign building" and the inclusion of the Maritime Administration in the Department of Transportation.

Appearing on the last day were Edwin M. Hood, President of the Shipbuilders Council of America, and Page Groton, Director of the shipbuilding division of the International Brotherhood of Boilermakers. President Raymond T. McKay of the Marine Engineers Beneficial Association, District 2, was unable to attend as scheduled but his prepared statement was read into the record.

Hood told the subcommittee that in order for any agency to perform effectively it is necessary to have a "clear national purpose with supporting policies, people and plans," and said that this "same basic concept was envisioned at the time of enactment of the Merchant Marine Act of 1936" which is "visibly predicated on the philosophy that it was to be administered by an independent agency." He saw parallels in conditions now and when the Act was written.

"Then, as now, our merchant fleet was not adequate to the needs of the nation," Hood continued. "Then, as now, our dedication to a fixed national purpose was somewhat less than complete. . . . And, as today, there was insufficient

implementation of existing laws.

"History has repeated itself. As in 1936, our merchant fleet has been permitted to grow old . . . we are caught in the strange paradox that as our foreign commerce increases and as our responsibilities for maintaining world peace increase in scope and distance from our shores, our merchant marine competence declines. The more seapower we need, the less we have."

Hood stressed that U. S. shipyards can easily build all of the 42 ships a year called for under Boyd's 30 here and 12 abroad plan—and more—without overstimulation of capacity. He also pointed out, parenthetically, that building abroad is contrary to the existing law of the land.

Expressing concern that "every day of further procrastination" results in a further decline of the fleet, Hood noted that "even if our Government decided today that the U. S., in the interest of national security, must be restored as a first-class maritime power," the first of the needed ships could not be delivered in less than two years. Hood called for construction of at least 30 ships in U. S. yards during fiscal 1969 and suggested possible establishment of a Commission on American Shipbuilding—made up of representatives from all interested factions—to deal with the controversy over foreign shipbuilding.

Never Wavered

Groton assured the group that despite Boyd's indication before another congressional committee that support by unions for an independent MARAD is only a "bargaining ploy," he knew this was not the case and declared his union "has never, by either word or deed, wavered for one moment in its determination to fight for the passage of legislation which would create an independent Federal Maritime Administration."

"In my opinion," Groton said, "HR 159, the legislation we are discussing here today, if passed by Congress, would constitute a return to the original policy contemplated by Congress in the Merchant Marine Act of 1936; the creation of an independent agency to establish an American-built, American-owned, American-manned merchant fleet capable of carrying a substantial proportion of foreign trade and being utilized as a naval auxiliary in emergencies."

Referring to Boyd's plan to build abroad, the union official said that foreign construction of 10 ships a year would cost U. S. yards \$200 million annually in contracts and cost direct allied suppliers \$100 million more. In addition 16 million man-hours in shipyards would be lost and 11.2 million man-hours would be lost to suppliers.

"What kind of economy is this?" Groton asked. Deploring the "all or nothing" position taken by Boyd, he said: "To me, this smacks of plain, unadulterated political blackmail, which I don't feel has any place in our society."

McKay's statement referred to the 20-point program on maritime presented to the White House by the AFL-CIO Maritime Trades Department last March and the earlier adoption, in 1965, by the AFL-CIO Sixth Constitutional Convention of a resolution calling for an independent Maritime Administration and strict adherence to U. S. cargo preference laws.

Still Official Position

"Despite the recent defection of a handful of maritime unions," the statement declared, "the resolution adopted in 1965 is still the official position of the AFL-CIO. It is the position supported by the overwhelming majority of the unions in maritime and related fields."

Boyd's insistence on foreign construction "can only lead to the decline of the U. S.-flag shipping and shipbuilding industries and the ultimate destruction of the American merchant marine," McKay continued. "The seamen and their unions have a stake in America and in the maritime industry. And we are convinced that the proposal to build ships abroad for participation in our domestic commerce is a threat to the very life of our industry. . . . We therefore will continue to oppose this proposal. . . ." Mr. McKay said.

Throughout the subcommittee hearings, many Congressional Representatives appeared before the group to register their vigorous opposition to the proposals of Secretary Boyd and their deepening concern over the Administration's continuing neglect of the merchant marine.

SIU Companies To Upgrade Three Vessels

The exchange of three older vessels owned by two SIU-contracted companies, Oceanic Ore Carriers and Hudson Waterways Corp., for three government-owned ships of better quality has been approved by the Maritime Administration.

Oceanic Ore Carriers will turn in its C-2 Oceanic Cloud, now in the Far East, for the AP-2 Hagerstown Victory, now in the government's reserve fleet on James River, Va. After conversion into a general cargo ship, the Hagerstown Victory will be chartered to the Military Sea Transportation Service.

Hudson Waterways Corp. will exchange the 1905-built, 6,235-ton Leonard C. Hanna for the Marine Lynx and the 2,988 ton, 1910-built Ann Arbor No. 5 for the Marine Adder.

Hudson plans to convert the two C-4 troop ships, at a cost of \$6.5 million per ship, into heavy lift vessels also for charter to the MSTs.

The Oceanic Cloud will be sold for scrap in the Far East after it is turned in to the Maritime Administration by Oceanic Ore Carriers.

Three More Seafarers Upgraded To Engineer's Licenses; Total 171

Three additional Seafarers have passed U. S. Coast Guard examinations qualifying them for an engineer's license after attending the Marine Engineer's School jointly sponsored by the SIU and District 2 of the Marine Engineer's Beneficial Association. This brings the number of men who have upgraded themselves to an engineer's rating to 171.

Two of the men received a third assistant's rating, and one received a second's license.

Tom Lambeth is 39 years old and joined the SIU in 1954 in Mobile. Before receiving a third assistant's license, Lambeth sailed as FOWT. A native of Mobile, he now lives in the state of New Jersey.

Newly licensed as a third assistant engineer, Richard Crosbie previously sailed as FOWT. Born in New York, he lives in that city. Crosbie is 25 years old.

Charles Brennick is 42 years old and lives in Lowell, Mass. He was born in Somerville, Mass. Brennick sailed as FOWT and deck engineer.



Crosbie

Brennick

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

Seatrain Florida Attacked by VC; No One Injured

SAIGON—The U.S. Military Command in Saigon has confirmed that heavily fortified Communist gun positions camouflaged along the banks of the Long Tau River in South Vietnam, fired upon the SIU-manned Seatrain Florida (Seatrain Lines), using a variety of automatic weapons and heavy recoilless rifle fire.

A military spokesman added that none of the Seatrain Florida's crew was injured in the attack which occurred 15 miles southeast of Saigon, and that the only damage on the ship was to a vehicle, part of the cargo the vessel was carrying, which was hit by machine gun fire.

Within minutes of the start of the attack, U.S. and South Vietnamese river patrol boats, heavily armed helicopters and Air Force fighter-bombers swarmed over the area and suppressed the Communist shore fire.

Four Viet Cong were reported killed, with no Americans casualties or loss of equipment to the forces which came to the aid of the Seatrain Florida.

Delay on Independent MARAD Endangers U.S., Congressman Warns

WASHINGTON—"The situation facing our merchant marine is too grave, and the stakes are too high, for us to delay any longer in taken the bold decisive actions that will restore our merchant marine to its rightful place as No. 1 among all of the nations in the world," Representative Fred B. Rooney (D-Pa.) told a recent meeting of the AFL-CIO Maritime Trades Department.

Calling for establishment of an independent Maritime Administration as "the best way to accomplish our goals of a strong and growing merchant fleet," Rooney said he favored "maritime supremacy" not simply for its own sake, but because "it is vital to us in times of world crisis and because it can help prevent crises from developing."

The Pennsylvanian, one of 104 congressmen who have introduced bills calling for an independent MARAD, declared his belief that our maritime program must have such an agency—"one which understands the merchant marine's needs, which is in sympathy with the merchant marine's problems, and which can devote all of its resources to devising a program that will meet the requirements of a strong and growing America."

Speaking of AFL-CIO president George Meany's strong endorsement of a call by four of the nation's top Negro leaders for an end to "mob law" and a "redoubling of efforts through legitimate means" to correct long-standing grievances, the federation's Civil

Rights director, Don Slaiman, emphasized to those assembled the position of the Executive Council's civil rights platform and said that just passing laws won't settle the problems. They must be meaningful and a healthy economy must exist before the goals of Civil Rights laws can be successful.

Appropriate Time

At another MTD meeting, Edwin M. Hood, president of the Shipbuilders Council of America, declared that the push for an independent maritime agency could not have come at a more appropriate time. He predicted that a bill creating an independent

MARAD will pass the House during the first half of the 90th Congress and that the legislators will also oppose any foreign shipbuilding proposals.

Hugh C. Murphy, Administrator of the Labor Department's Bureau of Apprenticeship and Training, spoke of his bureau's training program and said its unique feature lies in a three-way investment: in the personal future of the worker, the stable future of industry and the economic future of America.

He expressed his appreciation that numerous of the Labor Department's program have been initiated through affiliates of the MTD.

Soviets Using Lend-Lease Ships For Viet Shipments, Pelley Charges

WASHINGTON—Representative Thomas M. Pelly (R-Wash.) has demanded the return of United States ships which have been sailing under the Russian flag since they were loaned to the Communists during World War II, and cancellation of the lend-lease agreement between the U.S. and Soviet governments

through which the vessels were turned over.

Russia has had the American ships since 1942 when the two nations signed a lend-lease agreement for mutual defense against Japan and Germany.

Senator Clifford P. Hansen (R-Wyo.) recently revealed that some of these ships are being used to supply military materiel to North Vietnam even though they are legally the property of the U.S.

Declaring that the American people are entitled to an explanation as to any justification or logic for allowing the use of American ships to deliver military goods to Hanoi, Pelly said "the wording of the original agreement strikes a strange sound today in light of the use to which the Russians have put these American vessels."

The agreement stated: "... to the end of laying the basis of a just and enduring world peace, securing order under law."

"Even the State Department has admitted that the United States would be within its legal rights to recall these ships," the congressman continued. "The startling fact is that we send out notices of protest to the Greeks, the British, and other so-called friendly powers who are sending their ships to Haiphong Harbor to deliver Russian weapons to the fighting forces who are shooting at our military men, while American ships, which, under lend-lease, we made available to the Russians... are actually carrying the supplies which Russians get from American exporters to send or trans-ship to supply our enemies in North Vietnam. This hardly leaves our hands clean when we condemn others."

Pelly added that some of these same ships were also used in Korea against U.S. fighting men and, later, during the Cuban missile crisis.

SIU Toledo Upgrading Grad



Milton Waldrop (center) is congratulated by SIU agent Don Bensman (left) and IBU tug agent Leonard Kirchoff after he received his Captain's license recently from Toledo School of Navigation.

The Gulf Coast

by Lindsey Williams, Vice-President, Gulf Area



The coffee trade is in an uproar with American and Brazilian-flag ships competing against U. S. coffee importers over a coffee pool aimed at curtailing the amount of coffee carried between the U. S. and South America by lines other than those owned by American or South American concerns.

The pool would be aimed at "third-Flag" lines, such as England, Norway and West Germany, which have traditionally participated in the trade. Lloyd Brasilleiros of Brazil proposed an allocation of 45 per cent of the trade, each, for American and Brazilian ships and 10 per cent for other flags. They modified this to 40 per cent for the U.S. and Brazil, and 20 per cent for other ships.

The proposal was rejected by the Northbound Freight Rate Conference, which governs the coffee trade. This move triggered the resignation of six lines, including the SIU-contracted Delta Steamship Lines, biggest coffee carrier in the Gulf.

The *Manhattan* is due to take on a load of grain for India. However, due to the ship's loaded draught of 43 feet, 9 inches, she will not be able to get out of the mouth of the Mississippi River fully loaded. The ship will load 65,000 tons at Destrehan and have the remaining 15,000 tons brought to her in the Gulf off the mouth of the Mississippi River. She had previously loaded grain out of New Orleans in a like manner, taking 100,000 tons at one time, 104,000 tons another.

Mobile

Herbert Lonszynski plans to visit his sister in Germany this year. "Dutch" has sailed all deck ratings and his last ship was the *Alcoa Commander*.

Willie Slater, Jr. is looking for a job as enjoyable as his steward's slot on the *Alcoa Commander*.

"Superman" Milne is ready to ship out again after leaving the *Claiborne* due to his wife's illness. An oldtimer, he's made all the engine department ratings.

W. G. Dyal is waiting for a call from the Engineer's Upgrading School in New York. A veteran of the Gulf area, he's looking forward to obtaining his engineer's license.

New Orleans

Ray DeShong, better known as "Mr. Dependable" among fellow Seafarers on the *Del Santos*, said he will like to ship on that vessel as soon as repair work is

finished. An active SIU man, Ray is looking forward to going on pension in about one year.

"Sugar" DiGiovanni would like to catch the *Del Mar* again, after a Chief Pantryman's job aboard that ship.

Among the pensioners visiting old friends at the hall are: Alton "Ding Dong" Bell, Henry "Hungary Henry" Gerdes, Charles "Juke Box" Jeffers and Ignace Decareux.

Houston

P. D. Amico, just off the *Henry*, was around the hall long enough to say hello before shipping out on the *Montpellier Victory*.

Ted Jones is scanning the boards for a pumpman's job. His last ship was the *Ocean Pioneer*.

P. G. King visited some old friends in town before catching the *Montpellier Victory*.

New SIU Ship Makes First Trip

SAN JUAN—The SIU-contracted MV SACAL Borincano, a new all-aluminum motor vessel owned by the South Atlantic & Caribbean Line, recently arrived in San Juan Harbor on her maiden voyage to Puerto Rico.

The stubby gray-colored ship, which cost just over \$1.6 million to build, will be used on the Miami-San Juan run. She was greeted in the harbor by a Coast Guard launch and tugs of the Puerto Rico Lighterage Co. which tooted their horns and sent geysers of water skyward in welcome.

J. Carter Hammel, chairman of the board of the United Tanker Corp., parent company of SACAL, described the Borincano as the "first all-aluminum commercial vessel in the world." He stated that the company thinks the ship "will revolutionize shipping traffic between Puerto Rico and the mainland" and added that SACAL plans to charter another similar vessel for "the down island run, starting this August."

Venezuelan Ambassador Hails Program of AIFLD

The labor movements of both the United States and the Latin American countries must demonstrate their political consciousness "under pain of becoming marginal," Venezuelan Ambassador Enrique Tejera-Paris told new graduates of the American Institute for Free Labor Development.

The ambassador addressed a class of 26 trade unionists from 14 Latin American countries and one from the United States completing the AIFLD's first program for social projects and co-operative training.

Tejera-Paris urged the students to strive to make their countries better places for their children through a great program of "welcoming the young."

"Trade union leaders," he declared, "should be examples to the young by showing a selfless, responsible political attitude."

He also hailed the AIFLD, saying its support by the AFL-CIO and the international unions "is entirely justified by its teachings and by the bonds of friendship that it ties with our leaders."

Luis Alberto Saenz, assistant to the AIFLD program director in Ecuador, responding for the class, praised the "unlimited scope and broad vision" of the program.

Workers Emerging

"The workers, the very backbone of the nations," he added, "are emerging from their centuries-old predicament and forming a strong and vigorous middle class. They will have the right to think and to live, to produce and to enjoy the fruits of their labor."

Saenz pledged that he and his classmates will return to their native lands determined to "fight un-

til we definitely achieve the fulfillment of the aspirations of our working classes."

SIU President Paul Hall, who is also an AFL-CIO Vice President, presented the diplomas. He reminded the class that the labor movement is an international brotherhood of workers. The AIFLD's programs to help Latin American union members build strong, democratic unions, he said, are typical of the "constructive work which democracy does in contrast to the destructive programs promoted by communism."

At the graduation luncheon Charles R. Burrows, country director in the Office of Central American Affairs in the State Department, asked the students to take back with them the idea that both labor and management benefit when their relations are harmonious.

He said the efforts of responsible union leaders in Honduras, where he formerly was U.S. ambassador, "amply demonstrated the benefits of harmonious labor-management relations."

On behalf of the class, Pedro Pena Fana of the Dominican Republic presented a parchment scroll to AFL-CIO President George Meany which was accepted for him by AFL-CIO Secretary-Treasurer William F. Schnitzler. William C. Doherty, Jr., administrator of the institute, was presented with a hat made in Ecuador.

The Atlantic Coast



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

Shipping is especially good in the Port of Norfolk, and Seafarers on the beach near the port are urged to register there. Quite a few military cargoes are loading and leaving from Norfolk, and rated men throwing in their cards will have no trouble in getting a ship.

In Washington, and throughout the nation, the SIU is continuing its campaign to insure that the American-flag fleet will not be condemned to oblivion. The civilian and military need for a strong U.S.-flag is obvious. There is little need to mince words over the present condition of our fleet—it has been neglected and is now in



Costa

Webb

disrepair. What this Union accomplishes in the next few months, in cooperation with the membership, may well determine the quality and quantity of SIU-contracted ships in the future.

Boston

Fred Rashid last made the Western Comet as cook. After a vacation with the family, he's ready to go again.

William Costa, 25 years in the union, told us he had a great fishing vacation. "Cappy" is looking forward to more good sailing on SIU ships.

Frank Burns is baby sitting for his daughter, who's hospitalized. We wish her a speedy recovery. Frank's last oiler's job was aboard the Vantage Venture.

Puerto Rico

Julio Colon had to pile off the

Detroit because he's NFFD. Julio enjoyed sailing on that Sea-Land vessel and we hope he'll be back aboard her shortly.

Victor Perez is doing a grade A job as steward aboard that ship. The Detroit is a regular on the Puerto Rico and New York shuttle run.

Speaking of this ship, Nick Gorish has done a bang-up job as night cook and baker. Nick's a menace to any guy trying to lose a few pounds.

Norfolk

Shipping has been good here with the loading of plenty of Government cargo. We expect the same for the next period and we welcome all those who wish to register.

Robert Greene is looking for a steward's job on a Europe-bound vessel.

William Culpepper decided it's time for a rest after an AB's job on the Merrimac. He'll be looking for a bosun's slot when he returns.

Baltimore

James H. Webb finished his vacation and is ready to ship out. Webb's last job was the Yorkmar. He told us he's looking for a deck job on a Calmar ship heading to the West Coast.

B. J. Paniccia wants to relax awhile after paying off on the Penmar.

Kermit Knutson is registered again after working ashore awhile. He missed the sea after 25 years in the steward department. His last ship was the Venore.

SIU Contracted Companies Allocated Four C-4's Under Ship Exchange Act

Two SIU-contracted companies, Sea-Land and Central Gulf Steamship, recently took title to four government-owned ships which were allocated to them under terms of the Ship Exchange Act for the purpose of upgrading their fleets.

Sea-Land Service acquired two 16,350-ton tankers and Central Gulf Steamship Corporation added two C-4 freighters for eventual use on the company's trade routes.

For Sea-Land, the tankers represented the last of eight vessels made available to the line under the exchange provisions. Of the other six—all C-4 freighters—four have already been turned into full container ships with a capacity of 609 each of 35-foot containers. Two now are undergoing conversion in Baltimore and the tankers will be converted in Galveston, Texas. A spokesman for Sea-Land did not specify the capacity of the last four ships but said it would be somewhat smaller than the original group.

50-Ton Boom

The two C-4s that went to Central Gulf will undergo about \$5 million in conversion work, the company said. Three 50-ton heavy-lift booms will be installed, air conditioning will be put in and

living quarters will be centralized to provide greater cargo capacity. Work is expected to be completed in time for the C-4s to join the line's 11 other vessels in October.

A Central Gulf spokesman said the newly converted ships will be placed at the disposal of the Military Sea Transport Service for movement of cargo to Southeast Asia. Most of the line's fleet is already engaged in this service. The company's regular cargo service operates between U.S. Atlantic and Gulf ports to the Mediterranean, the Middle East, India, Pakistan and Southeast Asia.

Built during World War II, the C-4s were 523-foot troop ships with a cargo capacity of 14,863 tons and a speed of 16.5 knots.

Allocation of the vessels are made under stipulation that ships not immediately required by MSTs may be placed in commercial operation subject to military call. In addition they must meet all requirements for the exchange, including approval by MSTs of the conversion plans and charter arrangements.

SIU-Manned Vessel Floridian Rescues 19 Cuban Refugees

MIAMI—Nineteen Cuban refugees, who crowded together in a small boat and braved the open seas in a desperate flight from Castro's Cuba, finished the last leg of their journey to freedom aboard the SIU-manned Floridian (United Maritime Corp.), after the vessel's crew plucked them from the waters off the coast of Cuba and brought them into Miami.

At 8 a. m. on August 3, the mate aboard the Floridian, Norman J. Dawson, observed an unusual blip on the vessel's radar screen as she was enroute from San Juan to Miami. He alerted SIU crewmember Charles M. Henning, who was at the wheel, and almost immediately a small boat was spotted off the starboard bow.

As the Floridian inched closer to the small craft, under the supervision of Captain William Travers, the crew could see the figures of 8 children and 11 adults huddled together aboard the vessel.

Chief Mate J. P. Anderson di-

rected as Seafarers M. R. Scott, A. Aronica, L. Riviera, J. Torres and J. Ruiz performed the delicate operation of transferring the refugees aboard the Floridian without injury.

When the 19 were safely aboard the Floridian, the hardship and misery they had endured on the open seas became apparent to the crew.

Anthony Aronica, deck delegate aboard the Floridian, was struck by the lack of any personal belongings among the refugees.

"One poor fellow," said Aronica, "didn't even own a pair of shoes."

Chief Steward C. Luna and baker Dario Rios had hot food from the Floridian's galley up on

deck in no time, for the obviously hungry refugees, while other members of the crew secured bedding and cots for them.

The dramatic story of how the 19 fled from Cuba was unfolded to the crew of the Floridian by Dr. B. Rodriguez, skipper of the tiny refugee boat, nicknamed the "Omar." Dr. Rodriguez, who had been the Chief of Staff at the General Hospital in Camaguey, Cuba, told of the misery and terrible conditions in Cuba and how it took him five long years to build the Omar in secrecy.

Reduces Engine Noise

During the same period of time, gas was accumulated bit by bit and old automobile mufflers were adapted to the Omar, to reduce the noise of her engines.

As the completion of the vessel grew closer, the hour of the escape had to be chosen. Dr. Rodriguez prepared the Omar to leave from the small town of Nuevitas, on the coast of Cuba, from which a narrow channel led out to the open sea.

A militia post guarded the narrow channel, and the Omar would literally have to slip out under the noses of the armed militia.

It was decided that to cover their escape, the Omar would wait until late in the evening of August 2, the day the town of Nuevitas would be celebrating its annual religious carnival. At the height of the celebration, the Omar, carrying 19 residents of the town of Nuevitas, moved quietly up the narrow channel and past the militia post.

Unseen, she made her way out to the open seas and traveled north until the Floridian came upon her in the early morning hours of August 3.

Two Ships Added To Viet Blacklist

WASHINGTON—Two more vessels have been added to the list of ships ineligible to carry U.S. government-financed cargoes because of calls at North Vietnamese ports, bringing the total of blacklisted vessels to 42.

The most recent Maritime Administration compilation is based on information through June 12, 1967.

The newly named vessels are the British-flag Ardrossmore of 5,850 gross tons, and the Polish-flag Kraxzewski of 10,363 gross tons.

There were no vessels that required eligibility to carry U.S. government cargoes during the last reporting period. Eligibility can be restored upon a pledge by the ship's owner that the vessel will be removed from the North Vietnam trade.

Presently blacklisted ships include British, Cypriot, Greek, Maltese and Polish flags with an aggregate deadweight tonnage of 295,066.

U.S. Seeking to Curtail Free-World Viet Shipping

WASHINGTON—Representative Charles S. Joelson (D-N.J.) declared recently that "although we are greatly disturbed with the fact that any free world vessel is utilized to support the North Vietnam government, it appears that the State Department is doing everything within its power to meet the difficult problem."

Joelson, a member of the House Appropriations Subcommittee on State, Justice, Commerce & the Judiciary, made the statement following receipt of a reply to his letter to the Department demanding to know what efforts were being made to curtail free-world shipping to the Hanoi Communists.

In an answering letter, Assistant State Secretary William B. Macomber, Jr., assured the congressman that the matter has been "repeatedly brought to the attention of the governments concerned" and "we are exploring what steps can be taken to insure the removal of remaining ships from this trade."

"During the first six months of 1967 there were 39 arrivals of free world ships in North Vietnam compared with 54 in the first half of 1966 and 74 for all of 1966," the letter said. "The increase of 19 in the first half of 1967, compared with the last six months of 1966, is due entirely to Hong Kong-registered ships flying the British flag which account for roughly 80 per cent of the total arrivals. With the exception of one Italian arrival, the remaining arrivals during the first half of 1967 were by ships under the Cypriot and Maltese flags."

Communist-Controlled

While all British-flag ships registered in the United Kingdom have been withdrawn from the trade, those registered in Hong Kong are believed to be controlled by Chinese Communist interests and are operating under time charter

to Red China or North Vietnam, Macomber said. Britain has been asked to again explore ways of dealing with the problem of the Hong Kong-registered shipping but in this connection Britain "will no doubt take into consideration the likely reaction of the Communist Chinese toward the Crown Colony."

Referring to the Italian vessel, the Assistant Secretary said it belongs to a Genoa shipping company—reportedly Communist controlled—which occasionally sends a ship to North Vietnam. Adding that these ships are on time charter to North Vietnam, he said U.S. protests on involvement of these vessels in the North Vietnam trade have met with difficulty because "it appears that under present Italian law, the Italian Government does not have the legal means whereby it can prevent the Genoan firm from chartering its vessels."

Efforts to curtail activities of Cypriot and Maltese ships which comprised almost half of free-world vessels plying the North Vietnam trade during the first half of this year were seen to be more successful. Macomber's letter continued:

"We have made repeated representations to the Government of Cyprus concerning their ships and they have now assured us that they have taken the necessary steps to control this trade. With regard to the one Maltese flag vessel which is still in the North Vietnam trade, we understand that the charter will expire in August of this year (and) have made clear to the government of Malta our strong opposition to free world shipping to North Vietnam."

DISPATCHERS REPORT Atlantic, Gulf & Inland Waters District

July 28 to August 10, 1967

DECK DEPARTMENT

Port	TOTAL REGISTERED All Groups		TOTAL SHIPPED All Groups			REGISTERED on BEACH All Groups	
	Class A	Class B	Class A	Class B	Class C	Class A	Class B
Boston	3	4	2	0	0	13	4
New York	76	39	49	21	13	271	102
Philadelphia	4	2	1	1	0	19	5
Baltimore	22	10	9	4	0	121	56
Norfolk	7	4	2	6	3	19	24
Jacksonville	13	9	3	5	7	13	8
Tampa	6	3	3	4	1	11	10
Mobile	23	19	8	9	1	75	30
New Orleans	50	20	24	15	7	150	94
Houston	37	35	21	33	9	103	117
Wilmington	8	9	5	6	12	14	1
San Francisco	39	74	17	44	26	71	20
Seattle	23	17	1	4	3	0	2
Totals	311	245	145	152	82	880	157

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	2	2	0	2	6	7	2
New York	60	42	42	25	30	152	80
Philadelphia	2	2	4	3	1	12	5
Baltimore	6	21	10	7	4	57	81
Norfolk	5	2	5	2	7	18	5
Jacksonville	7	4	2	2	9	7	4
Tampa	7	1	5	5	1	4	1
Mobile	7	22	7	7	2	30	28
New Orleans	41	33	18	21	12	118	104
Houston	23	30	23	22	8	78	79
Wilmington	4	5	3	4	20	9	0
San Francisco	28	74	15	50	16	47	54
Seattle	4	19	1	2	3	0	0
Totals	196	257	135	152	119	539	443

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	3	0	1	0	0	12	4
New York	47	20	43	17	20	158	50
Philadelphia	3	1	1	2	1	15	16
Baltimore	11	11	7	8	1	45	55
Norfolk	3	4	4	0	14	8	13
Jacksonville	4	1	1	3	10	4	1
Tampa	11	1	4	1	0	7	1
Mobile	1	14	7	2	0	52	23
New Orleans	39	28	18	18	10	121	67
Houston	22	14	19	10	9	69	48
Wilmington	12	6	3	5	11	12	2
San Francisco	30	8	13	13	35	22	35
Seattle	8	6	0	2	4	2	4
Totals	194	114	121	76	115	527	319

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

By Sidney Margolius

Continuing incidents of children and adults seriously burned when clothes burst into flames have increased demands for stronger laws governing fabric flammability.

In one case a ten-year-old girl suffered severe burns when her nightgown caught fire in front of a heater. Betty Furness, the President's consumer assistant, told a recent credit union convention about a letter from a man who wrote: "My sister was burned to death in a fire. A simple fire from a pack of matches caused her housecoat to explode." A mother wrote to the White House consumer office that her little girl was badly scarred from burns she got when her housecoat "Seemed to explode and then became a black sticky syrup."

Similarly, Arthur Rowse, publisher of the newsletter, *U.S. Consumer*, tells about a two-year-old girl who was burned over half her body while reaching for a pet bird near the kitchen stove. A lighted burner ignited her cotton quilted housecoat and cotton flannel pajamas.

There are thousands of such incidents every year. The U.S. Agriculture Department has reported that of the 6,300 deaths in homes caused by fires in 1964, about 2,000 occurred when clothing caught fire. No one knows how many other children and adults were severely burned even if they survived. One plastic surgeon told Congress that half the burn cases he gets involve clothing.

Curtains, drapes, blankets, rugs and other household textiles are similar fire hazards. Thermal blankets are especially flammable.

The most dangerous fabrics, like the brushed rayon "torch sweaters" and kids' cowboy suits with highly-inflammable chaps, are banned from interstate commerce. The "torch sweaters"

severely burned a number of girls and led to the passage in 1954 of partial protection against flammable fabrics.

At that time the Federal Trade Commission urged Congress to also include blankets, spreads, draperies, stuffed toys, rugs and household textiles in general. But Congress, under pressure from the textile industry and especially the cotton industry, refused to.

The Administration now has asked Congress to strengthen the law by covering other clothing articles that tend to quickly burst into flames, and also, household drapes, carpets, upholstery material and baby blankets.

Senator Warren Magnuson (D-Wash.) has proposed amendments to give the Department of Commerce authority to revise and strengthen the present standards, and to conduct research into the flammability of products.

As former Senator Maurine Neuberger pointed out, the present standards are weak. They bar only materials consumed by fire very quickly, and do not, for example, cover intensity of burning. Some fabrics may not burn rapidly enough to be barred under the present 3.5-second test, but may burn at such an intensity that the flame cannot be extinguished easily.

A special irony is that material which cannot be made into a shirt because it does not pass the present test, still can be sold as drapes or blankets.

Labor unions are supporting the proposed strengthening of the law. At a conference of safety experts, doctors and others a few months ago, the Trainmen's Union Counsel, Arnold Elkind, urged recognition for the right of consumers to be clothed with fabrics which do not unreasonably expose them to the tortures of flame.

Sandburg Poems Aided AFL Through Early Organizing Days

They laid him to rest in the Blue Ridge, North Carolina, hills that he loved. Carl Sandburg—worker, poet, historian, guitarist.

Words of tribute to him rang out from on high, from the White House, from the halls of learning, from the famous, but Sandburg, himself, was a man of the people.

"The People, Yes," he wrote in affirmation of his profound belief in democracy.

Sandburg was a man who had worked at a thousand jobs and sang a thousand songs, strumming softly on his guitar.

His father was an illiterate Swedish immigrant who worked as a railroad blacksmith in the yards of Galesburg, Ill. And he, himself, worked as a boomer on the Chicago, Burlington & Quincy.

No matter how many jobs and how many honors came his way in later life he never lost his touch with the railroad worker.

Of his many railroad poems, he had this to say of the head of the Southern Pacific:

"Huntington sleeps in a house six feet long.

"Huntington dreams of railroads he built and owned.

"Huntington dreams of ten thousand men saying: 'Yes, sir.'"

Harry Golden, in his biography of Sandburg, wrote:

"Lucy Robbins Lang, for many years private secretary to the late Samuel Gompers, told me that the early organizers of the American Federation of Labor carried "Chicago" poems in their kits: 'At nearly every organizing meeting we had group singing followed by a reading of one of Sandburg's poems,'" she said.

From Galesburg, Ill. to service in the Spanish-American War, to Milwaukee, Wis., Sandburg's feel for the people led to his becoming a social democrat. He worked for the socialist Milwaukee leader and for two years was the secretary to the socialist mayor of Milwaukee Emil Seidel. Here he met his wife Lillian Steichen, sister of the famous photographer, Edward Steichen.

In 1912 the Pressmen were locked out by the newspapers of Chicago. The Chicago Daily Socialist was the only newspaper not affected and Sandburg went to Chicago to work for this paper. Chicago became his city.

And who, who has once read his famous poem, "Chicago," can ever forget it:

"Hog Butcher of the World,

"Tool Maker, Stacker of Wheat,

"Player with Railroads and the Nation's Freight Handler;

"Stormy, husky, brawling,

"City of the Big Shoulders."

Sandburg held many jobs, himself, and during his Wisconsin days he was a popular Labor Day speaker.

"Labor is beginning to realize its power," he told a 1908 Labor Day rally. "We no longer beg, we demand old-age pensions; we demand minimum wage; we demand industrial accident insurance; we demand unemployment insurance; and we demand the eight-hour day which must become the basic law of the land."

In his years as a newspaper man, Sandburg usually covered labor stories. In 1917, he actually went on the payroll of the AFL and wrote first-hand stories out of the Middle West for the labor press.

He wrote of a thousand workers, of mill girls, of bricklayers, of steel workers, of icemen, of auto workers, of soldiers, of farmers, of dancers, of machinists, of truck drivers, of builders. . .

He writes:

"The silent litany of the workmen goes on—

"Speed, speed, we are makers of speed.

"We make the flying, crying motors,

"Clutches, brakes and axles,

"Gears, ignitions, accelerators,

"Spokes and springs and shock absorbers."

Sandburg understood hard work and what it took out of the workers. And he could express this understanding as no other. One poem is entitled "Mill Doors":

"You never come back.

"I say good-by when I see you going in the door,

"The hopeless open doors that call and wait,

"And take you then for—how many cents a day?

"How many cents for the sleepy eyes and fingers?

"I say good-by because I know they tap your wrists,

"In the dark, in the silence, day by day,

"And all the blood of you drop by drop,

"And you are old before you are young.

"You never come back."

But Carl Sandburg could feel for the great as he did the worker. His six-volume work on Abraham Lincoln stands as a classic. On the 150th Anniversary of Lincoln's birth, in 1959, he addressed a joint session of Congress. Twice he was awarded the Pulitzer Prize for literature.

Carl Sandburg remained a man of the people.

"The People, Yes."

GOP Intra-Party Struggle Forecast for '68 Elections

Is history repeating itself in the Republican Party?

Will its structure, its policies and its purse-strings again be controlled by ultra-conservatives?

Gradually the answers to these questions are taking form as separate bits and pieces fall into a related whole. They point to another bitter intra-party struggle like the one that convulsed the GOP in 1964.

Certainly, all the evidence points to the fact the extreme right-wing elements within the party are spoiling for battle with its more moderate elements. And whether he wants them or not, the one man around whom they seem likely to collect is California Governor Ronald Reagan.

Some of the particulars are these:

- The vise the right-wing tightened over the 400,000-member National Young Republicans in 1964 has been strengthened. In their recent convention, Young GOP's overwhelmingly elected as their president an ultra-conservative backed by their elders in the former Goldwater camp. In certain of their convention actions, they as much as told more moderate national party leadership to go paddle a canoe.

- The National Federation of Republican Women suffered through an unladylike campaign for their presidency that drove a deep wedge into the group. Though an ultra-rightist candidate was defeated, the victor is herself extremely conservative, a Goldwater supporter in 1964 and presently an apparent backer of Governor Reagan.

It would be a mistake to write off the battles within these two groups as unrelated to the larger question of who will be the 1968 GOP presidential nominee. Leadership in the Young GOP and in the women's group brings some influence over National GOP policy, and indeed is a port of entry to party leadership itself.

Equally important, the battles within these groups often are "mini-wars," initial skirmishes pointing to larger battles with higher stakes in the national convention.

- Emerging as the most popular national figure—next to Goldwater at least—among Young Republicans at their recent convention was Reagan. He stood them on their ears with just the kind of speech they want to hear, simplified solutions to complex problems. Though more cautious about what he says and how he says it than Goldwater ever was, Reagan's line remains reminiscent of the 1964 presidential nominee's.

- Increasingly finding their way into print in relation to all the elbowing going on within the GOP and its subsidiaries are names closely linked with the 1964 Goldwater drive for the GOP nomination.

Among them are:

F. Clifton White who masterminded the Draft Goldwater movement that led to the Arizona senator's nomination.

William Rusher of "National Review" magazine, the most articulate and thoughtful of the rightist journals.

Senator John Tower of Texas who, according to the *Washington Post*, has been promoting favorite-son candidates in many states. The reason for this could be to prevent an early lock on the convention by a candidate opposed by the ex-Goldwater camp.

White and Rusher designate themselves as "responsible conservatives" to divorce themselves from the wilder elements of the right. But it was the wilder elements that took over the Goldwater campaign in 1964 once the "responsible" had captured the nomination for Goldwater. Reportedly, the White-Rusher-Tower team hopes to prevent a repeat.

A final element in the gathering storm is Reagan himself. *Washington Post* columnist David Broder has written that many key Republicans are predicting there will be a Reagan organization fielded to battle for the GOP nomination. Perhaps, he said, there will be a national Draft Reagan Committee in business by fall, headed by Clifton White. (A Reagan draft group already has set up in Colorado, led by a millionaire right-winger.) Broder reports rumors that a "Reagan political summit" already has been held and that White has met with key Reagan aides.

In addition, Broder has written that "Reagan allies, present and potential, have moved into key positions in every power center in the party. . . ."

LABOR ROUND-UP

John R. Strachan, member of Musicians local 802, a veteran Postal Union member, and a member of AFT Local 2, has been sworn in as postmaster of New York. Strachan began as a postal clerk in 1941, while studying for bachelor's and master's degrees at New York University, and worked his way up in the Post Office Department through the ranks. An Army veteran of World War II, Strachan served as assistant director of the New York postal region until being appointed to the postmastership of New York.

The United Farm Workers Organizing Committee has an-

nounced an end to the nationwide boycott of Perelli-Minetti grapes and other produce. The company has signed an agreement recognizing the union as bargaining agent for the field workers.

AFL-CIO President George Meany has been appointed for the third time as national vice chairman for labor of the Red Cross fund raising campaign to be held next year. Meany was national vice chairman for labor during the 1962 and 1967 campaigns. In addition, he is serving fourth term as member of the volunteer American Red Cross Board of Governors.

The Hour of Decision!



After 15 years of Federal indifference and mishandling brought about by bureaucratic neglect, the long-awaited moment of truth for the American merchant marine is finally at hand.

Mounting concern over the future of the United States as a maritime power resulted in the recently-concluded hearings on the state of our merchant marine conducted by the Senate and the House of Representatives. These hearings, before the Merchant Marine Subcommittee of the Senate Commerce Committee and the House Merchant Marine and Fisheries Committee, were deliberately unhurried and comprehensive. Mountains of testimony were taken and anyone concerned with the issue was afforded ample opportunity to be heard.

Without exception, all agreed that the condition of the U.S.-flag fleet is in a deplorable condition and that something must be done to remedy the situation before it is too late. This we have known for a long time and the knowledge has been shared by realistic senators and representatives of both parties. Through their untiring individual efforts, they have thus far managed to forestall a complete sell-out of our fourth arm of defense by those in Federal power who fail to recognize the vital role a strong, domestically-owned and operated merchant marine will always play in our country's economic and defensive security.

There is significance in the fact that both houses of the Legislative Branch of the United States government elected to hold hearings simultaneously on the problem of rapidly-diminishing sea strength which faces the nation. This is not often done.

While only on a committee level, the timing might well be likened to a joint session of Congress—called not by the White House, but by Capitol Hill on its own authority—to deal with a crisis which Congressmen are convinced has been allowed by the Executive Branch to teeter too dangerously at the brink of the point of no return. In effect,

the move could be described as a bloodless declaration of war on administrative stubbornness which threatens the doom of America as a major maritime power.

During the course of the hearings, both Senator Bartlett's committee and that of Representative Garmatz heard substantially the same arguments—officially—that have been previously voiced in less formal circumstances.

The overwhelming majority of witnesses representing labor, management and legislative government were in outright opposition to Transportation Secretary Boyd's position that some U.S.-flag vessels should be built abroad and granted equal domestic rights with ships constructed in U.S. shipyards. Similarly, the firm conviction was advanced by this majority that the only sane and sensible way to restore the merchant marine to its rightful position in world shipping is to re-establish the Maritime Administration as the independent agency it was during the heyday of the U.S. Maritime industry before 1951. This, it was felt by all, would insure speedy construction in America of the number of new merchant ships vitally needed by America to fulfill obligations both at home and abroad.

Secretary Boyd and other Administration officials dogmatically plugged for foreign building and the take-over of MARAD by the Transportation Department, but only a handful of dissenters from the industry went along with them.

The issues are clear-cut. There can be no half-way measures or bowing to further bureaucratic whims. Our merchant marine must be kept free and brought to top strength again in America, by Americans, under the administration of its own agency.

We know it, Congress knows it, even the few who don't like it must know it. The will of the majority is indelibly on record. It remains only for the Congress to translate it into law and it is vitally essential to the nation's welfare that prompt action be taken.

Six Additional Seafarers Added To Growing SIU Pension Roster



Covert D'Angelo Gentes Foote Chisnell Hudgins

The names of six more SIU members has been added to the growing list of Seafarers who are enjoying their retirement years with the benefit of an SIU pension. The newest additions to the SIU pension list include: Vito D'Angelo, Joseph Gentes, George Foote, Clifford Covert, Carl Chisnell and William Hudgins.

Clifford Covert sailed as engineer with the SIU Inland Boatmen's Union. Born in Grove City, Pa., he now lives in Tampa, Fla., with his wife, Angela. Covert served in World War I with the Army. He joined the SIU-IBU in New Orleans. His last ship was a Coyle Lines vessel.

Vito D'Angelo sailed as an AB and bosun and last shipped aboard the Robin Goodfellow. Born in Massachusetts, he now lives in Lawrence, Mass. He joined the SIU in the port of New York.

Joseph Gentes sailed as steward and cook and joined the SIU in the port of New York. He was born in Vermont and now makes his home in Baltimore. Gentes was in the Army during World War II. His last ship was the Robin Hood.

George Foote sailed as an oiler and joined the SIU in the port of Baltimore. Born in Maryland, he lives in Baltimore with his wife, Belva. Foote's last ship was the Seamar.

Carl Chisnell was a member of the SIU Great Lakes District

and sailed in the deck department. A native of Michigan, he joined the union in Frankfort, Mich. He is presently a resident of St. Clair, Mich. Chisnell sailed with the Pringle Barge Co.

William Hudgins sailed on rail-

way marine tugs operated by the Pennsylvania Railroad and joined the Union in Norfolk. A native of Pears, Va., he still makes his home in Virginia. Hudgins was a member of the deck department.

Torrey Canyon's Sister Ship Seized by British Officials

The Lake Palourde, sister ship of the ill-fated, runaway-flag supertanker, Torrey Canyon, has been released by British officials in Singapore after being "arrested" and held for 48 hours in \$8.4 million bail as security for payment of damage to British beaches caused by the wreck of the Torrey Canyon.

The British Government, following the Torrey Canyon disaster on March 18, in which the ship ran aground in daylight on a well-charted reef off the coast of Cornwall, filed suit against the unnamed owners of the Torrey Canyon for recovery of damages sustained to British beaches as a re-

sult of oil pollution.

Britain's suit, unique in international law and recently upheld by the British Supreme Court, could not name the owners of the Torrey Canyon at the time it was filed because the interlocking intrigues of the various corporations involved in her runaway-flag operation were so complex that the owners could not be readily pinpointed.

As a part of Britain's legal action, a writ was issued for the "arrest" of either or both of the Torrey Canyon's sister ships, the Lake Palourde and the Sansinena, should they enter any British port.

On July 15 the Lake Palourde, en route from Los Angeles to the Persian Gulf, made a one-hour stop in Singapore to take on two coils of wire.

The British had been following the movements of the Torrey Canyon's sister ships closely, and were frankly surprised that the Lake Palourde's operators, knowing the British intention to seize the ship if they could, allowed her to go into the British-controlled port of Singapore.

The British have now established that the Torrey Canyon and her sister ships are owned by the Barracuda Tanker Corporation, which operates its ships under Liberian registry even though they are American-owned.

In order to secure the release of the Lake Palourde, her owners had to deposit with the British Treasury \$8.4 million in securities and other assets which will be held pending the outcome of a judgment claim now before the British courts.

After eight days of trying to re-float the Torrey Canyon, during which millions of gallons of crude oil spewed forth from her, ruining British beaches, British warplanes bombed her to sink the remaining crude oil in her tanks.

Her twisted, rusted wreckage now lies asunder on Seven Stones Reef.

Maritime Decline Critical, Senate Committee Reveals

(Continued from Page 3)

Proxmire noted that U.S.-flag ships carried only 3.8 per cent of tonnage shipped for export through the Seaway in 1966 while Canadian ships carried 66.8 per cent and other foreign-flag vessels carried the remaining 29.4 per cent.

Pointing out that only 7.7 per cent of exports produced in the Great Lakes area are shipped via the Seaway, he said "we must insure a more significant role for our merchant marine in the Lakes if we are going to benefit both the Lake ports (and) build a merchant marine that can serve the entire nation, including the fourth sea-coast opened by the construction of the St. Lawrence Seaway."

Proxmire said that available construction subsidies over recent years have been used uniformly to build vessels too large to transit the Seaway and called for the building of U.S.-flag ships that can be used in Great Lakes service. Since 1961 Canada has built 25 such ships while we have built none.

If and when U.S. ships for the Lakes trade are built, the Senator said he hoped Congress would further benefit the area by allotting "a nominal sum—say \$7,500,000—for military cargo shipments through the Seaway."

The president of the Lakes Carriers' Association, Vice-Admiral James A. Hirshfield, also pointed to the need for a strong and efficient U.S. bulk carrier fleet on the Great Lakes, particularly in the case of a national emergency. He recalled that the Commerce Committee recognized this need 10 years ago when it expressed concern over the preponderance of foreign-flag ships in the carriage of ore imports. However, Hirshfield said, the Administration does

not share the concern of Congress over the future of the Great Lakes bulk cargo fleet. He stated that Transportation Secretary Alan S. Boyd's proposed maritime program would provide nothing for the Lakes.

Balto. Drydock One of Largest

BALTIMORE—The second largest floating drydock in the United States was put into service in this port recently by the Maryland Shipbuilding and Drydock Company.

Originally constructed for the British Admiralty at Portsmouth, England, the 32,000-ton, all steel, solid wing-wall dock was bought by the Baltimore firm in 1965 but a combination of bad weather and damage enroute caused a 20-month delay in getting it across the Atlantic and into operation.

Once here, the Sparrows Point Shipyard had to modify two shipways to accommodate the width of the drydock before a new section 253 feet wide and 144 feet long could be built to replace the one lost in transit. The gigantic size of the old and new sections made it impossible to join them in the normal manner.

Therefore, it was necessary to pull the sections together, while afloat, with the aid of turnbuckles and guide wedges. Divers then made the underwater connection by bolting two series of angles together with a watertight gasket. The above-water structure was aligned and welded in the conventional manner. This dual joining procedure was the first ever attempted in this country.

SIU to Contest P-M Employees' List At August 21 NLRB Hearing

CLEVELAND—The regional office of the National Labor Relations Board here, has set Monday, August 21 as the date for the filing of briefs by the SIU's Great Lakes District and the Pickands-Mather and Company, on the question of the eligibility of some 38 employees of the company to vote in a special NLRB representation election among the 340 non-licensed seamen employed by the company.

The special representation election had been scheduled for July 31st, but was postponed at the request of the SIU, because the union found that during the May-June payroll period, when 78 persons left the company's employ for various reasons 38 college students and others the SIU contends are temporary employees, were hired by the company.

It is the SIU's contention, that these employees are in a temporary job category and should thus be judged ineligible to vote in any election, the outcome of which, will affect the representation of permanent workers who will continue to be employed by the company after most of the 38 will have left the company's employ.

Pickands-Mather contends that all the employees now on its payroll should be allowed to vote in

the election.

The NLRB has ruled in the past that temporary employees are not eligible to vote in representation elections, the outcome of which will affect the representation of permanent employees.

The question of whether or not the 38 are temporary employees hinges on whether or not they will leave the company's employ in September or remain employed during the coming school year by the company.

At a recent hearing of the Cleveland NLRB, at which the SIU was represented by Cleveland Port Agent Stanley Wares and counsel Ned L. Mann, Pickands-Mather personnel director James A. Collins, when questioned as to the status of the 38 employees recently hired by the company, said that in his judgment he would "assume" that most of the 38 would be going back to school although in the past one or two college students hired in the summer months had stayed on beyond September.

Commerce Secretary Urges Defeat Of House Bill Curbing Ship Subsidies

WASHINGTON—Commerce Secretary Alexander Trowbridge last week asked for the defeat in the Senate of a House-passed bill which would deprive the Maritime Administration of unexpended funds from fiscal 1967 and sharply reduce permitted expenditures in fiscal 1968.

The bill is a Republican-sponsored general economy restriction which would reduce spending by 5 per cent across the board. Actual language of the amendment limits spending to 95 per cent of amounts scheduled to be spent in fiscal 1968. It therefore puts uncommitted 1967 funds out of reach. This would be a heavy blow to ship construction subsidies.

Trowbridge explained to a Senate appropriations subcommittee that the Maritime Administration, instead of having a total of some \$240 million—from both the last fiscal year and the new one—to pay previously-incurred obligations and commit to new construction, could actually only spend \$41.7 million on construction subsidies and would have to hold down operating subsidies by \$10 million. He pointed out that MA's subsidy outlays for construction and operation actually pay obligations incurred in past years.

"Inability to make these expenditures as they become due

under the terms of these contracts may subject the government to damages and costs resulting from shipbuilding delay claims. . . . The possible court damages could exceed the apparent expenditures reduction," he said.

The Secretary added that resultant reaction among private shipbuilders might cause delay and uncertainty and adversely affect the modernization of our merchant marine "which is clearly not in the public interest."

Without the limitation, Trowbridge warned the Senators, MA had planned to use left-over funds from 1967, plus new money voted in 1968, to commit funds for 24 new ships, but 14 new barge-carrying types planned by three lines "will be much more expensive than more conventional ships and could exceed our estimates of cost." Thus, he said, plans for the remaining ships will not be made final until bids on these 14 are in.

Trowbridge reported that each of the new barge-carrying types were expected to cost more than \$21 million. This alone could soak up all available funds, and more, unless there were some lower-than-expected bids, he said.



The Scuttlebutt about Blue Monday

This is the final installment of a Seafarers LOG feature series dealing with the many expressions used in everyday American speech that had their origins in seafaring jargon. They are words and phrases that we all use but whose origin would surprise most of us simply because we have always taken them for granted and never wondered where they came from.



In the fabled old days of wooden ships and iron men, the men were made that way by the back-breaking work required aboard sailing ships to keep them trim and seaworthy. Thus, a hard-fisted crew, back from many months at sea, most often under the reign of a cruel captain, would seek to forget the hardships of their existence by searching out various forms of entertainment on the beach and at the same time fortify themselves for their next sign-on.

As these sailors of old were a hearty lot, their idea of entertainment would make many a landlubber quake in his boots. It is the antics of these temporarily beached seafarers that provide the salty words and phrases to be considered in this, the final installment of *SCUTTLEBUTT*.

Engaging in a *DONNYBROOK* was a form of diversion seamen of old were particularly fond of. It seems to lend itself well to the temperament of men whose livelihood depended on their physical strength and stamina.



A *DONNYBROOK* has come to be known as a free-wheeling exchange of opinions, impromptu or planned, in which the participants often relied upon their fists, rather than the spoken word to make a point.

The term *DONNYBROOK* went to sea in the year 1204 from a large patch of green pasture in Ireland, just outside the city of Dublin, upon which the then King John inaugurated the annual Donnybrook Fair, for the amusement of his subjects.

The good sovereign's intentions were noble indeed, for he sought to provide a place where farmers, sheepmen, horsemen, tradesmen, lords and their ladies, could mingle and enjoy themselves. The fair boasted a fine racetrack, a stadium for shows and bare-knuckle prize fights and booths where tradesmen could offer their wares to the gentry.

But alas, the good king's intentions went astray and the fair became a center for the practice of varied forms of debauchery, including drunkenness, which often led to black eyes and broken noses and the occasional demise of a fairgoer.

The Donnybrook Fair remained infamous as a place to raise Cain for more than 650 years, until it was finally closed down in 1855, an occurrence which saddened seafaring men of the time, from the Bering Straits to the Adriatic Sea.



The objective of those who took part in a *DONNYBROOK*, was to send their opponents *GALLEY WEST* and *SQUARED AWAY* the opposition, post haste. In the course of a *DONNYBROOK*, if you sent an opponent *GALLEY WEST*, it meant he had been rendered unconscious by one of the variety of instruments available in the local saloon, the locale of most *DONNYBROOKS*, such as a chair or a



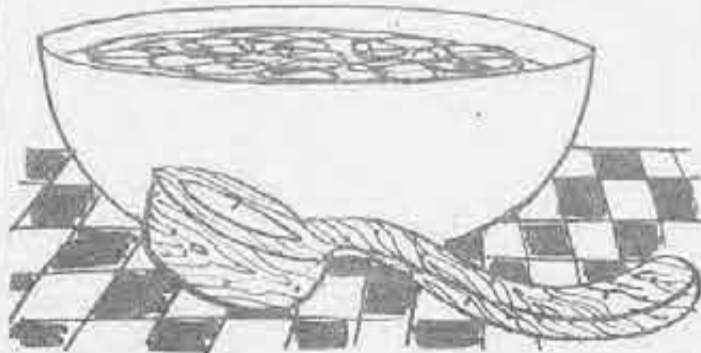
half-filled rum bottle.

Actually the term *GALLEY WEST* is of ancient seafaring origin, dating back to the days of the proud Norse Seafarers and their study galleys. It was the custom then, when a Norse chieftain died valiantly in battle, to place him aboard his galley with the sails set so that the vessel would move westward into the setting sun, carrying the departed warrior out of battle forevermore and to his just reward.

Thus, in the days of sail, a seaman knocked unconscious by an accident or by a pugilistic shipmate was referred to politely as having been sent *GALLEY WEST*.

The expression *SQUARED AWAY*, also coined in the days of sail, was somewhat similar in meaning to *GALLEY WEST*, but of a slightly different twist.

SQUARED AWAY indicated aboard a windjammer, that the braces were all set aboard, with the sails ready to run before the wind and that everything was in its proper place to meet the wind. Thus, in a *DONNYBROOK*, if you *SQUARED AWAY* your opponent, you put him in his proper place, out of the fight.



Now the barkeeps in many saloons, seeing their establishments wrecked by a *DONNYBROOK*, would often *SWEAR BY THE GREAT HORN SPOON* at the destruction before their eyes and would try *POURING OIL ON TROUBLED WATERS* before their saloons were completely devastated by the combatants.

In the early days of our nation, only the rich could afford expensive utensils for eating, made of silver or pewter. Poor people used spoons carved out of the horns of cattle, and in even the poorest home there was a huge horn spoon which the head of the household used to scoop or dip out the portions of food to the family.

Seamen, who most always were born poor and died poor, saw a resemblance between the *GREAT HORN SPOON* used by their fathers and that peculiar combination of stars, seen from the decks of their ships at night, known as the "Big Dipper." As they enjoyed swearing by everything, seamen found it natural in times of stress, to look to the heavens and *SWEAR BY THE GREAT HORN SPOON* at the hardships they endured.



An old Chinese legend is said by many to be the origin of *POURING OIL ON TROUBLED WATERS*. It tells of an ancient Chinese junk, caught in a terrible storm with a cargo of fish oil stowed below in compartments separated by bulkheads.

When the storm was at its fiercest, and the vessel in imminent danger of going down, the sea around the junk ceased to break over the tiny ship and became calm. The captain and his crew were at a loss to explain the change, until they discovered that a seam had split below, allowing fish oil to escape into the boiling sea.

Chinese legend or not, storm oil is today standard equipment aboard vessels large and small.

Life aboard ship in the days of sail provided many hardships for the seaman to endure, not the least of which was often the captain of the vessel.

Many of the captains of windjammers and other vessels were extremely cruel men whose idea of running a tight ship was to make life for the shellbacks under their command as miserable as possible.

At sea, the master of a vessel was judge and jury when it came to deciding the fate of a seaman brought up on charges. A favorite method of punishment used aboard sailing ships to carry out the decision of the court, which was always "guilty as charged" was to administer a flogging with a "cat-o-nine tails."

Today, when someone wishes to convey the discomfort of being in tight quarters, he will often call upon the phrase *THERE IS NO ROOM TO SWING A CAT*.

The "cat" in the landlubber's phrase and the "cat" in the captain's "cat-o-nine tails" are one in the same animal.

When the captain decreed that a sailor rated a flogging, the place of punishment was usually the brig. It was usually the custom to have all the punishments that had been adjudged during a week at sea meted out to the unlucky members of the crew all at one time on *BLUE MONDAY*. If it happened that the brig was too crowded with seamen standing in line waiting for their punishment at the hands of the cat-o-nine tails, the first mate would report to the captain, "Sir, there is not room to swing a cat," and the master of the vessel would then order the floggings done up on deck, where the cat-o-nine tails could be swung with the proper twist of the first mate's wrist.



Railroad's Freight-Rate Increases Hinge on Rate Agreement by Co.'s

WASHINGTON—A \$300-million freight rate hike by the railroad industry has been approved by the Interstate Commerce Commission with the stipulation that railroads in all territories must agree on a yet-to-be-filed master rate schedule covering the increases. The amount permitted equals 3 per cent and is \$27 million less than that originally requested by the rail carriers last May.

The approval was contained in an "interim report" issued by the ICC in which they refused the railroads permission to publish their new rates on one day's notice as requested. Instead, the commission ruled, 10 days' notice must be given with the entire rate proposal subject to ICC's suspension procedures.

Before they can hope to comply with the ICC's requirement, there must be full agreement among all roads on the rate schedule to be presented. To do this, railroad officials must first try to overcome splits within their own ranks. The Chicago and North Western Railway, for example, has let it be known that they have no intention of raising their rates for the movement of grain. This does not sit well with the other lines because such a stand would most probably force all carriers to exempt grain from increases as well.

Also, the industry plans to push again for the rate package originally asked for. They don't like the sharp cuts made by the commission on requested boosts for coal, iron ore and pulpwood and are not happy about the ICC attempt to keep charges on a par throughout the country by vetoing new minimum fees for transit charges in the south.

Many port associations in the north have bitterly attacked the arbitrary manner in which the rail carriers have proposed rate hikes. The North Atlantic Ports Association, the Virginia State Ports Authority and the Port of New York Authority, among others, have accused the rail industry of attempting to upset the delicate balance of competition between northern and southern ports by seeking lower increases for those in the south than those in the north. In general, southern roads have asked for fewer and smaller rate hikes than the northern carriers. Strong

Largest Marine Lock Opening in Antwerp

Antwerp, the third largest and fastest growing port in Europe, will soon have in operation the world's largest maritime lock which will be able to accommodate four 30,000-ton ships simultaneously.

The lock, a unique feat of marine engineering, will be nearly a third of a mile long and 187 feet wide. It will be opened on October 1 on the Scheldt River.

Antwerp handles more than 60 million tons of cargo a year and most of the industrial goods that Western Europe sells in the world move through its facilities.

The new lock will enable Antwerp to increase its gross maritime traffic, which already consists of 300 shipping lines making 13,000 calls yearly to make it perhaps the most important port in the Common Market network.

doubts have also been raised by maritime labor and shipping companies that the true financial position of the railroads justifies any rate increases at all.

Increases on several commodities, mostly those moving in bulk shipments, were much lower than those sought by the roads. A requested graduated increase of up to 50 cents a net ton on coal, for instance, was trimmed to a maximum of 15 cents by the ICC. A proposed hike of 30 cents a ton on iron ore was similarly cut to no more than 10 cents.

The commission's order discussed possible inflationary aspects of the proposed hikes. Noting that the last general freight increase was in 1960, it said that since that time general price levels have risen while the rail carload freight-rate index has declined.

"The decline in rail-rates in recent years was accompanied by an increase in traffic which resulted both from inducements of the rate reductions and from the increased economic activity during the period," the ICC said,

adding that declining freight rates since 1961 have had a "deflationary effect," since the major source of the decline "has been the continued modernization of railroad plants and equipment."

"We believe," the commission concluded, "that authorizing moderate increases in freight rates at this time would, in the long run, do less harm to price stability than would denial of such increases or prolonged delays in making (them) effective."

It was made clear by the ICC, however, that its approval of the increases is by no means final and that they remain under formal commission investigation. Hearings on the proposed rates are scheduled to begin October 3, and specific rates in the master tariff presented by the railroads could be suspended by the ICC later. Even after the master tariff schedule is agreed upon, should the commission finally decide it has granted the railroads too much, the industry will have to give the shippers a refund plus four per cent interest.

The Great Lakes

by Fred Farnen, Secretary-Treasurer, Great Lakes



The recent rioting in Detroit and Milwaukee has hurt the passenger ship trade on the Lakes. Bob-Lo Steamship Co. lost 75,000 passengers and other companies reported heavy losses. Bob-Lo may have to lay up ships for the first time in history.

Gartland Steamship Company reports the Frank Taplin is laid-up indefinitely and we are re-assigning the crew to other Gartland vessels according to their seniority.

Duluth

Shipping is on the slow bell now that the Buckeye Fleet's Henry Laliberte and Lackawanna are laid up at the Stone Dock in Superior. We hope the Laliberte will fit out soon.

Ken Lund, our favorite second cook is looking for a new slot, now that the tug John Roen Third is laid up.

Ray Johansen has a new watch-er's job on the Paul Tiejten and Jack Wallin is ready for a wheelman's slot now that he's FFD again.

Larry Laporte is heading for India as FOW aboard the Trans-Ontario.

Chicago

The cement boat steamer Medusa Challenger has been refitted after a five week lay-up for repairs in the Manitowoc Shipyard.

The crew said they enjoyed their vacation, but are glad to be on the payroll again.

Our old buddy, Art Hartlaub, now retired, visited the hall recently. Art sailed on the John Galster of Penn Dixie Cement for 30 years.

Gerry Westphal underwent open heart surgery at Veteran's Hospital. He reports the new valve is working fine and this old-timer will now be looking for light work near his Wisconsin home.

The SIU's new building here is almost complete and it looks like we will beat the deadline for the official opening of the clinic. All we have to do is install the X-ray machine and mop and wax the floors.

Buffalo

Shipping is good and will get even better if the Frank E. Taplin and the James Davidson fit out as expected. Grain shipments are lagging, however.

Right-Wing Plans 'Hatchetman' Attack

Behind-the-scenes architects of a vast smear campaign against liberal legislators are hard at work in 11 western states in an effort to lay the groundwork for rightist political victories in 1968 and beyond.

There are at least eight seasoned propaganda pros known to be operating on behalf of right-wing extremists in the west. However, all but one—Ronald Rankin—have managed thus far to keep secret their identities. Rankin is the hatchetman handling the trumped-up recall campaign currently being directed against Idaho's liberal Democratic Senator, Frank Church.

Backers of Rankin and his undercover associates are also mostly unknown beyond the fact that they consist in large part of a group of wealthy California rightists.

What few actual facts are known were told to a reporter of the New York Times by Mrs. Jane Alexander of San Carlos, Calif., who for many months was responsible for paying the secret agents with money provided by the rich radical rightists who were backing them.

Mrs. Alexander presently works as secretary to William Penn Patrick, an ultra-conservative millionaire who apparently has nothing to do with the secret financing of the eight undercover operatives, but who is paying part of the tab on the recall movement against Senator Church.

The campaign to recall Church, based on his support of the Russian Consular Treaty and his voiced dissent on the Administration's Vietnam policy, has little chance of success but is calculated to embarrass him and damage his image at the polls when he comes up for re-election next year.

Patrick, a cosmetics manufacturer with political aspirations of his own, has already stated his intention to challenge California's moderate Republican Senator Thomas Kuchel in that state's primary next year. To help him in his bid, he recently hired Joe Shell, the ultra-conservative who took an unsuccessful crack at Richard Nixon in the California gubernatorial primary in 1962.

Right-winger Patrick has also made it known that his attack on Church is only the beginning. He says future targets of his recall efforts may be Democratic Senators J. W. Fulbright (D-Ark.), Robert Kennedy (D-N.Y.), Wayne Morse (D-Ore.) and Republican Mark Hatfield (Ore.)—all of whom he feels are not militant enough on Vietnam policy.

Other liberal western senators up for re-election in 1968 aside from Church and Morse are Ernest Gruening (D-Alaska), Mike Monroney (D-Okla.), George McGovern (D-S.D.) and Warren Magnuson (D-Wash.).

If threatened recall attempts against Gruening, Morse and McGovern fail to materialize, they are still sure to be prime targets of the radical right Californians because of their views on Vietnam.

Magnuson, another likely target, only narrowly overcame a concerted right-wing challenge in his last campaign. In 1962 Monroney also just squeaked in with only 53.2 per cent of the vote and extremist power in Oklahoma has been on the upswing since then.

All of these men—and others like them—face difficult campaigns in 1968 and their chief detractors remain shrouded in mystery. We know what they are but can only speculate as to who they are. Based on known past activities of some wealthy Southern California rightists, guesses can be made as to the identities of those financing the field activities of the eight propagandists. In addition to verified contributors Lewis and Virtue, there are at least five other men who are prominent possibilities as members of the clandestine group.

One of these is Walter Knott, owner of a big tourist attraction near Los Angeles known as Knott's Berry Farm. He founded the rightist California Free Enterprise Association which leans heavily on material borrowed from Birch Society and other radical publications. He is also a member of the board of Billy James Hargis' Christian Crusade, large contributor to the campaigns of former Birch Society congressmen and to Americans for Constitutional Action.

Another is R. C. Hoiles, millionaire newspaper publisher whose empire stretches all the way from Santa Ana, Calif., to Ohio. A proponent of income tax repeal and other right-wing causes, he endowed a full-time college for rightist training—the Freedom School near Colorado Springs, Colo.

Los Angeles clothing manufacturer James Oviatt, outspoken anti-semitic who was kicked out of the Birch Society a few years ago, is a third possibility and J. Edward Martin, leader of the southern California Birchers is a fourth.

Finally, there is William H. Cies of the San Marino, Calif., Birch Society. Himself politically ambitious, he has contributed \$1,000 to the "1976 Committee," a group dedicated to a complete political take-over by the right-wing by 1976.

There is also the John Birch Society itself to be considered. In contradiction of its continuing claim to be "non-political," the JBS is becoming increasingly active on a national scale and recently announced a new program called Project Knowledge under which paid co-ordinators will be placed in every one of the 435 congressional districts.

As for the eight cloaked hatchet men plying the radical right's line in the west, only one more—aside from Rankin—can even be guessed at. A likely prospect is Kevin Cullinane, an alumnus of Hoiles' Freedom School and a Liberty Lobby activist who left California for the Lobby's Washington, D.C., office following the 1964 elections. He has recently turned up in Bonners Ferry, Idaho, a beehive of activity in the recall attack on Frank Church.

The Pacific Coast

by Frank Drozak, West Coast Representative



Representative Jerome Waldie (D-Calif.) charged the Navy with withholding information concerning request to purchase Port Chicago as a buffer zone around its Concord ammunition docks. SIU ships load there to carry ammunition to the Vietnam area. The Navy wants the zone in case of an accidental explosion.

Representative Waldie charged the Navy with having a report in its files, at the time of last month's Congressional hearings, stating it would cost twice the \$20 million the Navy asked for. Congressman Waldie has long opposed the Navy plan for Port Chicago, stating the piers should be relocated, perhaps at Roe Island. The Navy proposed and approved the move in 1965.

San Francisco

Shipping is excellent here and oilers and FWT's can find work here. We paid off and signed on 12 ships during the last period. The *Portmar* was in transit.

Brother Roland Francisco took the membership oath at the hall here and is now a full book member. His last job was as chief cook aboard the *Transpacific*. We wish him good sailing in the future.

Wilmington

John Bertolino recently moved here from New York. His first

job on the coast was as a bosun on the *Fanwood*. The family really enjoys living on the West Coast, he reported.

After some vacation time with their families, John Wade and Red Ferguson will be looking for electricians jobs, preferably on a Far East run. They last shipped on the *Brigham Victory*.

Shipping is excellent here for rated men and the outlook is good for the next few weeks.

Seattle

Paul Carter is waiting for a good night cook and baker's job to hit the boards. Paul is a 20-year seafarer and last made the *Vantage Venture*.

Marshall Townsend had to go home awhile due to illness in the family. Everything is fine now and he is looking for a berth on Sealand's Alaska run.

Shipping has been good here and the outlook for the next period looks promising.

Industrial Activity Spurs Building of Tugs and Barges

A record total of 1,121 towboats, tugboats and barges were constructed and delivered by American shipyards in 1966, according to a recently published survey.

In its annual maritime review and yearbook issue, the *Marine Engineering Log* reports that

"the smaller shipyards in the United States continued the building boom experienced in 1965 and 1964, breaking all previous records for vessels completed."

The magazine said 91 towboats of 25,240 deadweight-tons were built last year compared with 64 of 17,760 tons the year before.

For off-shore, river and harbor, and ocean-going operations, the survey showed 42 new tugboats averaging 8,660 tons and 2,207 horsepower per vessel—an indication of the continuing trend toward more powerful craft. Many of the tugs, it was pointed out, are designed to tow barges of 10,000 to 20,000 deadweight tons.

Only 988 barges were constructed in 1966 compared to the previous year's 1,007 but total tonnage was up from 1,735,900 to 1,810,600.

A prime factor in the continuing increase in the construction of more and better boats for use on inland waterways is considered to be the widespread splurge in decentralized industrial activity as indicated in a recently released report by the American Waterways Operators, Inc., which represents the nation's towboat, tugboat and barge industry.

The AWO survey for the second quarter of 1967 shows that production industries constructed, or announced plans to construct, a total of 112 plant facilities along navigable waterways during the period. This compares with 92 in the previous quarter. Estimated overall investment expenditures for the 112 sites is \$1,631 billion.

Shipping Rules Amended by Appeals Board

Acting under, and pursuant to, the Collective Bargaining Agreement between the SIU and various Employers, the Seafarers Appeals Board has announced the following:

In order to give further recognition to graduates of the Harry Lundeberg School of Seamanship and to add incentive to the individual to maintain his employment in the industry with a special regard to the present shipping situation, the following action was taken:

"On or after June 8, 1967, Class 'C' personnel who have graduated from the Harry Lundeberg School of Seamanship entry rating program and who have been issued a ship assignment card in accord with the shipping procedure set forth in Section 2 hereof shall be entitled to Class 'B' seniority rating."

This above provision shall be inserted in the Shipping Rules in Section 1 (Seniority), paragraph B, at the end of the second subparagraph dealing with Class 'B' seniority rating.

House Committee Votes Approval Of Weakened Social Security Bill

WASHINGTON—The House Ways & Means Committee agreed on a 12.5 per cent across-the-board increase in social security benefits in a whittled-down version of President Johnson's legislative proposal.

The committee dumped the Administration proposal to extend medicare benefits to persons under 65 on the social security disability benefit rolls. It proposed, however, to ease the hardship for medicare beneficiaries whose doctors refuse to bill the medicare program. Patients could collect from medicare before instead of after they pay their doctor bills, under the new measure.

The committee went along with an Administration proposal to raise the ceilings on earnings of people drawing social security retirement benefits. But it imposed a tight income ceiling on eligibility for medicare—the joint federal-state program which pays medical bills for low-income families.

The committee bill would raise the taxable wage base for social security—but not to the level sought by the Administration.

It has bipartisan sponsorship, with both Committee Chairman Wilbur D. Mills (D-Ark.) and Representative John W. Byrnes (R-Wis.), ranking GOP member, putting their names on the bill.

House action is scheduled for mid-August, with passage considered certain. The bill will be taken up under a "no amendment rule." Opponents will have only one chance to tamper with it in the House, through a recommittal motion before the final vote. This means, in effect, that it can be weakened but not improved.

Open for Amendments

The measure will be wide open for amendments, however, in the Senate Finance Committee, its next stop, and when it reaches the Senate floor.

President Johnson had asked an increase of at least 15 per cent for all persons on the social rolls—a request endorsed by the AFL-CIO as "a significant down payment" on a needed 50 per cent benefit rise.

The President had also proposed raising the minimum social security benefit from the present

\$44 for an individual to \$70 and from \$66 for a couple over 65 to \$105. Johnson also asked that persons with at least 25 years of covered employment be guaranteed at least \$100 for an individual and \$150 for a couple.

The principal Republican substitute bill called for only an 8-per cent increase in benefits, plus a cost-of-living escalator for the future.

The Ways and Means Committee compromise bill would raise benefits by 12.5 per cent for some 20.5 million persons on the social security rolls. The 2.5 million persons now receiving minimum benefits would be raised to \$50 for an individual and \$75 for a couple.

The House committee discarded one labor-opposed provision of the Administration bill—a proposal to make social security and railroad retirement benefits subject to taxation as part of a change in tax policies for persons over 65.

The proposed income ceiling on medicare would be a particular blow at moderate-income families in New York and a few other states which took the position that a family need not be destitute in order to receive government help in paying medical bills that otherwise would leave them heavily in debt.

At present, states set their own income ceilings for medicare and New York permits assistance to a family of four with an income up to \$6,000 a year. The Administration proposed to put an income limit of one and one-half times the maximum allowed under state law for eligibility for cash welfare assistance. The committee went beyond this, setting an income ceiling starting in 1968 of 150 per cent of the welfare level and dropping over two years to one and one-third times the welfare criterion. In New York, this would limit eligibility to families with incomes of \$3,900 or less after July 1, 1970.

Some Exporters Reaping Bonanza From Prolonged Suez Canal Tie-Up

Despite increased shipping costs and rerouting problems which are plaguing companies throughout most of the world as a result of the closing of the Suez Canal, this unfortunate by-product of last June's Arab-Israeli war is proving to be an unexpected windfall in some quarters.

Australian fruit growers, for example, have never had it so good. Of the 14 ships bottled up in the canal, four are loaded with 375 tons of apples and pears which were bound from Australia and New Zealand for Britain. The tie-up of this cargo, combined with an early fruit harvest in South Africa and a small European crop, has almost doubled fruit prices in London. Shipments of Australian fruit now arriving in London by way of the Cape of Good Hope bring up to \$8.40 a case compared with the \$4.20 they brought last year. Fruit growers "down under" estimate that their total extra revenue this season may reach \$70 million.

Cape Town, South Africa, is also experiencing a bonanza. Since Middle East bunker fuel for ships is the cheapest in the world, a principal bunkering port for vessels using the Suez Canal has always been Aden. But with the canal closed and Aden temporarily far off present shipping lanes, Cape Town is the chief bunkering port—at about \$4.60 a ton more than the cost at Aden.

The Panama Canal, too, is reaping some rewards from re-routed international traffic. A large British firm has shifted three new 14,000-ton cargo liners on its London-to-Kobe run to the Panama route. The trip takes the same 32 days as it did via Suez but Hong Kong had to be dropped as a port of call.

These isolated cases of good fortune are by far in the minority, however, and the blockage of the Suez Canal by sunken ships is playing havoc generally with world shipping schedules.

Virtually all companies—manufacturers, ship lines, exporters, importers—have been forced to pay higher costs. Immediately after the canal was closed, the big shipping conferences which set freight charges imposed surcharges and the Federal Maritime Commission approved an increase of roughly 25 per cent for U.S.-flag ships. Typical surcharges were 10 per cent on freight moving from Europe to the Far East, 17.5 per cent from Europe to India and Pakistan, and as much as 45 per cent to some Middle East ports east of Suez.

Grain shipments, particularly to India, are seriously affected. Rates on India-bound grain from Houston are up at least 25 per cent. Chicago stands to lose 25 to 30 sailings this year and Duluth may suffer an even greater loss.

Extra distances are a prime factor in higher costs with the attendant increase in fuel consumption and man-hours required. Via the Cape of Good Hope it is 11,600 miles from New York to Bombay—3,400 miles more than through Suez. With the canal it is 13,500 miles from New York to Yokohama as against 16,700 miles without. Perhaps worst of all is the 10,700 miles from Bombay to London around the cape—almost twice the 6,200 miles via Suez.

Looking In



Although they just stopped in at the SIU St. Louis office to pick up an optical certificate, Mrs. Dorothy Copeland, wife of seafarer James T. Copeland, and daughters Robin and Denise stayed long enough to have photo taken.

Convert Your Dollars to Dinars Or Pay the Price, Seafarer Warns

"The things that we come up against are fantastic to someone who never went to sea," Seafarer Frank Robertson, 62, commented to the LOG recently. "Even seamen don't believe that you can't always change American money," he continued. Having been burned twice, Frank has learned the hard way.

The assumption that everyone in the world will accept American currency is a false one, Robertson said. He first found this out in Niujata, a small port on the coast of Honshu, Japan's main island. No one in the former Japanese naval town would take American money. At the time, Brother Robertson was serving aboard the Robin Kirk.

Not only wouldn't the town's bar, restaurant or hotel accept American currency, but no one in the town spoke English, at least not to the crew of the Robin Kirk. But this episode was only a prelude to what happened to Brother Robertson in France in 1956. His ship the Azalea City docked at Saint Nazaire, on the English Channel, on its way to Liverpool.

Together with another crewmember, Brother Robertson started out for Nantes, about an hour's bus ride inland. It was 6:30 in the evening, too late to go to a bank to convert their dollars into francs. There was a small bar outside the gate that changed money, but his companion said not to bother, since he had enough francs to pay both men's car fare, and they could obtain more French money in Nantes.

Shortly after the pair arrived in Nantes they went to a bar to change their money. The bar tender sullenly agreed on the condition "if they buy everyone in the bar a drink." The Seafarers refused the bartender's terms. Later, when they were desperate to change dollars into francs, they couldn't locate the bar again.

A heavy snow began to fall about an hour after the pair arrived in Nantes. That was the worst winter in many years in Europe, and the snowstorm was one of the worst of a bad winter. All buses and taxis stopped running, so the pair found the hotel to spend the night. The hotel condescended to accept their American money, but only if they would

pay double the regular room rate. The two men tried another hotel which refused to accept payment in American money altogether. By this time it had become obvious to the men that what they heard about strong anti-American feeling in France was true.

One townsman of Nantes accepted American money—the porter of the second hotel. He took two dollars from the pair to let them sit in the lobby for three hours while they waited for the storm to clear up.

The snow continued. Brother Robertson realized he had no choice but to go back to the Azalea City, since he couldn't eat or get a place to sleep in Nantes. The trains were still running, so he and his companion walked four miles through the storm to get to the station on the outskirts of town. They got there at 2 a. m. and waited until 5 a. m. for the train to Saint Nazaire. Cold, tired and hungry, they needed some coffee badly. The counterman at the station snack bar refused to take their money, even when they offered a dollar for a cup of coffee. Once on the train they encountered nine of their shipmates. All of them were thoroughly disgusted, not having been able to change their money or purchase anything, including a night's lodging.

Brother Robertson advises all his fellow Seafarers to spend local currency in foreign ports rather than American money. Although his experiences of not being able to use American money in Nantes and Niujata are not typical, the Seafarer using U.S. currency is likely to come out on the short end of the stick as it is difficult to figure out the proper price of things in U.S. money and a foreign merchant will usually give himself the benefit of a discrepancy.

His advice is to head for the nearest bank. A bank, unlike a merchant, will give you the correct amount of local money based

on current exchange rates. If it is after banking hours, American Express Agency will also change money. If the port is a large one, it is likely to have a Cook's Travel Agency, which will also give the correct amount of local money at no charge. Avoid the black market, Robertson says. It's unlikely that you will get more money than at a bank. What you will get, he says, is "gypped, cheated and arrested."

Another bit of advice from the seasoned Seafarer is to get only as many dollars changed as you think you'll actually spend. You might have trouble converting the foreign money back into American currency. Some countries, like India, Pakistan and Ceylon, will let you take only a token amount of their currency out of their jurisdiction. In India, it is 20 rupees. If it is night, and you can't change your rupees back into dollars before boarding your ship, any money in excess of 20 rupees is supposed to be turned over to local authorities.

Brother Robertson said that the deck department and the black gang, because of their 4 to 8, 8 to 12, and 12 to 8 watches, "can always get to a bank, one way or another." His own department, the steward department, have it a little rougher, as they usually have only a couple of hours off in the afternoon, and only get off quite late in the evening.

Before sailing in the steward department, Brother Robertson was a machinist. He joined the SIU in 1948. Brother Robertson dedicated himself to doing a good job as a steward and has acquired just about every other rating in the department.

Born in Falkirk, Scotland, Brother Robertson came to the United States in 1922. He returned home only once, when his ship, the Bienville, was docked at Grangemouth, the port of Falkirk. A resident of Union Beach, N. J., he is married and has three grown children—two daughters and a son.



Robertson

Eagle Traveller in Subic Bay



Seafarers on the Eagle Traveller relax on deck while the ship is at anchor in Subic Bay, Philippines. Crewmembers, left to right, are: Woody Johnson, Bill Joyner and Tom Moose, all of the deck department, Lew Hertzog and Ed Bussian of the engine department.

COTTONWOOD CREEK (Bulk Transport), July 23—Chairman, Robert Kennedy; Secretary, James T. Myers. No beefs reported by department delegates. Resolution made that the brothers at sea be informed as to what the Union is doing about contract and retirement negotiations. Brother James M. Fisher was elected to serve as new ship's delegate. Motion made that noise be kept at a minimum in passageways.

SACAL BORINCANO (South Atlantic & Caribbean Lines), August 5—Chairman, E. A. Gerich; Secretary, Joseph Powers. No beefs reported by department delegates. Write to union about retirement of SIU members who have 20 years with 15 years seafaring regardless of age to be retired on \$250.00 per month. Vote of thanks given to the steward department. Discussion on having TV secured. Make wooden racks for dishes, coffee pots, etc.

DEL SOL (Delta Steamship), July 9—Chairman, Jarratt Benjamin; Secretary, Alf Tolentino. Ship's delegate reported everything running smoothly. \$22.50 in ship's fund. No beefs reported by department delegates. Crew wants to know about the retirement and pension plan. The patrolman shall let the crewmembers know the score on same.

OCEAN ULLA (Maritime Overseas), August 6—Chairman, H. Whisnant; Secretary, John D. Pennell. Ship's delegates reported repairs were not taken care of when in shipyard. Ship's delegate will try to get a TV while ship is coastwise. Ship has no library but will get one upon entering New York. No beefs reported by department delegates. Vote of thanks to entire steward department for job well done. Chairman asked crew to shut off power to washing machines after using.

HENRY (American Bulk), July 23—Chairman, Charles Tyler; Secretary, R. A. Sanchez. No beefs reported by department delegates. Crew requested to keep visitors out of passageways.

STEEL CHEMIST (Isthmian), July 23—Chairman, L. S. Johnston; Secretary, M. E. Erisa. \$3.00 in ship's fund. Ship short two men. No beefs were reported by department delegates. Vote of thanks was extended to the steward department for a job well done.

EAST POINT VICTORY (Hudson Waterways), July 16—Chairman, John Alstatt; Secretary, T. L. Zellera. Some disputed OT and subsistence for Bangkok and Midway Island to be taken up with boarding patrolman. Motion was made to replace galley range with an electric range or install better heat controls on oil ranges on all victory ships. Motion made that the Union negotiate for

STEEL ADVOCATE (Isthmian), July 24—Chairman, T. E. Yablonsky; Secretary, E. Sherris. Short 1 oiler in engine department. Brother Thomas E. Yablonsky was elected to serve as new ship's delegate. Vote of thanks to Brother Robert N. Kelly, outgoing ship's delegate, for a job well done.

THETIS (Rye Marine), July 17—Chairman, Walter Naah; Secretary, Alfred Hirsch. \$10.00 in ship's fund. Few hours disputed OT in engine department. Brother Alfred Hirsch was elected to serve as ship's delegate.

VOLUSIA (Suwannee), August 2—Chairman, Delos Sneed; Secretary, John W. Malcolm. Brother C. E. Reynolds was elected to serve as ship's delegate. No beefs were reported by department delegates.

PANAMA (Sea-Land), July 23—Chairman, George Gibbons; Secretary, R. Hernandez. Discussion about the sailing board, which is never posted on time. This matter to be taken up with boarding patrolman. Crew to contact patrolman regarding a possible raise in wages.

OCEANIC TIDE (Oceanic), June 30—Chairman, None; Secretary, W. Dodd. \$7.00 in ship's fund. One man missed ship in Honolulu and one missed ship in Naha. One man hospitalized in Manila. Motion was made to contact Union officials in Yokohama regarding living conditions aboard ship, also to contact the American Consul.

MANKATO VICTORY (Victory Carriers), July 20—Chairman, Johnson; Secretary, Kells. \$10.25 in ship's fund. Some disputed OT in deck and engine departments to be taken up with boarding patrolman. Steward department requests that a launch be provided in foreign ports at 1900. Crew extended a vote of thanks to the steward department and they in turn thanked the crew for their cooperation. Motion was made that the negotiating committee do something about bringing wages up to par with other maritime unions. Also, OT pay for watches stood after 5 PM and 8 AM, the same as the engineers and mates. Motion made to secure a retirement plan for those with 12 years sea-time regardless of age. Also that the room, meal and maintenance and cure allowance be raised to meet the present cost of living ashore. Other motions also submitted to headquarters.

PENN TRANSPORTER (Penn Shipping), July 23—Chairman, C. A. Crabtree; Secretary, Woodrow W. Perkins. Brother Carl Lineberry, who did a fine job as ship's delegate was elected to continue and was given a vote of thanks. Motion was made that the SIU negotiate for a retirement plan equal to any in the maritime industry. All efforts were made to get air conditioners for messhall but with no success.

CARROLL VICTORY (Delta Line), July 23—Chairman, Ralph O. King; Secretary, Star Wells. Brother Ralph O. King was elected to serve as ship's delegate. No beefs were reported by department delegates. Fine crew aboard and everything is running smoothly.

PENN VICTORY (Waterman), July 8—Chairman, R. Christensen; Secretary, J. McDonald. One man taken off ship to be hospitalized in Honolulu. No beefs reported. Brother Henry Abel was elected to serve as ship's delegate. Motion made to contact boarding patrolman concerning the Master's refusal to discuss the SIU agreement (shore leave in Panama while bunkering) with ship's delegate. Ship's delegate to see patrolman.

DELAWARE (Bulk Transport), July 23—Chairman, L. P. Hagemann; Secretary, J. T. Carnes. Letter written to headquarters regarding repairs, water condition and air conditioner in messhall. Some disputed OT in each department. Vote of thanks to ship's delegate.

OCEAN PIONEER (Victory Carriers), July 23—Chairman, W. E. Gies; Secretary, Charles C. Locke, Jr. \$5.50 in ship's fund. No beefs were reported by department delegates.

DIGEST of SIU SHIP MEETINGS

\$300.00 a month pension for all seamen with 20 years in the Union. Vote of thanks to the steward department for a job well done.

DEL NORTE (Delta), June 18—Chairman, Jack Kennedy; Secretary, Bill Kaiser. Brother "Frenchy" Hebert was elected to serve as ship's delegate. \$79.04 in ship's fund and \$149.99 in movie fund.

ALCOA COMMANDER (Alcoa), June 19—Chairman, Frank Gones; Secretary, Larry B. Jones. No beefs and no disputed OT reported by department delegates. Ship is badly in need of two new water coolers.

YOUNG AMERICA (A. L. Burbank), April 25—Chairman, Gerald R. Draney; Secretary, Ralph Boulton. No beefs reported by department delegates. Brother Richard Galicki was elected to serve as new ship's delegate.

Entry Rating Lifeboat Class No. 9



These men recently passed Coast Guard examinations after attending the SIU's entry rating lifeboat class. Kneeling (l-r) are: R. Cunningham, J. Norman, G. Showalter, S. Browning, M. Morales, and W. Davis. Second row, C. Edwards, P. Terry, J. Waters, G. Knotts, H. Scott and instructor Arni Bjornsson. Third row, R. Smith, D. Gilroy, G. Johnson, J. Perez, K. Vosserrinch, J. Vosserrinch, and J. Faekowski. The classes are held in the Port of New York.

PERSONALS

Donald O'Leary
Walter Smith, 423 86th Street, Brooklyn, N.Y. asks that you get in touch with him.

Richard Biscopink
Please get in touch with your father, Mr. C. B. Biscopink, 7839 LeMans Drive, Jacksonville, Fla. 32210, as soon as you can.

Paul John Wilkinson
Please notify the Veterans Administration Center, Wissahickon Avenue and Manheim Street, Post Office Box 8079, Phila., Penn. 19101, in regard to an important matter.

FINAL DEPARTURES

Juan Leiba, 64: Heart failure claimed the life of Seafarer Leiba, April 8, in Puerto Rico. Brother Leiba was born in Venezuela and lived in Brooklyn. He sailed as chief cook and was on an SIU pension at the time of death. Leiba joined the Union in New York City. His last ship was the Anchorage. He is survived by his wife, Angelina Leiba.



William Lackey, 73: Brother Lackey, an SIU pensioner, died on June 26, at War Memorial Hospital, Sault Ste. Marie, Michigan. A member of the SIU's Gt. Lakes District. Lackey sailed as a linesman in the deck department. He was last employed by the Great Lakes Towing Co. Brother Lackey joined the Union in Sault Ste. Marie. Surviving is his wife, Mina. Burial was in the Pine Grove Cemetery, Chippewa County, Mich.



Chester Hatch, 61: Death claimed Brother Hatch, June 30, 1967 at the USPHS Hospital, San Francisco. He joined the SIU in the port of New York. A member of the deck department, he sailed as an AB. Brother Hatch was born in Virginia and lived in Petersburg, Va. He served in the Army from 1942 to 1945. The Seafarer's last ship was the Fort Hoskins. Surviving is a brother, Ellsworth Hatch of Petersburg, Va. Burial was in the Newville Methodist Church, Prince George County, Va.



Ernest Cochran, 70: A heart ailment claimed the life of Brother Cochran, March 11, at the Hancock General Hospital, Bay Saint Louis, Miss. He joined the SIU in the port of New Orleans and shipped as a FWT. Cochran was born in Mississippi and lived in Bay Saint Louis. He served in the Army during World War I. His last ship was the Texas. He was on an SIU pension at the time of death. Surviving is his wife, Estelle. Burial was in Pine Crest Cemetery, Mobile, Ala.



Victor Williams, Jr., 41: A heart ailment claimed the life of Brother Williams while he was sailing on the Bienville. Death occurred on April 10, 1967. A native of Willison, Arkansas, he was a member of the deck department. Brother Williams served in the Army from 1944 to 1946. He joined the Union in the port of Baltimore. Surviving is his wife, Evelyn. Burial was on the high seas.



Frank Nelson, 43: Seafarer Nelson died July 5, aboard the Columbia Victory, of a cranial injury sustained in an accident. He had previously sailed on the Steel Surveyor. Born in South Carolina, he joined the SIU in Savannah, Ga. Nelson made his residence in Savannah with his wife, Catherine. He held the rating of AB.



SIU Lifeboat Class No. 182



The 182nd graduating class of the SIU lifeboat school now hold their Coast Guard lifeboat endorsements, a necessity for obtaining an AB's ticket. Seated (l-r) are: R. Egan, C. Jones, W. Meeker, S. Zuckerman, W. Torbeck, and J. Machula. Standing in back row are: P. McGaharn, instructor, L. Jones, A. Correa, J. Shaffer, S. Smith, J. P. Smith, and Lundeborg School instructor Arni Bjornsson.

From the Ships at Sea

Lyle "Pork Chops" Adams found out it pays to buy union-made goods, meeting secretary **Gary Bryant** reported from the *Del Sud* (Delta). Brother Adams looked over reptile leather goods while shopping in various South American countries, but decided to make his purchase in the U. S. "to help the welfare of American workers."

He purchased a pair of alligator shoes when the ship returned to New Orleans, wiping out the alligator population of Louisiana, Bryant wrote. However, Adams found that the shoes were of inferior quality and non-union made and now believes that "non union hides make a hell of a pair of slides". He wishes to inform his Union Brothers that more alligator shoes will be available to the public "as soon as they are able to build up the gator population."

Meeting Chairman **Mike Dunn** reports that the Captain reported a good voyage. Compliments were extended first trippers for "being clean cut young men and conducting themselves in the true manner of the SIU." The ship's fund totals \$384.40, the movie fund, \$555.



Adams

The entire crew of the *Duke* (Victory) is very thankful for the way **Ted Jernigan** "has taken hold in real SIU style." This Brother has assumed responsibility and represented the crew without being asked and the crew showed its appreciation by voting for Jernigan as ship's delegate by acclamation and thanking him for his hard work on their behalf. The trip has been very good so far, with "excellent co-operation from all sources," reported Meeting Secretary **Harold Du Cloux**. A balance of \$20 in the ship's fund was reported.



Jernigan

Meeting Chairman, **G. S. Stanley**, reports from the *Haleyon Panther* that an anchor pool will be used to help build up the ship's treasury, which is down to an anemic \$11. **A. W. Hutcherson**, meeting secretary, writes that **A. S. Turner** has been elected to serve as ship's delegate. We will be posting a list soon for movie donations. Hutcherson writes and all hands will be asked to make a contribution. Department delegates report no beefs or disputed overtime. The ship has been on the Vietnam run recently.



Turner

Meeting Chairman **H. Whisnant** told his fellow crewmembers on the *Ocean Ulla* (Maritime Overseas) that he would check into the possibility of getting a television set for the crew while on coastwise trips. Meeting Secretary **John Pennell** said a new library will be added in New York. Delegates report that everything is OK.



Whisnant

SIU ARRIVALS

Darin Dewayne Thies, born June 11, 1967, to the Harley Thies, Elberta, Michigan.

Sausan Caye Thies, born March 13, 1967, to the Thomas N. Thies, San Pablo, Calif.

Archibald Bell, born July 7, 1967, to the Archibald Bells, Long Beach, Calif.

Richard Hanback, born June 27, 1967, to the Burt Hanbacks, Pine Plains, New York.

Adrienne Hudson, born June 29, 1967, to the Jimmy L. Hudsons, Orange, Texas.

Julie Vincent, born July 11, 1967, to the Joseph L. Vincents, Edgerly, La.

Anne Laury Coats, born June 8, 1967, to the Jackie H. Coats, Port Arthur, Texas.

James Evans Smith, born December 12, 1966, to the John A. Smiths, Elks Mills, Maryland.

Antoinette Kwiatkowski, born June 19, 1967, to the Robert Kwiatkowskis, Philadelphia, Pa.

T. E. Yablonsky, meeting chairman, reports from the *Steel Advocate* (Isthmian) that everything is running smoothly, no beefs or disputed overtime. Yablonsky was elected as new ship's delegate, replacing **Robert N. Kelly**, who turned in a top-notch job. **E. Sherris**, meeting secretary, said a discussion was held on a variety of subjects. Seafarers were reminded to return all cups and glasses to the pantry, not to misuse the washing machine and keep the mess and recreation rooms clean. The payoff will be in Newark.



Yablonsky

Roland "Frenchy" Hebert, ship's delegate aboard the *Del Norte* (Delta) writes that **Felix Jarocinski** was hospitalized in La Guaira. He's in good hands, Frenchy reports. The ship's doctor said the hospital is a very fine, modern one. According to Hebert, "I have not had any beefs reported to me. All in all, it has been a very smooth trip." **Jack Kennedy** has been elected to serve as movie director for the next voyage. **Maurice Kramer**, current holder of the position, reports \$304.99 in the movie fund at the present time. Crewmembers agreed that the \$4 they contribute to the fund is "little enough for all the movies shown." Treasurer **Bill Kaiser** said that \$50 was voted to **Brother Jarocinski**, and the crew contributed to a key chain presented to ship's Doctor Young.



Hebert

PERSONALS

Money Due
Seafarers whose names are listed below have income tax refund checks held for them by Jack Lynch, Room 201, SUP Building, 450 Harrison St., San Francisco, Calif. 94105:
Margarito Borja, Richard R. Olson, Peter C. Onsrud, Thomas E. Tucker.

John T. Wulzen
Brother Wulzen is ill and would like his friends and union brothers to contact him at Post Office Box 691, Diamond Springs, California 95619.

Ralph W. Mason
The family of Seafarer **Ralph W. Mason** wishes to inform all his friends that he has passed away.

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

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

NAME
STREET ADDRESS
CITY STATE ZIP
TO AVOID DUPLICATION: If you are an old subscriber and have a change of address, please give your former address below:
ADDRESS
CITY STATE ZIP

SIU Pensioner Recalls 'Supense' Of World War II Radio Message

Vito "Vic" D'Angelo, a veteran SIU bosun who sailed with the SIU through three major conflicts, retired on a union pension recently. During World War II, Vic soon found himself in the thick of the Mediterranean campaign. He sailed on ships that had as ports of call every major staging area from Casablanca to Sicily. By the time his ships were hitting the Italian mainland he was sailing as an AB. A short time later he made the Omaha Beachhead in Normandy, about eight days after D-Day. As on most of his other ships, ammunition was the major part of the vessel's cargo.

After the war in Europe was wrapped up, Vic made a few trips to the Pacific theater. He was crossing the Indian Ocean when the ship's radio operator intercepted a broadcast saying that a new weapon had wiped out a large city. That was all there was to the cryptic message, which the communications officer immediately relayed to the master, who informed the crew.

For two hours, until a more detailed message clarified things, the ship's crew knew that for all practical purposes the war was over, but was in the agonizing position of not knowing whether the United States had won or lost. "We didn't know if it was Tokyo or New York," Vic says. The next radio communication, of course, informed them that it was Hiroshima that had been hit by the first of two atom bombs dropped on Japan.

Unloads a Railroad
After delivering its cargo, Vic's



Welcomed into the ranks of SIU pensioners is Vito D'Angelo (right), who sailed in deck department. SIU Representative Luigi Iovino is on hand to present Vito with his first check at the hall in New York.

ship received orders to proceed to Karamshaw, the Iranian port on the Persian Gulf, to help transport the components of a railroad system to China. The ship was in

the Persian Gulf for three months while the railroad was completely dismantled for shipment to China. It took ten liberty ships to transport the 100,000 tons of equipment, which included dismantled boxcars and ties. Vic's ship carried 8,500 tons of cargo.

In due time they made it to Shanghai, where the ship lay for half a year before it could unload. This gave Vic a unique opportunity to see that exotic port city. He was one of the first Seafarers to visit the city. He was also the last. Vic witnessed the Communist demonstrations on Nanking Road, Shanghai's main thoroughfare, and on the Bund, another important street, that were a portent of things to come. Within a few months the smoldering feud between the Nationalist and Communist factions in China had erupted into open warfare.

Shanghai had a strong international flavor. Brother D'Angelo told the LOG. There were quite a few international settlements, including a French colony and a White Russian colony. A real trade crossroads then, Shanghai offered wares from all over the world.

After the war, Brother D'Angelo continued to sail. When the Korean conflict broke out he was one of the first Seafarers to volunteer for the trip to Pusan, which he made a number of times.

FOREIGN PAYOFF? LEAVE CLEAN SHIP

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

New SIU Pensioner Praises Union Gains

To the Editor:

Due to my health, I am retiring. During my active years I worked my department to the best of my ability, through good years and bad. I made it a practice to stand up for my men when they were right and to inform them of the rules when they were wrong. I never let them down.

Of course there are always people who disagree with you when you do not go along with their ideas, but I tried to live up to the rules of the Union in whatever action I took. The young seamen of today will benefit by the advances we fought for. I trust that they will put their feet into our shoes and keep the good work going.

A few years ago when sailing was very poor, a meeting was called at the hall. Paul Hall said that he was going to fight to put a pork chop in every seaman's plate. Thank God, I lived to see that day come. It is now up to the seamen to keep the pork chop in the plate.

May the good Lord bless the officers of the Union and continue them in the good work they are doing to improve the working conditions for the men.
Winley S. Robinson



Seafarer Says 'Vote, Brother'

To the Editor:

As a former SIU man, I was always curious as to why our government ignored the U.S. Merchant Marine. A conversation I overheard at a political meeting might leave a small clue. One U.S. senator remarked that American seamen never get around to vote at election time and it must be assumed that he was ignoring the said plight of American seamen on this count.

There are some elections coming up in 1968, and all Seafarers should vote. Being out at sea is no excuse, as voting can be done by absentee ballot. It takes a little more effort, but the extra effort is well worth it.

Frank Murphy



LETTERS To The Editor

SIU Welfare Plan Paid All the Bills

To The Editor:

My wife and I would like to thank the Seafarers welfare plan for the way they handled my bills.

I am grateful for the fast manner in which they paid these bills, as there was not one wait. Once again, thank you and thank God for the wonderful Seafarers Welfare Plan the SIU has.

Mr. and Mrs. Sam Di Salvo,
Westwego, La.

Seafarer Grateful For SIU Pension

To The Editor:

I started working for the Georgian Bay Line on the South America in the spring of 1936. In 1939, I worked on the Alabama from April to June and finished the season on the North American.

In 1951, I was appointed housekeeper on the North American and served in that capacity until I became ill in May 1967 and was forced to retire. During my 30 years of sailing, I have seen much of the Great Lakes, weathered some rough storms and have fond memories of the crew I sailed with on the Georgian Bay Line.

I am indeed very grateful to the SIU and all those who made it possible for me to receive my pension.

Mildred Durante,
Daytona Beach, Fla.



Widow Expresses Thanks To LOG

To The Editor:

At this time I would like to thank you for printing my letter to you of appreciation to the officers and crew of the Vantage Progress for their kindness and help to me at the time of my husband's untimely demise.

I read the LOG completely and appreciate receiving it. There are many articles of interest to anyone and it is wonderful that you keep the men who cannot be at home so well informed not only of shipping activities, but of political events and world activities. My late husband was a very dedicated seaman and because of our complete devotion to each other, I too feel that dedication.

A point of interest and information to fellow Seafarers, a new Seaman's Center has been opened in Vancouver, Washington. It is at Tenth and Harney Streets and while it is a very new project for this community, it is a good place to come. The Reverend John Larrson was instrumental in beginning this local operation and I have offered him my assistance in any way possible to improve the Center and to help entertain the seamen who come to this port.

At present, facilities at the center are very limited, but anyone who might come there would receive a warm welcome and help in any way possible.

Vancouver is not a large port, but since January of this year we have had 231 ships in transit. Also we are just across the river from Portland, Ore., and that as you know is a fairly large port. Seamen who come to Portland are most welcome in Vancouver too.

Again, I thank you for printing my last letter.

Nanetta R. Matthews
(Mrs. Rupert H.)
Vancouver, Wash.

Money Due

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

Name	Ship	Claim
Edward Jensen	Hercules Victory	Disputed overtime
Robert Smith	Hercules Victory	Disputed overtime
Frank G. Valerie	Natalie	One day's wages
Earl H. Beamer	Penn Carrier	Disputed overtime
Calvin R. Smith	Transwestern	Disputed overtime
Danile J. McLaren	Transwestern	Disputed overtime
Clyde Greeson	Transwestern	Disputed overtime
Thomas E. Hanson	Valient Hope	Transportation
Donald Kershaw	Valient Hope	Transportation
Warren Weiss	Niagara	Lodging
James Gleason	Seatrains New York	Disputed lodging
Fred Patterson	Seatrains New York	Disputed lodging
Joseph L. Chapeau	Kent	Lodging
Cyril Gauthier	Kent	Lodging
Andrew Lewis	Sea Pioneer	Lodging
J. Walsh	Midlake	Standby wages
D. Shattuck	Midlake	Standby wages
Robert Wilson	Coe Victory	Wages
Edgar Lee Faison	Alcoa Master	Transportation
Bobby V. Carter	Alcoa Master	Transportation
David J. Flynn	Alcoa Master	Transportation
G. Bertrand	Rambam	Retroactive wages
J. Rose	Rambam	Retroactive wages
C. Cummings	Rambam	Retroactive wages
A. Samawi	Rambam	Retroactive wages
J. Smith	Rambam	Retroactive wages
R. Cantu	Rambam	Retroactive wages
J. Saunders	Rambam	Retroactive wages
E. M. McCay	Rambam	Retroactive wages
Ian O. Robertson	Western Hunter	Unclaimed wages
Ruben G. Ruttkay	Seatrains San Juan	Unclaimed wages
Roy L. Frank	Seatrains San Juan	Unclaimed wages
Neil Napolitano	Seatrains San Juan	Unclaimed wages
Emil H. Kiono	Albion Victory	One day's wages
Charles Duncan	Albion Victory	One day's wages
Donald F. O'Leary	Norberto Capay	Refund
John B. Gardner Jr.	Norberto Capay	Refund
Onofre F. Rando	Norberto Capay	Refund
Kenneth E. Stevens	Norberto Capay	Refund

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...



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



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



Jamestown Sterling Corp. (United Furniture Workers)



White Furniture Co. (United Furniture Workers of America)



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



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



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



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



Peavy Paper Mill Products (United Papermakers and Paperworkers Union)



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



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

AFOUNDRIA (Sea-Land), July 25—Chairman, E. Langstrand; Secretary, L. Calderon. Beefs in deck and steward department to be taken up with patrolman for clarification...

WINCHESTER (Oriental Exporters), July 23—Chairman, E. D. Moyd; Secretary, J. S. Burke. Everything is O.K. except for a few minor beefs in engine department...

DEL MONTE (Delta), July 17—Chairman, V. W. O'Mary; Secretary, Albert G. Espenada. Ship sailed short one oiler. Everything is running smoothly with no beefs...

ALCOA VOYAGER (Aleo), July 2—Chairman, O. L. Arndt; Secretary, M. P. Cox. \$20.50 in ship's fund. Few hours disputed OT in engine department...

SEA SCOPE (Alpine), July 16—Chairman, Donald Bulkiewicz; Secretary, Don Sullivan. No beefs were reported by department delegates. Vote of thanks was given to the steward department...

DEL CAMPO (Delta), July 23—Chairman, Arthur Maillet; Secretary, Darrell G. Chafin. Few hours disputed OT in deck department. Crew extended a vote of thanks to Brother A. L. Danne, ship's delegate...

CITADEL VICTORY (Waterman), July 2—Chairman, L. W. Paradesu; Secretary, Pete Plascik. \$20.00 in ship's fund. No beefs reported and everything is going along well...

OUR LADY OF PEACE (Liberty Navigation), July 25—Chairman, A. F. Leah; Secretary, H. Carmichael. Some disputed OT in deck department and engine department. Everything else is running smoothly...

GLOBE PROGRESS (Maritime Overseas), July 2—Chairman, J. C. Keel; Secretary, E. V. Webb. Two men hospitalized in Sicily. Ship sailed from Sicily without sailing board being posted. Trying to get repairs done with no cooperation from engineers...

DIGEST of SIU SHIP MEETINGS

OCEAN PIONEER (Pioneer Tankers), July 2—Chairman, E. Esquinel; Secretary, W. Moore. See boarding patrolman about disputed OT. No beefs reported by department delegates...

WESTERN COMET (Western Tankers), June 30—Chairman, J. H. Dubose; Secretary, None. Ship's delegate reported everything running smoothly so far. No beefs reported by department delegates...

FINANCIAL REPORTS. The constitution of the SIU Atlantic, Gulf, Lakes and Inland Waters District makes specific provision for safeguarding the membership's money and Union finances...

TRUST FUNDS. All trust funds of the SIU Atlantic, Gulf, Lakes and Inland Waters District are administered in accordance with the provisions of various trust fund agreements. All these agreements specify that the trustees in charge of these funds shall equally consist of union and management representatives...

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...

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

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...

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...

ROBIN HOOD (Moore McCormack), June 26—Chairman, Edward Johnston; Secretary, Charles L. Shirah. Brother C. K. Bowles was elected to serve as new ship's delegate. Some disputed OT reported by engine department...

MALAGUEZ (Sea-Land), July 2—Chairman, L. B. Moore; Secretary, Ralph Dravin. No beefs reported by department delegates. Brother J. G. Rivera was elected to serve as new ship's delegate...

STEEL FABRICATOR (Isthmian Lines), June 4—Chairman, Peter Gonzales; Secretary, A. C. Castelo. Ship's delegate reported everything running smoothly. No beefs reported by department delegates...

HERMINA (Hudson Marine), April 29—Chairman, Paul Dew; Secretary, J. Marshall. No beefs reported by department delegates. Motion made that crew aboard all ships be able to draw 75% of all monies earned in all ports...

GYPSUM (American Steamship), June 30—Chairman, Henschel McCarty; Secretary, Edward Steinwith. Repairs to be made. No beefs reported by department delegates...

DEL MAR (Delta Steamship), July 8—Chairman, Joseph Wholer, Jr.; Secretary, None. Brother Peter Gonzales was elected to serve as new ship's delegate. Bought several movies to be shown for this voyage...

STEEL EXECUTIVE (Isthmian), June 4—Chairman, J. C. Stecher; Secretary, Mike Miller. Ship's delegate reported everything running smoothly. \$26.50 in ship's fund. No beefs reported by department delegates...

TAMARA GULDEN (Transport Commercial), July 7—Chairman, Edward Rogg; Secretary, Charles W. Felon. \$3.59 in ship's fund. Some disputed OT reported by deck delegate. Discussion had on obtaining a new washing machine...

DEL NORTE (Delta), July 20—Chairman, Jack Kennedy; Secretary, Bill Kaiser. One man was hospitalized in La Guaira. Few hours disputed OT in deck and engine departments...

EAST POINT VICTORY (Hudson Waterways), May 14—Chairman, John W. Alstatt; Secretary, Terry L. Zellers. No disputed OT. Everything is running smoothly. Brother Joseph McGill was re-elected to serve as ship's delegate...

Schedule of Membership Meetings

- SIU-AGLIWD Meetings: New Orleans Sept. 12—2:30 p.m., Mobile Sept. 13—2:30 p.m., Wilmington Sept. 18—2:00 p.m., San Francisco Sept. 20—2:00 p.m., Seattle Sept. 22—2:00 p.m., New York Sept. 4—2:30 p.m., Philadelphia Sept. 5—2:30 p.m., Baltimore Sept. 6—2:30 p.m., Detroit Sept. 8—2:30 p.m., Houston Sept. 18—2:30 p.m.

- Great Lakes SIU Meetings: Detroit Sept. 4—2:00 p.m., Alpena Sept. 4—7:00 p.m., Buffalo Sept. 4—7:00 p.m., Chicago Sept. 4—7:00 p.m., Cleveland Sept. 4—7:00 p.m., Duluth Sept. 4—7:00 p.m., Frankfort Sept. 4—7:00 p.m.

- Great Lakes Tug and Dredge Region: Chicago Sept. 12—7:30 p.m., Sault Ste. Marie Sept. 14—7:30 p.m., Buffalo Sept. 13—7:30 p.m., Duluth Sept. 15—7:30 p.m., Cleveland Sept. 15—7:30 p.m., Detroit Sept. 11—7:30 p.m., Milwaukee Sept. 11—7:30 p.m.

- SIU Inland Boatmen's Union: New Orleans Sept. 12—5:00 p.m., Mobile Sept. 13—5:00 p.m., Philadelphia Sept. 5—5:00 p.m., Baltimore (licensed and unlicensed) Sept. 6—5:00 p.m., Norfolk Sept. 7—5:00 p.m., Houston Sept. 18—5:00 p.m.

- Railway Marine Region: Philadelphia Sept. 12—10 a.m. & 8 p.m., Baltimore Sept. 13—10 a.m. & 8 p.m., Norfolk Sept. 14—10 a.m. & 8 p.m., Jersey City Sept. 11—10 a.m. & 8 p.m.

- United Industrial Workers: New Orleans Sept. 12—7:00 p.m., Mobile Sept. 13—7:00 p.m., New York Sept. 14—7:00 p.m., Philadelphia Sept. 5—7:00 p.m., Baltimore Sept. 6—7:00 p.m., Houston Sept. 18—7:00 p.m.

DIRECTORY of UNION HALLS

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

PRESIDENT Paul Hall EXECUTIVE VICE PRESIDENT Cal Tanner VICE PRESIDENTS Earl Shepard Lindsey Williams Robert Matthews SECRETARY-TREASURER Al Kerr

- HEADQUARTERS: 675 4th Ave., Bklyn. NY 9-6400 ALPENA, Mich.: 127 River St. EL 4-3416 BALTIMORE, Md.: 1216 E. Baltimore St. EA 7-4900 BOSTON, Mass.: 177 State St. RI 2-0140 BUFFALO, N.Y.: 735 Washington St. SIU TL 3-9259 IBU TL 3-9259 CHICAGO, Ill.: 9283 Ewing Ave. SIU SA 1-0733 IBU ES 5-9570 CLEVELAND, Ohio: 1420 W. 25th St. MA 1-5450 DETROIT, Mich.: 10225 W. Jefferson Ave. VI 3-4741 DULUTH, Minn.: 312 W. 2nd St. RA 2-4110 FRANKFORT, Mich.: P.O. Box 287 415 Main St. EL 7-2441 HOUSTON, Tex.: 5804 Canal St. WA 8-3207 JACKSONVILLE, Fla.: 2608 Pearl St. EL 3-0987 JERSEY CITY, N.J.: 97 Montgomery St. ME 3-0104 MOBILE, Ala.: 1 South Lawrence St. HE 2-1754 NEW ORLEANS, La.: 630 Jackson Ave. Tel. 529-7546 NORFOLK, Va.: 115 3rd St. Tel. 622-1872 PHILADELPHIA, Pa.: 2604 S. 4th St. DE 6-3818 PORT ARTHUR, Tex.: 1348 Seventh St. SAN FRANCISCO, Calif.: 350 Fremont St. DO 2-4401 SANTURGE, P.R.: 1313 Fernandez Juncos Stop 20 Tel. 724-2848 SEATTLE, Wash.: 2505 First Avenue MA 3-4334 ST. LOUIS, Mo.: 805 Del Mar CE 1-1434 TAMPA, Fla.: 312 Harrison St. Tel. 724-2788 WILMINGTON, Calif.: 505 N. Marine Ave. 834-2528 YOKOHAMA, Japan: Isaya Bldg., Room 801 1-2 Kaigan-Dori-Nakaku 204971 Ext. 281

KNOW YOUR RIGHTS

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

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

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

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

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

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

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

On the Vietnam Run . . .

Our Lady of Peace



SIU Patrolman Mike Sacco (second from left) came from Union's New York headquarters to meet the Our Lady of Peace when she docked at U.S. Army Base in Bayonne, N. J., and discussed few minor beefs.



Veteran Bosun Enos Allen is no stranger to the Far East. Enos, an SIU member for 21 years, is ready hand for Vietnam run.



John J. Kane is a seasoned old pro, at home on any vessel. He sails as an AB and serves as delegate from deck department.



A cook with plenty of know-how in the galley is indispensable on long hauls such as the much-travelled Vietnam run. Here, E. Barrito begins preparing evening meal for Seafarers who will soon fill messroom.



Crew agreed trip was a good one but all were glad to sign paysheet.



AB Gary Dow pauses for photographer on way to the crew payoff.

Seafarers from Deck department, (l-r) Cliff Leahy, Gary Dow and Arthur Sequeira, discuss happenings during their many weeks on Our Lady of Peace. Crew believes it was last SIU ship through Suez.



Homecoming and payoff was occasion of double celebration for Douglas Smith, shown here surrounded by his family. It was his birthday. Arriving to meet the happy father were (l-r) Bruce, Kathy, little Daniel, Doug's wife, Agnes, and young Douglas. Then they had a party.

