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## SIU Backs Plan for Domestic Shipping

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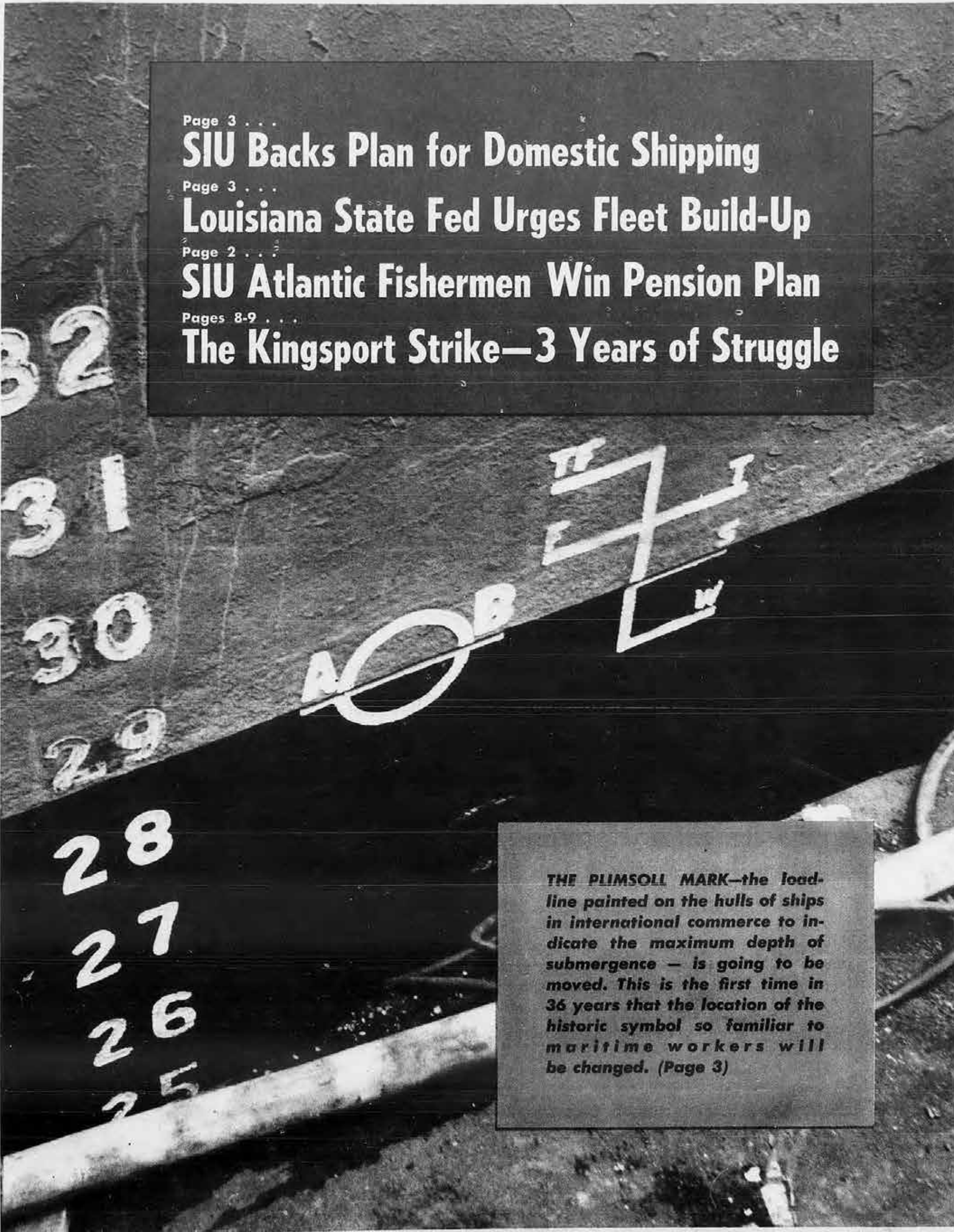
## Louisiana State Fed Urges Fleet Build-Up

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## SIU Atlantic Fishermen Win Pension Plan

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## The Kingsport Strike—3 Years of Struggle



**THE PLIMSOLL MARK**—the load-line painted on the hulls of ships in international commerce to indicate the maximum depth of submergence — is going to be moved. This is the first time in 36 years that the location of the historic symbol so familiar to maritime workers will be changed. (Page 3)

## Del Mar Wins Annual Delta Line Safety Award



The SIU-manned Del Mar has been awarded the annual Delta Line Fleet Safety Award. Taking part in presentation ceremonies held recently aboard the vessel in New Orleans are (l-r, above): Del Mar chief engineer R. A. Love; Delta Safety Director Paul Pollatt; Del Mar master J. D. Kourian; Port Capt. E. R. Seamen; and Seafarers J. Procell, bosun; V. Romolo, chief steward and electrician Orlando Guerrero.

## SIU Atlantic Fishermen Win Pensions

**BOSTON**—The SIUNA-affiliated Atlantic Fishermen's Union has won a new two-year agreement which for the first time provides pension coverage for approximately 500 Boston fishermen. The contract went into effect on April 1 after overwhelming membership ratification.

SIUNA Vice-President James Ackert, who heads the Atlantic Fishermen's Union, said that the newly-instituted pension plan will cover the Boston fishermen who work on trawlers out of this port. The new agreement was reached after protracted negotiations with the Federated Boat Owners of Boston and New York. Under the precedent-setting agreement, the SIU fishermen will get an approximate 50 per cent increase in their health and welfare-hospitalization benefits. An increase was also negotiated in the

death benefits payable to survivors, with the exact amounts to be determined by actuaries administering the plans.

The contract also provides that "lumpers" who unload the vessels will now earn \$22 a day for the first 100,000 pounds of fish unloaded, plus two dollars for every additional 10,000 pounds over that amount.

One of the issues in the contract negotiations involved responsibility for buying of electronic equipment to increase the catch.

The union maintained that this responsibility rested with the boat owners. Under the old contract the fishermen were required to pay a substantial part of the costs for radar and sounding machines.

The new agreement provides that the boat owners, in the first year of the contract, will take over the cost of paying for radar aboard the fishing vessels, and in the second year will assume the costs of the sounding machines used on fishing trips.

Because of the union's firm position in its contract demands, talks were stalemated on several occasions and federal and state mediators were called into the negotiations.

With this pact successfully concluded, the SIU Atlantic Fishermen's Union will shortly reopen negotiations in Gloucester covering another 350 fishermen in that port.

## Max Harrison Dies in Mobile; Was First Welfare Plan Head

**MOBILE**—Max Harrison, administrator of the Seafarers Welfare Plan from its inception in 1950 until 1955 and president of the American Maritime Association until his resignation last Oct. 31, died of a heart ailment in the Mobile Infirmary on April 4 at the age of 51. He lived in Mobile.

Harrison began his career in the maritime industry with the Waterman Steamship Company here. He went with the company after playing professional football following his graduation in 1938, from Auburn University where he played end on the football team. He served in various capacities for Waterman. For three years he directed labor relations for the Gulf Shipbuilding Corporation, a Waterman subsidiary. He was later promoted to the same post in the parent company.

In 1949 Harrison opened his own labor relations firm in Mobile representing a number of shipping concerns, including Waterman. He served as chairman of the negotiating committee of Atlantic and Gulf Steamship Companies in collective bargaining with the SIU.



Harrison

the Marine Engineers Beneficial Association, the Masters, Mates and Pilots and the Radio Officers Union.

When the Seafarers Welfare Plan was established in 1950, the trustees of the plan named Harrison as its first administrator. He also administered several other union welfare and pension plans.

In 1961, Harrison was elected president of the American Maritime Association, a post he held until his resignation last October. The AMA represented 75 shipping companies operating some 400 ships.

Harrison was a familiar figure to Seafarers, particularly in the Gulf ports and in New York. He addressed several of the SIU's international biennial conventions.

Harrison is survived by his wife, the former Frances Green; three sons, Dr. J. Max Jr. of Birmingham and Thomas Earl and William Paul, both of Mobile; four daughters, Mrs. Patricia Yost, and the Misses Rosemary, Dianne and Debra Lynn, also of Mobile, and a granddaughter.

Funeral services were held on April 6 in St. Mary's Roman Catholic Church in Mobile.

## Viking Princess Couldn't Meet U.S. Safety Rules

The increasing need for standardized safety regulations for foreign-flag vessels operating out of American ports was pointed up recently in the burning of the Viking Princess while returning from a South American cruise.

Two persons were reported dead from the Miami-bound luxury liner in a disaster similar to that of the Yarmouth Castle several months before. Neither of the two ships were required to meet American Maritime safety standards—even though they both were carrying American citizens.

What made the Viking Princess, as well as the Yarmouth Castle particularly susceptible to fire was the flammable wood and paint used in the vessels' construction and decoration. Neither ship would have been cleared for sailing under American-flag safety standards.

## Report of International President



by Paul Hall

The fact that foreign-flag vessels are not required to meet the same safety standards as American-flag ships should be a matter of continuing concern to all Americans. The fiery destruction of the cruise liner Viking Princess under similar conditions as those causing the fire aboard the Yarmouth Castle has again prompted renewed demands for safety legislation—demands that the Seafarers International Union and other groups have been making continuously for many years. But disaster after disaster has brought little or no action toward protecting American citizens travelling on foreign-flag passenger vessels on the high seas.

The response of Congress and the U. S. public has been one of indignation immediately following the disaster, an outcry which seems to last only a short while with no real action being taken. Then the foreign- and runaway-flag vessels are free to again endanger the lives of American citizens. The operators of these shabby vessels seem to regard a few more dollars in their pocket more highly than human life, and they have demonstrated that they have no intention of stepping up safety practices, unless forced to do so by law.

The standards of the 1948 Safety of Life at Sea Convention does not bar the use of wood and flammable paints in many parts of the ship, while the American Maritime safety laws, adopted after the disastrous fire on the Morro Castle in 1934, require non-flammable materials and paint to be used virtually throughout the ship. Under the American standard of safety, the Viking Princess would have never been allowed to operate.

Unless the protest against the unsafe standards are heeded, the lives of American citizens will continue to be jeopardized in foreign-flag firetraps, owned by ruthless operators. The SIU will not relax its demands until adequate safety standards are adopted to prevent the further loss of American lives.

Alarmed by the increasing losses to American shipping by the failure of the Federal Government to implement the Merchant Marine Act of 1936, the legislatures of two states, New York and Michigan, have gone on record as calling for Congress to rigorously pursue the provisions of the Act. More and more people are coming to recognize that Congress is letting down one of the most important segments of the American economy. While other segments of our economy, such as farming receive their share of subsidies, the U.S. merchant marine is being ignored.

It is a measure of the growing concern over the problem when two of the largest states in the country in effect censure the Federal Government's laxity in giving the merchant marine the support it deserves and needs. The two state legislatures took note of the fact that U. S. bottoms are now carrying substantially less than nine per cent of our own commerce, a point we of the SIU have been making for years.

In the struggle now in Viet Nam, our boys are depending on our merchant marine to bring them supplies. Despite the arguments of Secretary McNamara, the facts still remain that air power is not carrying the bulk of the supplies that keep American soldiers in the field in Viet Nam. And the 1936 Merchant Marine Act specifically calls for vessels to be constructed in the United States, flying the U. S. flag and manned by U. S. citizens.

## N. Y. Legislature to Congress: 'Enforce Marine Act of 1936'

**ALBANY, N.Y.**—The Federal Government's failure to enforce the Merchant Marine Act of 1935 and support and protect the American-flag merchant marine has come under fire from the New York State Legislature.

The New York State body has adopted a resolution condemning the laxity of Federal enforcement which has allowed the total of U.S. waterborne foreign commerce carried on American flag ships to drop to less than 9 percent. In addition, the resolution points out that the U.S. merchant marine is being given less support and protection than is the practice in all other maritime nations.

Coming close on the heels of a similar resolution passed by the Michigan State Legislature, the N.Y. resolution represents just one more example of the increasing alarm being felt by responsible legislators from coast to coast over the continuing deterioration of the U.S. merchant fleet.

The New York legislators point out that the active U.S. merchant marine today consists of approximately 900 ships, which is less than pre-World War II strength, and further notes that

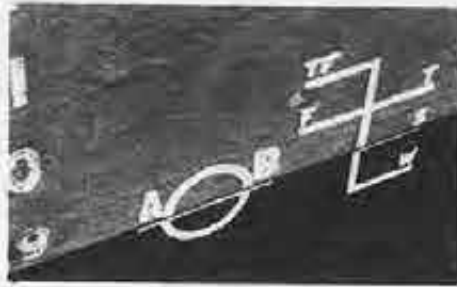
U.S. shipbuilding capacity is dwindling dangerously even though our worldwide responsibilities are increasing steadily.

In urging that the Federal Government strictly enforce the provisions of the 1935 Merchant Marine Act by every means at its disposal, the New York legislators point with alarm to the continuing growth of the Soviet merchant fleet, which at its present rate of growth will dominate the world's oceans by 1970.

Pointing out that the maintenance and encouragement of a strong U.S.-flag merchant fleet is of growing importance to the national security of the United States, copies of the N.Y. Legislature resolution are being transmitted for action to the President of the United States, to the President of the U.S. Senate and the Speaker of the House of Representatives, and to each member of the New York delegation in Congress.

# Plimsoll Mark to Be Raised For First Time in 36 Years

A move has been made that will raise the position of the Plimsoll mark on ships' hulls for the first time in 36 years. The Plimsoll mark—a familiar symbol to Seafarers and other maritime workers—is the name for the load-line mark which is conspicuously painted on a vessel's sides to indicate the legal maximum depth the ship can be submerged when engaged in international commerce.



The change in the position of the Plimsoll mark is the result of a new load-line agreement signed in London early this month by 60 maritime nations. It took five weeks of discussions by the member nations of the United Nations Inter-Governmental Maritime Consultative Organization before final agreement was reached.

Under the new convention—as international agreements of this nature are called—the Plimsoll mark will be raised by 10 to 20 per cent on tankers, ore carriers and bulk carriers of more than 328 feet.

Ships that carry dry cargo also will benefit by an increase of about 10 per cent, if they are fitted with watertight hatch covers.

The new regulations will apply to all ships in the above categories that are built in the future and also to existing ships if they comply with certain safety regulations.

The present regulations determining the position of the Plimsoll mark were established in 1930.

Before the new agreement becomes maritime law it must be ratified by each of the nations.

**(Editor's Note: The Plimsoll mark or line is named for Samuel Plimsoll, an Englishman who was born in 1824 and died in 1898. Plimsoll was a reformer with a great interest in the welfare of sailors. He was especially concerned with the loss of crewmembers' lives on ships sunk at sea as a result of overloading, a practice which many British shipowners persisted in because if their vessels were lost at sea they profited handsomely from the insurance. As a member of Parliament from Derby from 1868-80, Plimsoll fought vigorously and successfully for the enactment of a law limiting the loading of ships. As a result a load line was required to be marked on the hulls of all British vessels showing the depth to which the law allowed them to be submerged through loading. Other maritime nations followed suit and the Plimsoll mark became international law. Plimsoll, incidentally, was the author of a book entitled "Our Seamen," published in England in 1872.)**

# SIU Backs MAC Subcommittee Plan To Expand Domestic Shipping Fleet

**NEW YORK**—The Seafarers International Union has urged implementation of a seven-point program to reinvigorate the domestic segment of the American merchant marine advanced by a three-man subcommittee of the President's Maritime Advisory Committee.

The union's position was set forth in a letter sent by SIUNA president Paul Hall, a member of the President's committee to Secretary of Commerce John T. Connor, the committee's chairman.

Secretary Connor had requested comments on a report on domestic shipping prepared by a subcommittee consisting of Thomas P. Guerin, general manager of the Portland Public Docks in Oregon; J. Paul St. Sure, president of the Pacific Maritime Association and Lane Kirkland, executive assistant to AFL-CIO president George Meany. The subcommittee had been appointed by Secretary Connor at the last meeting of the Advisory Committee on November 30th.

The report on domestic shipping does not recommend direct subsidies to the domestic fleet but calls for a number of other measures to replace, expand and modernize the existing fleet, bring economic stability into the industry, and attract new capital to it.

The three-man subcommittee proposed that the following steps be taken to revitalize the U.S.-flag fleet:

- Replacement, expansion and modernization of the present fleet.
- Ships operators should be guaranteed a reasonable return on their investment through government action giving domestic operators faster write off of depreciation

and enabling them to establish tax-free construction reserve funds.

- Provision for domestic operators to obtain reserve-fleet vessels, at low cost, on an interim basis until new capital is attracted to the industry and modern vessels are built.

- Recommends that all domestic shipping rates be under the jurisdiction of one federal agency, operating under one set of rules, and that a sound carrier certification program be instituted.

- Opposition to any change in the nation's cabotage laws and maintenance of laws reserving domestic shipping for American-flag vessels.

- Adoption of the subcommittee's proposal that domestic shipping should be entitled to the full benefits of automated shipping. (The SIU, in its letter to Secretary Connor pointed out that there can be no realistic approach to the problems of automation unless demands for the reduction of jobs per ship are accompanied by a program looking for more ships and more job opportunities.)

- Advocated that intercoastal operators be relieved of their burden of paying Panama Canal tolls.

The SIU also stated that the report was a "worthy corollary" of the public members report which was adopted by a majority of the Maritime Advisory Committee

members at their last (Nov. 30) meeting.

Linking the report on domestic shipping with the public members' report, which dealt with U.S.-flag merchant vessels engaged in the foreign trades, the SIU declared that "we believe that the recommendations of both of these reports, if properly implemented, would go far toward restoring the American merchant marine to its rightful place upon the seas."

The public members' report was prepared by three members of the President's panel representing the public—Professor James J. Healy of Harvard University; Mr. Guerin, and Theodore W. Kheel, New York City labor-management mediator—and was adopted by the full Advisory Committee by an 11-2 vote at its November 30th meeting.

The public members' report calls essentially for increased Federal assistance in building up the American-flag merchant marine to a point where it will carry at least 30% of this nation's waterborne cargoes, and is in contradiction to a report prepared by a group of Federal agency representatives, called the Interagency Maritime Task Force, which recommends decreased Federal assistance and a smaller merchant marine, both in terms of the number of ships and in terms of the percentage of U.S. cargoes which these vessels would carry.

# ITF Plans Campaign Step-up Against Runaway Flag Ships

The Seafarers and Dockers section of the International Transport Workers Federation agreed at a meeting held in Hamburg, Germany to intensify its efforts in organizing crews sailing under the runaway flags of PanLibHon nations.

Representing the SIUNA at the conference were vice-presi-

dents Cal Tanner and Earl (Bull) Shepard.

The ITF sessions were held from March 28 to March 31.

The resolution to intensify organizing efforts on PanLibHon ships was made after a report presented by the Boycott Committee of the ITF. The committee was set up to deal with the so-called "flags of convenience" ships under the registry of Panama, Liberia and the Honduras.

The Boycott Committee reported to the ITF delegates that it had been successful in increasing the number of PanLibHon vessels under collective bargaining agreement.

During the course of the conference, general discussions were held among the affiliated maritime unions concerning such items as automation, safety, wages and working conditions.

Another item on the agenda was a proposal made to move the secretariat from its present location in London to Geneva, Switzerland. The proposal met with favorable reaction from most of the affiliated unions, but a final decision on the matter will be made at a later date.

# Louisiana State Fed Votes Support Of Strong Merchant Marine Program

**NEW ORLEANS**—The Louisiana AFL-CIO held its eleventh annual convention here from April 4-7, taking action on issues of importance to both maritime labor and the U. S. labor movement as a whole.

SIU Vice-President Lindsey Williams headed the Seafarers delegation to the convention.

The opening day session included panel discussion on "What's Wrong With Louisiana's Workmen's Compensation Laws," "Is A Sales Tax Fair to Everyone," "Is Property Tax Equalization Needed In Louisiana."

### SIU Resolutions

During the course of the convention, the AFL-CIO Maritime Trades Department of New Orleans and the SIUNA submitted resolutions to the convention which:

- Called upon all departments of the federal government, in particular the departments of state and defense to renounce the theory of "effective control" and especially urged the Defense Department to discount these runaway-flag vessels in estimating the adequacy of the American-flag fleet for defense purposes. Legislation was also supported which would require runaway ship operators to pay their fair share of American taxes.
- Urged that appropriate officials of the federal government

take prompt and positive action to restore the domestic fleet, particularly by rejecting the domestic shipping proposals of the Interagency Task Force, by enacting legislation which would permit domestic operators to establish tax-free reserves for vessel replacement, and by reconstituting the ICC to provide for representation of the shipping point of view.

- Pointed out that the Vietnam situation has clearly demonstrated the inadequacy of the American merchant fleet and urged the Defense Department to officially acknowledge this inadequacy and bend its efforts toward the rebuilding and revitalization of the fleet.

- Rejected any government plan for building ships abroad and urged that any federal program developed for the merchant marine must be based on the requirement that all vessels under this program must be built in American yards.

- Opposed all efforts to undermine or eliminate the cargo preference requirement and supported all efforts to give American-flag vessels a greater share of the car-

goes generated by their government.

### Supports Boycott

- Supported the boycott of ships trading with North Vietnam by maritime unions because this trade with North Vietnam puts blood money in the pockets of shipowners and other profiteers of so-called allied nations. The resolution stated that further aid to the nations which are engaged in aggression against the South Vietnamese people and against the U. S. and allied troops must be met by firm, direct and uncompromising action by our country.

The MTD and SIU resolutions were adopted unanimously.

Also attending the convention were William L. Kircher, AFL-CIO Director of Organizing, Mrs. Winthrop Rockefeller, president of the National Association for Mental Health, U. Alexis Johnson, U.S. Deputy Under Secretary of Political Affairs, Dr. George Wakerlin, medical director of the American Heart Association and Marshall T. Cappel, director of Louisiana Civil Defense.

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## To Aid American Fishermen

# Congressman Urges U.S. Establish Territorial Limit of Twelve Miles

WASHINGTON—A bill to extend the territorial limit of the United States from three to 12 miles has been introduced in the House of Representatives by Congressman Hastings Keith (R., Mass.). The measure, if enacted, would establish that the nation had exclusive fishing rights out to a 12-mile limit by claiming a zone nine miles beyond our present three-mile territorial sea.

"We should not handicap our fishermen," Representative Keith said, "by refusing to them the same protection given to foreign fleets by their governments. This proposal is another step in our efforts to improve the fortunes of

our fishing industry."

Keith pointed out that, while in former years there were relatively few foreign vessels using this stretch of water and interfering with our fishermen, recent developments in ocean-going vessels and "factory" ships by other countries have radically changed the picture. "The longer we allow

other countries to operate within our waters, the more "customary" will their presence become," he said, "until, through international usage, we are forced to consider their presence as 'traditional'."

Congressman Keith explained that as the world population explosion continues, the demand for fish products will eventually exceed the supply unless the country takes steps now to prevent the "fishing out" of large, productive areas.

Keith also noted the growing competition from Russia, coupled with the fact that they are encroaching in our waters more and more each year. "Last June hundreds of Russian ships were found operating off Cape Cod," he said.

## The Gulf Coast

by Lindsey Williams, Vice-President, Gulf Area



The Louisiana AFL-CIO held its 1966 convention in New Orleans from April 4 to the 7th. The convention was unique due to panel discussions being held during the afternoon session. Some of the panel discussions centered around such topics as: "What's wrong with Louisiana's workmen's compensation laws?" "Is a sales tax fair to everyone?" "Is property tax equalization needed in Louisiana?"

The SIU and the Maritime Trades Department of greater New Orleans also submitted resolutions to the convention to consider. Some of these topics were: The question of runaway-flag ships; government action to restore the domestic fleet; a resolution declaring the inadequacy of the American merchant fleet to meet our needs in Viet Nam and a resolution supporting all efforts to give American-flag vessels a greater share of U. S. generated cargoes.

### New Orleans



Luther

John Luther has just come back from a four month trip to Viet Nam on the Belgium Victory. He said it was a good trip with plenty of overtime. He ships engine room and will be ready to go after a short time on the beach.

Felix Jaroncinski is on the beach looking for a Hudson Waterways ship. Felix said he really had an interesting time last year when the Manhattan went to Russia.

### Houston

Activity in the Houston area is very good and many activities are going on. The last meeting of the West Gulf ports council of the Maritime Trades Department adopted a resolution condemning the Teamsters Union for raiding the Brewery Workers. The following night the same resolution was adopted by the Harris County Central Labor Council.

Politics is getting very hot here for the May 1 primaries and to add some coal to the fire, the Maritime Trades Department is supporting Jim Clark, candidate for the State Legislature from District 24.

### Mobile

We have had quite a number of oldtimers in to see us and it is always good to see your old friends come back to visit. Shipping has been good and anybody

who wants to ship out has been able to find a spot.

Claude Webb who is currently registered group one deck department is on the beach. He was on the LaSalle for a couple of years and has been sailing out of the Gulf Area for the last twenty years.

Brother A. J. Melanson, who was last on the Ocean Ulla as an oiler, is looking for another good trip. He makes his home in Tampa, Florida with



Hinton

his wife. Also coming in after a long trip on the Ocean Ulla was group one steward Wiley Hinton. Wiley makes his home in Lucedale, Mississippi and has been shipping out of the Gulf Area most of the time.

## IBU, UIW Votes Set For June

Members of the SIU United Industrial Workers and the SIU Inland Boatmen's Union will cast their ballots in June in the fourth regular election of officers in the Atlantic and Gulf regions of the UIW and IBU.

Balloting for UIW and IBU members in Atlantic and Gulf regions will be held on June Union meeting dates in each respective city where meetings are held from 7 p.m. to 9 p.m. and also the day after the meeting from 7 p.m. to 9 p.m. In addition, mail ballots are being sent out for the convenience of the members in cities where the constitution makes no provisions for members to vote in person.

All members should familiarize themselves with the provisions of the constitution regarding voting and election procedures in advance of actual balloting.

## Five Sea Unions Urge Raising of MSTs Vacations

WASHINGTON—Five AFL-CIO maritime unions have launched a campaign to gain passage of legislation which would bring the vacation provisions for seamen on government vessels up to the level that has been established for union seamen sailing on privately-owned vessels.

The five unions—including the Seafarers International Union, the National Maritime Union, the Marine Engineers Beneficial Association, the Masters Mates and Pilots and the Radio Officers Union—met at SIU headquarters here early this month to coordinate their efforts in bringing about passage of the legislation (HR 3002) by Congress.

Participating in the joint five-union meeting were SIUNA vice-president Frank Drozak, Joe Leal, secretary-treasurer of the SIUNA-affiliated Military Sea Transportation Union, Bernard Winstock of the MEBA, Pat King of the MMP, Pete Bocker of the NMU and Joe Glynn of the ROU.

Meetings were also held with Congressman Frank Morrison (D-La.) who introduced the Bill.

The bill, if enacted, would exempt merchant seaman on government vessels from coverage under the "Annual and Sick Leave Act of 1951." This would then enable them to receive the same leave benefits as seamen in private industry.

Prior to the passage of the "Annual and Sick Leave Act of 1951" seamen employed on government ships had their compensation determined by the "Classification Act of 1949."

The Act specifically excluded seaman from its coverage and stated that "officers and members of crews of vessels . . . compensation shall be fixed and adjusted from time to time as nearly as is consistent with the public interest in accordance with prevailing rates and practices in the maritime industry."

## The Atlantic Coast

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



NEW YORK—Along with SIU vice-president Al Tanner I recently attended the meeting of the Seafarers section of the International Transportworkers Federation which was held in Hamburg. The emphasis at the meeting was the problem of runaway-flag shipping on which the ITF will step up its campaign to obtain contracts covering crewmembers on the PanLibHon fleet.

Shipping is still booming here on the Atlantic Coast and from all indications it will continue to boom throughout the summer.

Guy De Barere just got off the Hurricane and will be spending a month on the beach. Brother Clifford Martin just got off the Azalea City and will be looking for the first inter-coastal run that hits the boards. Elias P. Nava gave the hall a visit last week to say hello to some old friends. He is on the Steel Seafarer. Ham K. Bere is looking for a coaster after a run on the Steel Scientist.



DeBarere

### Norfolk

George Forrest came into town last week to take advantage of the good shipping here. We put him right on the Transartic. Joseph Robertson, who was last on the Hanover, is now registered and waiting for a ship. Elbert Winslow is waiting for his clinic card and hopes to get an AB job for the summer on one of the coal boats going to Holland.

### Boston

Shipping has been a little slow in this area but every indication is that it will pick up in the coming weeks.

Thomas Fleming is in drydock at present and will grab the first AB job that is put on the board. Elmer Grose is also waiting for a good steward department job to come up.

### Puerto Rico

Shipping is good from this port and Azalea City was back on Island run last week after a short absence. Johnny Johnson was holding down the Bos'n job on

the ship and Louis Cevette was the Chief Steward.

Juan Polo, who just paid off an Isthmian ship in New York, dropped by the hall to say "hello" to his friends. After a brief visit with his friends and family here he'll be ready for a chief cook's job on anything, going anywhere.

### Philadelphia

Vic D'India, who sails deck engineer, is around the hall and getting ready to ship out again.

Chief Steward James McPhaul will be ready to go after spending a short time on the beach. His last ship was the Globe Carrier. Harry Rost has been around the hall lately and was a Bos'n on the Globe Progress the last time out.



Rost

### Baltimore

Shipping has been good. With the Venore and the Losmar due to crew up in the next ten days, plus the possibility of the Alamar signing on a crew, it all adds up to good prospects for the coming period. We've had three payoffs and two sign-ons in the last two weeks and there are 13 ships in transit.

Clarence R. Brockett has been in drydock since he got off the Calmar in Seattle with blood poisoning in his right hand. Clarence said that he's feeling fine now and expects to be ready to ship again around the end of the month.

Old-timer Robert M. Moore has gotten off the Walter Rice and said that he plans to stay on the beach for a couple of months and then he'll be ready to take any run.

## Discussing U. S. Merchant Marine



Representatives of organized labor participated in Tulane University's recent annual Transportation Institute. Above, SIU President Paul Hall addresses session on problems of American merchant marine. Left to right are Charles Logan, chairman of the merchant marine panel; Hall; Ray Murdock, executive director of the Andrew Furuseth Maritime Research Foundation and panel moderator, and Mrs. Helen Delich Bentley, maritime editor of the Baltimore Sun, who with Capt. John Clark, president of Delta Steamship Lines, completed the panel. Other union representatives present included ILA vice-presidents Clarence Henry, Al Chittenden, "Hoppy" Hopkinson and Ralph Massey, all of whom are from the Gulf Coast area.



# The Great Lakes

by

Al Tanner, Vice-President and Fred Farnen, Secretary-Treasurer, Great Lakes

Warmer weather and generally ice-free conditions in navigation channels has prompted St. Lawrence Seaway officials to open the shipping season on April 1. This is the earliest opening since the seaway was completed in 1959. A new all time in cargo tonnage is anticipated, with a predicted total of 47 million tons of bulk and general cargo expected to move through the seaway during the 1966 season.

The SIU's Great Lakes District, recently played host to three representatives of the "All Japanese Seamens Union." Captain Nabasama, vice president of the union, along with two of his staff, are touring the United States under a government-sponsored, reciprocal educational program. The Japanese group was in the Detroit and Toledo area for five days, during which time they were briefed on the structure of the SIU on such matters as contract grievance procedures, seniority and rotary shipping. Officials of the Maritime Trades Department, along with representatives of affiliated organizations, turned out in the Toledo area to welcome Captain Nabasama and his delegation in behalf of their respective organizations. The Japanese group's itinerary also included Chicago, New Orleans and several West Coast ports before their return to Japan.

The SIU's Great Lakes District recently rapped recommendations put forth by various Great Lakes operators concerning a proposed reduction of crews on various Lakes vessels which are already automated or are scheduled to be automated. The SIU, in a statement before the Office of Marine Inspection of the United States Coast Guard, said that the recommendations for cutting engine room crews on these vessels did

not take into consideration even the minimum requirements involving work on watch, general maintenance as well as health and safety.

After taking a strike vote throughout the Great Lakes area, the Marine Engineers Beneficial Association of the AFL-CIO was successful in signing new contracts with several Lake operators, including Pittsburgh. Great Lakes District SIU-contracted companies that have also signed to date are Boland, Reiss, Tomlinson and Buckeye. Meetings are scheduled with the balance of the companies over the next few weeks.

After "wintering" in Viet Nam, Vern Rattering, Larry Buldoc and Scottie Quinlivan have returned to their home ports in the Great Lakes. The boys had been aboard the SIU-contracted John C. The vessel, operated by the Atlantic Carriers Corporation, had been carrying military cargoes to the Far East for the past nine months, hitting 47 ports during the trip.

The Steamer F. E. House has been purchased by the Kinsman Transit Corporation and renamed the Kinsman Independent. The vessel is 585 feet in length with 18 hatches and an iron deckhand and is capable of carrying a 13,384-ton load. The Kinsman Independent will fit out in the port of Duluth in late April, bringing the total number of vessels operated by the company to nine.

## Schenley Industries Yields To Union Solidarity

# Grape Strikers Win Breakthrough As Giant Grower OK's Bargaining

LOS ANGELES—A major breakthrough on the farm labor battlefield in California came April 6 when Schenley Industries Corp. agreed to begin negotiations for a collective bargaining contract with the striking grape workers in Delano.

It was the first break in the seven-month-old dispute which has pitted several of the giants of California's \$3.8 billion agricultural industry against a handful of destitute farm workers.

And it came as demands for legislation, both state and national, were mounting to give collective bargaining rights to agricultural workers after the nation's attention was focused on their plight.

The union recognition agreement specifying the National Farm Workers Association as the bargaining agent for some 400 Schenley grape workers in Kern and Tulare counties was signed at the Los Angeles County Federation of Labor headquarters.

### Week of Discussions

It was the culmination of a week of discussions with Schenley executives and key union leaders, including William L. Kircher, national organizing director of the AFL-CIO. Kircher announced the agreement at a press conference held shortly after the signing.

The agreement calls for negotiations for a written collective bargaining agreement to begin within 30 days with a pledge that both parties will make every effort to conclude an agreement within 60 days.

Kircher predicted that the recognition would prove a giant step

toward eventual union organization of all workers on large corporate farms. Schenley owns about 3,500 acres of vineyards in the Delano area out of the 47,000 acres involved in the dispute.

Sidney Korshak, attorney for Schenley Industries, signed the agreement for the company and Cesar Chavez, director of the NFWA, signed for the union. Kircher signed as a witness.

The AFL-CIO Agricultural Workers Organizing Committee, jointly conducted the strike in Delano with NFWA. The Schenley Workers were members of the independent union. At the press conference Chavez indicated that talks were underway with the national AFL-CIO for eventual affiliation of NFWA with the federation. He said also the agreement ended the NFWA boycott against Schenley products.

### Comments Favorable

In commenting upon the agreement, Kircher said, "I would like to commend Cesar Chavez and his fellow leaders. The role of AFL-CIO indicates our respect for the

NFWA. We look forward to the day when this movement is part of the great mainstream of organized labor, the AFL-CIO. The needs of the farm workers, so long forgotten, demand the total strength and solidarity of all of organized labor.

"I want to also commend the wonderful labor movement of California. The great and continued leadership and support of the State AFL-CIO under Tom Pitts and the Los Angeles County Federation of Labor under Bill Bassett have been invaluable in this accomplishment," Kircher continued.

"The Schenley Corporation is to be congratulated for its forward-looking posture in this matter. In a sense they have become a pioneer in the breakthrough against the last frontier in this nation where workers are still denied the right to organize and bargain collectively. The AFL-CIO has always appreciated the 100 percent union operation and good relationship of the Schenley Corporation."

# Six More SIU Oldtimers Added to Pension Roster



Sturgis Wilcken Hall Thomas Decareaux Mazzariello

Six additional Seafarers have been added to the growing list of SIU veterans already enjoying the security of a \$150-a-month pension. The six new pensioners are: Ignace Decareaux, Francis Sturgis, William F. Wilcken, Lloyd James Thomas, Walter O. Hall, and A. A. Mazzariello.

Brother Decareaux joined the SIU over 25 years ago in New Orleans. He sailed in the deck department as a Bosun. He last sailed on the Del Norte and had over 25 years on American flag ships. Brother Decareaux is currently living with his sister, May Hight in New Orleans, La.

Francis Sturgis sailed with the SIU as a cook and baker in the steward department. He joined the SIU in his native Baltimore and was with the union over 20 years. He and his wife Eunice are now making their home in Snow Hill, Maryland.

Brother Wilcken's experience aboard ships stretches over 40 years. He is a native New Yorker who joined the union in his na-

tive city. He sailed with the SIU's railway tug division with the B&O Railroad. He will spend his retirement with his wife Mary in their home on Staten Island.

Thomas joined the SIU in Norfolk and is a native of West Virginia. He now lives with his sister, Gladys Coldwell, in Tampa, Florida. While with the SIU he



was in the deck department and sailed as a Bosun. His last vessel was the Trans India of the Hudson Waterways company.

Brother Hall is currently living in Baltimore, Maryland. He joined the SIU in Baltimore and worked for the Western Maryland Railroad as a bargeman. He retired from the SIU with a disability pension and lives with his wife, Marjorie.

Brother Mazzariello joined the SIU in his native New York. He was a member of the deck department and sailed on B&O railway tugs. During World War II he saw service in the Army. He is now living in Staten Island, New York.

# The Pacific Coast



by Frank Drozak, West Coast Representative

Shipping is booming up and down the coast. From every Hall there is a call for every rating in every department and Seafarers who want to ship out in a hurry are urged to head for the West Coast ports and throw in for a job as soon as possible.

### San Francisco

There have been five sign-ons in the last period and there are plenty of jobs for Seafarers in every department. Shipping continues to be very good and it looks like it will continue this way for a long time.

Paid off during this period were the Transpacific, Express Virginia, Fairwind, Overseas Joyce, Transerie and the Northwestern Victory. In transit were the Penmar, Steel Artisan, Steel Admiral, Summit and the San Francisco.

In the next two weeks the Rio Grande, Neva West, Jefferson City Victory, Ocean Dinny, Transwestern and the Delaware are all expected in for payoffs.

Some of the Brothers on the beach are anxious to get the Vietnam run. Just out of the hospital and feeling much better is old timer



Thompson

T. L. Thompson who is looking for a steward department slot. He says it's a Viet trip for him. As a sample of the way things are moving around here F. Bally just registered and was ready to go as a baker. Now he's on his way to the Northwestern Victory.

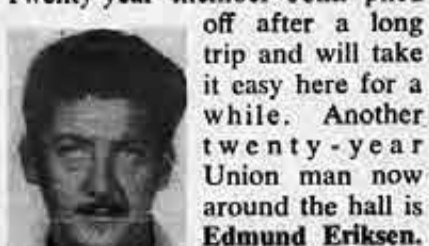
### Seattle

Shipping continues at a rapid pace here in the Pacific Northwest. From all indications the next months will be the same. There are several payoffs scheduled and any member that likes the Far East or India can catch a ship on these runs immediately.

Payoffs this last period were held on the Choctaw Victory, Express Buffalo, Desoto, Linfield Victory and the Longview Victory.

Old timer Al Dowd stopped by the Union Hall and talked about the SIU Blood Bank program and how much it meant to him and his wife. When Al's wife had a very serious operation the SIU Blood Bank here in Seattle was able to supply the needed blood.

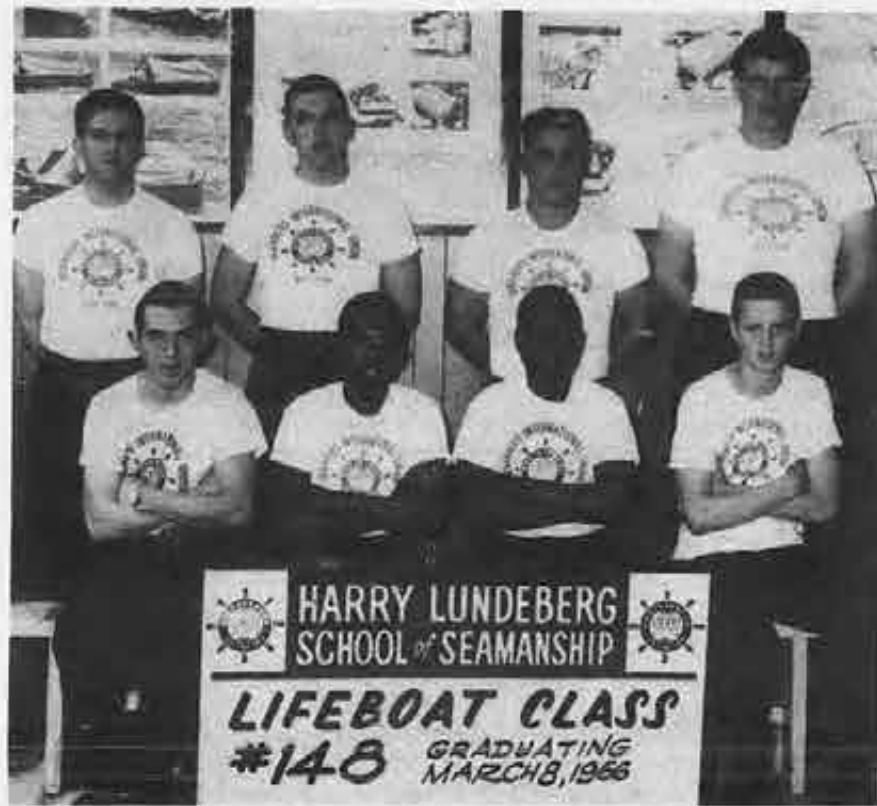
John Clapp was last on the Northwestern Victory as an AB. Twenty-year member John piled



Clapp

off after a long trip and will take it easy here for a while. Another twenty-year Union man now around the hall is Edmund Eriksen. Brother Eriksen's last vessel was the Choctaw Victory. Ed is real happy about the recent boost in vacation benefits and thinks the vacation pay is tops in the industry.

**Lifeboat Class No. 148 Graduates**



**HARRY LUNDEBERG SCHOOL OF SEAMANSHIP**  
**LIFEBOAT CLASS #148 GRADUATING MARCH 8, 1966**

Successful graduates of SIU Lifeboat Class No. 148 assembled for their picture after completing lifeboat training course at the Harry Lundeborg School of Seamanship. Latest batch of lifeboat ticket holders includes (bottom row, l-r): Robert Wilson, Lawrence Robinson, Mashack Battle and John Schoonover. Back row, l-r are: Donald Freedman, Tom Howell, Jack Caffey and instructor Arni Bjornsson.

**THE INQUIRING SEAFARER**

With all these reports circulating about unidentified flying objects or flying saucers, what is your opinion of these sightings?

**William Smith:** I frankly don't know what to make out of the whole confusing business of flying saucers; but there must be something to it, because many reputable people have claimed to have seen them. It's not any bunch of deranged people. One thing is certain, however, and that is if Uncle Sam knows anything about it, he's not admitting it.



Smith

**Felix Bonfort:** As far as I'm concerned, there is no such thing as unidentified flying objects or flying saucers. The sightings could be planes, weather balloons or just ordinary mirages. Then, too, there's always that kind of person who goes around looking for a little publicity. I was in the service for some time and think that, if there were really anything up there, the Air Force would have found out what it was a long time ago. At any rate, I don't worry about it one way or the other.



Bonfort

**W. J. Geary:** I think there's something to these reports about flying saucers, since quite a few intelligent people, such as Air Force pilots, have seen them on many occasions. All these people would not have come out with their statements, if there wasn't something to it. But as for saying what exactly these unidentified flying objects are, well, that's another thing entirely. That is probably the reason that the government hasn't come



Geary

out with any concrete statements as to the identity of the things.

**Felipe Aponte:** The only thing I am sure of is that people are actually seeing these strange lights in the sky, but I wouldn't go so far as to call them flying saucers. Under proper atmospheric conditions, you can see lights in any swampy area or place where people or animals are buried. These lights are called "fuego fatuo" in Spanish, and I have seen them on several occasions myself. It is caused by illuminating gases which cause balls of fire to appear in the night.



Aponte

**D. Forest Fry:** I think these so-called flying saucers are simply reflections from satellites or possibly debris from rockets. If anybody bothers to pursue them in airplanes, I think they will find themselves chasing shadows. Mind you, I'm not saying that the sightings are people's imagination, I just think they are actual objects. The sightings occur, I notice, only at certain times of the year, and I don't think they'll keep up all summer.



Fry

**Harvey Early:** Though I find the reports of flying saucers mighty hard to figure, I'm inclined to think that there must be something to it, especially after those numerous reports in Michigan. They must be gas pockets, as far as I can figure, or else the people are experiencing optical illusions.



Early

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

March 26 to April 8, 1966

**DECK DEPARTMENT**

Port	TOTAL REGISTERED All Groups		TOTAL SHIPPED All Groups			NOW ON THE BEACH All Groups	
	Class A	Class B	Class A	Class B	Class C	Class A	Class B
Boston	9	2	4	0	0	20	4
New York	68	26	46	19	18	167	58
Philadelphia	9	6	7	3	2	31	18
Baltimore	24	11	25	7	1	88	43
Norfolk	11	5	8	11	1	21	12
Jacksonville	9	2	1	3	0	13	12
Tampa	5	0	2	1	0	15	10
Mobile	19	9	32	12	2	60	14
New Orleans	54	22	41	24	3	148	62
Houston	51	28	39	36	19	150	55
Wilmington	11	6	8	5	2	30	0
San Francisco	30	22	38	20	24	57	26
Seattle	32	11	23	13	12	28	8
Totals	332	150	274	154	84	828	322

**ENGINE DEPARTMENT**

Port	TOTAL REGISTERED All Groups		TOTAL SHIPPED All Groups			NOW ON THE BEACH All Groups	
	Class A	Class B	Class A	Class B	Class C	Class A	Class B
Boston	1	2	1	2	0	9	4
New York	61	27	53	17	26	132	56
Philadelphia	6	9	5	2	0	20	19
Baltimore	15	11	18	3	0	53	47
Norfolk	9	12	3	5	2	22	16
Jacksonville	3	4	3	2	3	9	9
Tampa	3	1	0	2	0	8	2
Mobile	13	6	18	15	5	37	14
New Orleans	41	27	13	15	10	100	70
Houston	46	31	42	39	21	87	62
Wilmington	8	7	7	5	3	10	1
San Francisco	21	23	24	19	23	40	17
Seattle	14	19	15	18	19	18	3
Totals	241	179	202	144	112	545	320

**STEWARD DEPARTMENT**

Port	TOTAL REGISTERED All Groups		TOTAL SHIPPED All Groups			NOW ON THE BEACH All Groups	
	Class A	Class B	Class A	Class B	Class C	Class A	Class B
Boston	3	0	1	0	1	5	2
New York	29	3	35	12	7	131	21
Philadelphia	7	3	3	3	0	9	7
Baltimore	11	14	11	13	2	65	33
Norfolk	3	6	4	6	3	8	11
Jacksonville	1	2	0	2	3	4	4
Tampa	0	1	0	0	1	6	3
Mobile	13	3	20	13	7	50	13
New Orleans	47	33	31	24	3	153	98
Houston	28	22	30	18	15	89	35
Wilmington	7	5	3	6	4	19	0
San Francisco	28	14	23	8	46	41	11
Seattle	25	12	12	10	11	21	11
Totals	202	118	173	115	103	601	249

**Britain Boosts Merchant Fleet Aid, While U.S. Ignores Growing Problem**

The Government of Great Britain recently announced its endorsement of a plan which includes \$189.5 million in shipbuilding subsidies for revitalizing the declining British merchant marine. The plan calls for a combined effort between Government and industry.

The basis of the proposed shipbuilding program is a report made by a seven-member committee after a year of studying the problem. Among the proposals in the report is recommendation that British yards consolidate into four or five groups, each specializing in particular types of ships. Other recommendations include: lowering steel prices for shipbuilding; finding ways to cut the cost of pre-manufactured equipment; improving industrial relations in shipyards; providing indirect tax rebates to shipbuilders; and developing a new agency, the Shipbuilding Industry Board, to administer financial aid.

The size of the commitment which the British Government is willing to undertake in shipbuilding makes the feeble efforts of our own Maritime Administration look anemic in comparison. While the relatively small island nation is prepared to spend nearly \$190 million to build new ships, MarAd has grudgingly asked for only \$85 million to construct replacement vessels for the aging U. S. fleet.

Yet the wealth (GNP) pro-

duced by the U. S. in 1964 was nearly seven times that generated in Britain, and our population is more than three and one half times as great. Moreover, at the end of 1964, the latest date for which complete figures are available, the total British fleet consisted of 2,097 ships, while the active U. S. fleet contained less

than 2,000 ships.

The difference is one of attitudes. The British realize that a strong merchant fleet is essential to the economic health of their nation. Thus the British are considering strong steps to correct the decline of their fleet before it reaches the disastrous levels to which the U. S. fleet has fallen.

**SIU Clinic Exams—All Ports**

EXAMS THIS PERIOD: Jan. 1-Jan. 30, 1966

Port	Seamen	Wives	Children	TOTAL
Boston	16	7	2	19
Baltimore	110	32	22	164
Houston	135	5	4	144
New York	461	24	16	501
Norfolk	31	0	0	31
Philadelphia	35	16	8	59
Tampa	44	1	0	45
San Francisco	172	0	0	172
Superior	3	3	5	11
New Orleans	242	17	6	265
Seattle	42	0	0	42
Buffalo	16	2	1	19
Mobile	77	3	1	81
TOTAL	1,384	104	65	1,553

## New Consumer Legislation Passed By U.S. Senate

A labor-endorsed tire safety bill, the first legislation of the year directed toward protecting the American consumer, has been unanimously passed by the U. S. Senate. The bill would set minimum safety standards for new and retread tires, ban the sale of hazardous "re-grooved" tires, and direct the Government to issue a meaningful grading system.

At present, consumers have no way of knowing whether one manufacturer's "premium" tire is equal to another brand's "first line" or a third company's "100 level."

The AFL-CIO Convention last December urged both safety standards and a grading system for tires. In a letter to Senate Commerce Committee Chairman Warren G. Magnuson, sponsor of the recently passed bill, AFL-CIO Legislative Director Andrew J. Biemiller had criticized the "confusing mish-mash" in tire labeling and declared:

"We believe it is absolutely vital to the safety of the American people that all automobile tires sold conform to federal minimum safety and performance standards. Furthermore, we believe that the welfare of the consumer public requires a uniform, federally-enforced system of tire-grading and tire-labelling."

President Johnson endorsed the bill, which passed by a vote of 79-0, in his March 2, transportation message, citing evidence that "increasing numbers of inferior tires are being sold to unwitting customers throughout the country."

The Senate-passed bill directs the Secretary of Commerce to:

- Promulgate not later than January 31, 1967, interim minimum safe performance standards for new tires, based on existing public and private standards.

- Establish not later than January 31, 1967, revised standards for new tires and minimum standards for retreads, based on a comprehensive program of research and testing. These standards would also include maximum permissible loads for each size of tire—a provision Magnuson termed "very important." At present, he noted, car manufacturers sometimes try to cut costs by supplying a smaller size tire than needed by the weight of the car and its potential load.

- Prescribe within two years after enactment a uniform quality grading system for tires to help consumers "make an informed choice." The grade designations would take effect six months after their publication in the Federal Register.

## LABOR ROUND-UP

Pay hikes and overtime rates are among the benefits that 2,600 workers in 40 Horn & Hardart restaurants, cafeterias and automats in New York will get under a first contract negotiated by Cafeteria Employees Local 302 of the Hotel & Restaurant Employees. Members elected a negotiating committee January 24, and six weeks later ratified a three-year contract providing wage increases of \$3.60 a week for waitresses and \$5.60 for other employees; an additional \$3 a week for those whose workweek is reduced from 45 hours to 40; time and a half for all hours over eight per day and 40 per week. The pact also provides vacations up to three weeks after ten years of service; up to three days funeral leave; health and pension benefits; grievance procedure including a permanent arbitrator; a promotion clause and other benefits.

Success after 15 years of organizing effort was achieved by the United Shoe workers at the Eddlebrick Shoe Company in Greenup, Ill. The workers voted for the union, 155-71, in a National Labor Relations Board election.

The American Bakery and Confectionary Workers turned back an attack by the combined forces of two unions expelled from the AFL-CIO because of corruption in the leadership and won bargaining rights at a new plant of the National Biscuit Company in Buena Park, Calif. The election, conducted by the NLRB, gave the ABC a 66-6 win over the Teamsters and the Bakery and Confectionery Workers, scored with the aid of the AFL-CIO Los Angeles

Orange Counties Organizing Committee.

The Sheet Metal Workers won bargaining rights in a second election in Bowling Green, Kentucky, at the plant of the Master Vibrator Company. The vote, ordered by the National Labor Relations Board, was 77 for the Sheet Metal Workers, 10 opposed. The union fell short of a majority in an election 14 months ago, but won the right to a runoff vote when the NLRB ordered a recount of 32 challenged ballots which gave it 24 more votes and a plurality.

A contract package called "the best in many years" has been negotiated with the dredging industry by Local 25 of the Operating Engineers' marine division, representing 3,000 dredgemen in states of the northeast. The new pact, announced by Local 25 President Stephen J. Leslie, calls for a union hiring hall, job protection, improved working conditions, a wage increase of 18 cents this year, and an additional 14 cents in each of the two following years. In addition, a hike of \$5 a week in the subsistence rate was won for all classifications of workers covered by the contract.

John G. Blair, associate editor of the Cleveland, O., Plain Dealer and a news reporter since 1938, has been named publications director of the State, County & Municipal Employees.

Blair was editor of the Cleveland Record during the Cleveland newspaper shutdown of 1961-62. The Record, published by nine unions, achieved a circulation of 150,000.

## "The Time and The Place"



The American organized labor movement has successfully faced many challenges in the past. Economic booms and depressions, waves of immigration, technological revolutions and employer antagonisms have all presented serious threats which were met head-on and dealt with successfully. Today organized labor is facing a new challenge, brought about by the rapidly-changing nature of American society and the makeup of the work force.

These changes in the makeup of the work force include a relative shrinking of the number of so-called "blue-collar" industrial workers in proportion to the increasing number of "white-collar" workers. It is among the numerically increasing white collar workers in the United States that the organizing efforts have met with the greatest difficulty.

In addition, as stated recently by AFL-CIO Director of Organizing William L. Kircher, the increasing number of young workers entering the work force—those born after World War II—have no memories of the labor struggles of the past or the conditions which prevailed before the rise of labor unions in America. They will not only have to be informed of and familiarized with the history of great traditions of the American labor movement, but will have to be shown how strong union organizations can help them achieve and maintain the high standards of wages and working conditions which are the right of every American worker. Also, the continuing diversification of American industry is creating many job opportunities in places, such as the South and other rural areas, where unionism has in the

past faced its most difficult organizing tasks.

To succeed in meeting these challenges the American trade union movement will have to face squarely the new problems before it as it has done so often in the past. New techniques will have to be developed to inform the young worker of just what the labor movement is about, what it means to him and what it can help him to achieve in terms of wages, working conditions, welfare, security and the well-being of himself and his family. Union organizing will have to pay increasing attention to the special problems of the white collar workers who will make up an ever greater portion of the work force. Increased attention will have to be paid to organizing in southern and rural areas where anti-union resistance has always been strongest.

The task will not be an easy one. American business has not changed its basic attitude toward the labor movement over the years and will fight tooth and nail to thwart every attempt by unions to organize new workers. Many employers have already begun to deluge their workers with a flood of anti-union propaganda and have made clear their intention to fight with everything at their disposal to keep the unions out. Anti-labor agitation, threats of replacement with scabs, the planting of finks and spies will all be used again.

All this, in addition to the vast changes in American society and industry, will tax every resource of the labor movement. But the battle will be joined and the labor movement will once more succeed as it has so often in the past.

# THE KINGSPORT STRIKE

*For three years  
1200 workers battle  
the strikebreakers  
and scabs  
of a giant company*



Shoes and clothing for children of Kingsport Press strikers were distributed from this donated center at Christmas time as strike dragged into third year.

## ANOTHER TEST FOR THE AMERICAN WORKER



Young Darrell Collins, who's dad is a striking bookbinder, takes his turn in the Kingsport Press picket line alongside striking pressman L. V. Slaughter.



Unity on the picket line is demonstrated by members of the five unions whose members have been on strike since March 11, 1963 against Kingsport Press, Kings-

port, Tenn., one of the biggest U.S. publishers of hard-bound books. The unions are the Typographers, Electrotypers, Machinists, Bookbinders and Pressmen.

FOR over three years a group of AFL-CIO unions have been waging a bitter and important struggle against a union-busting employer that is of great concern to all trade union workers. The struggle involves a Tennessee book publishing firm, the Kingsport Press, printers of text books and encyclopedias which are purchased by schools in communities throughout the nation.

Since March 11, 1963 more than 1,200 workers have been manning the picketlines in a strike against the company's refusal to bargain in good faith on wages, hours and working conditions. Kingsport Press has employed scabs and strikebreakers in the hope that it will break the spirit of the workers and the unions that represent them. But the spirit of unionism is still as strong as ever among the Kingsport strikers who are being backed by the entire American labor movement.

The Kingsport Press strike is important to Seafarers and all other union workers because it is reminiscent of the long, bitter battles which seafaring men and other segments of organized labor had to wage before employers were forced to recognize the rights of their employes to bargaining collectively in order to improve their wages and working conditions and enjoy job security.

THE strike by the production employes of Kingsport Press, Inc., Kingsport, Tennessee, one of the largest printers of books and encyclopedias in the United States, began on March 11, 1963. They are still on strike today.

The strike was called by five AFL-CIO unions representing the Kingsport workers after the company absolutely refused to bargain in good faith with the unions on a number of issues involving not only wages, which were well below the prevailing industry rate, but also on hours, fringe benefits and grievance procedures, all of which were substantially below standards prevailing in the rest of the industry. The five unions involved—the Typographers, Electrotypers, Pressmen, Bookbinders and Machinists—made every effort to avoid the strike through negotiation before hitting the bricks.

However both before and since the strike began the employer's only answer to attempts at negotiation has been the same—"This is our final, irrevocable decision. Either take it or leave it and

we will replace you." The company has flatly refused arbitration on any issues in the dispute and has stubbornly maintained its insistence that it be the sole judge of what is best for its employes, regardless of how they feel. It is because of this contemptuous attitude that the strike has continued for three years.

The company replaced many of the striking workers with scabs and strikebreakers, and has since added a further impediment to settlement by demanding that the employment rights of the scabs and strikebreakers hired since the strike are superior to the rights of the strikers—should they return.

THE union-busting attitude of Kingsport management throughout the dispute has been almost a direct throwback to the earliest days of trade-union struggles in America.

Kingsport's union-busting intentions are very obvious. When several of the striking unions were granted representation elections at Kingsport Press, by the National Labor Relations Board in

1964, the company first tried to stop the elections by court injunction and then began a massive propaganda campaign to influence strikers and non-strikers to reject the union. When the union won the elections, the company fought the NLRB decision all the way up to the Supreme Court without success.

The exceptionally clear-cut attempt at old-style union-busting being attempted by Kingsport Press management has aroused the indignation of the entire American labor movement, which has thrown its solid support behind the Kingsport Press strikers. Resolutions of support for the Kingsport strikers were adopted at the conventions of the AFL-CIO, the SIU, the MTD and other labor bodies throughout the nation.

The AFL-CIO has instituted a boycott of books produced at Kingsport Press, which is being actively pursued on every level. State and local labor bodies across the country are exerting their influence to get school boards, boards of education and colleges to refuse to buy any textbooks or encyclopedias produced by scab labor at Kingsport Press.

IN line with this boycott, AFL-CIO President George Meany has said: "I regard this program as another test of the ability of the American labor movement to mobilize its strength behind a common cause and against a common foe. We have succeeded before and I am confident that we will accept this new challenge and each do our part to succeed again. The issues and principles involved in this matter are so crucial that we simply must not fail."

All-out participation by each and every American union member in the boycott of Kingsport Press-produced books is of the utmost importance. Every union member should make it clear to his local school board and library that he does not want his tax money spent to purchase, and thus subsidize scab-produced Kingsport Press textbooks or encyclopedias. A quick look at the title page of any book will tell immediately where it was printed. In addition every union member should urge his friends and family to avoid buying the World Book Encyclopedia; Childcraft, the Book of Knowledge and Grolier Council encyclopedias, all of which are printed at Kingsport Press.

The Kingsport Press strike is a struggle in which all union members have a stake.



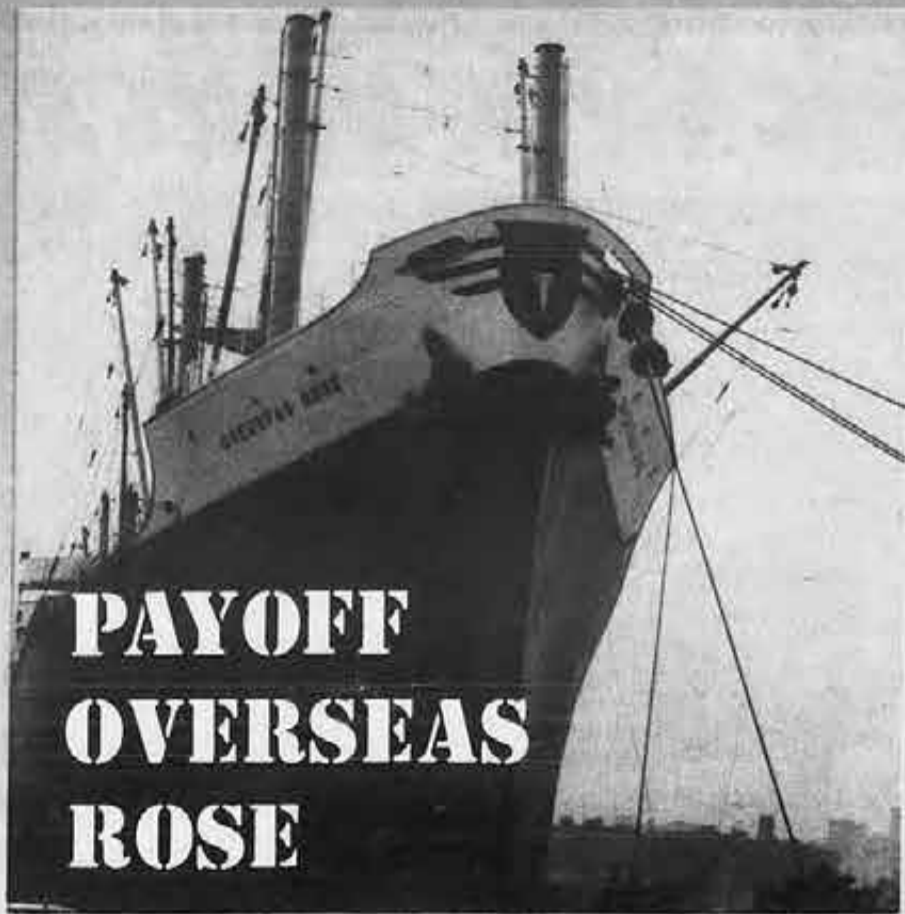
Kingsport Press strikers use mobile radio-equipped patrols to keep in touch on a widely-separated but orderly picket line outside the Tennessee plant.



More than 4,500 union members and their families stand at attention for the singing of the national anthem at an East Tennessee labor rally called in

Kingsport, Tenn., to solidify support behind the five printing trade unions which have been on strike now for over three years against the Kingsport Press.





# PAYOFF OVERSEAS ROSE



Deck man Edison R. Brown pulls the gangway rope on the Rose.



The Log fotog got this shot of deck department Seafarers (Left-to-right) Charles Dawson, Gene Legg and Lee Rinaldi talking things over on deck.



Third Cook Stimon Dezee from San Francisco had plenty of chicken and potatoes for the crew. Seafarer Fred Lewis got his plate filled.



Ronald Blikvaer whose been sailing with Union since 1956 liked ship.



Seafarer Leo Wills came out of the engine hole to say 'good trip.'



Electrician Harry R. Crabtree relaxing while waiting to get paidoff.



Gene Legg looks into the hold on the Rose as ship is unloaded.



Just so he will know what his rights are as a Seafarer if any beefs arise Union rep. T. L. Robertson explains rules to Jack Groener, AB.



Seafarer Patty Carroll found he had some pipe fitting to handle.



Kitchen utility man A. Yabai was one of the Rose's capable crew.



Sammie Nelson was the new FWT. He had just boarded on the Coast.



Signing back on was Seafarer George Bryant Jr., who liked trip.



Charles Dawson doesn't believe in making hard work in a situation where a few brains can make it easy. Here goes a suitcase by rope.



Seafarer Nelson picks up his bag as it is lowered to him by Dawson.



Salon Messboy William Taylor helps keep crew happy with good chow.



Oiler V. Toomson has made several voyages aboard Overseas Rose.



Coming up the gangway to the Rose is Deck Department's Rinaldi.

# A Changing Port In Time of Need

The following report on a new port facility being constructed in Cam Ranh Bay in South Viet Nam was written by Seafarer James Patrick Conley. Conley, who has been in and out of Viet Nam for the past twenty years, explains how the development of the new port will aid in alleviating the tieup of ships carrying vital supplies for our military effort in South Viet Nam. In his article, Seafarer Conley also gives some historical information on the Bay area, and relates some of the construction problems encountered during the building of the new port facilities, and their eventual solutions. In a previous issue of the LOG (Feb. 4, 1966) Seafarer Conley related his observations after recently returning to Saigon after an absence of many years.

**D**EVELOPING of a vast new port facility at Cam Ranh Bay looks like a major step towards alleviating the shipping bottleneck that is plaguing Vietnamese ports. Since the United States stepped up its activity in Vietnam the port of Saigon has struggled to keep up with the flow of ships. Cargo-laden vessels waiting to be unloaded clog the Saigon harbor and many are anchored down river.

Some of the pressure on the Saigon port is being relieved by the partly finished Cam Ranh Bay facility. Construction started last summer, yet about 200 ships were unloaded in 1965, bringing thousands of tons of fuel and ammunition and equipment to the fighting forces in Viet Nam.

### Largest Port

Two piers are in use and four more are scheduled to be in operation in a few months. Scores of new buildings have gone up and 12,000 servicemen are based here. An existing air-strip has been improved and work on a concrete strip for Air Force jets is well under way. The "Bay" is on its way to becoming the largest American-operated port outside the United States. The speculation here is that it will replace Okinawa as the forward base of the American defense force in Asia.

This large base has grown from what seven months ago was swirling sand, old buildings and a pier clustered around a natural harbor in central South Vietnam. It has been described as one of six natural harbors in the world and is very safe in rough weather. Two curving peninsulas nearly come together like pincers, leaving a blade of water more than five miles long sheltered against the mainland. The harbor is 200 feet at its center and 30-40 feet deep at the piers.

### Former Prison

The Viet Minh once used it as the site for a prison and later the Republic of Vietnam Navy saw its great potential. This was the history until the spring of 1965 when the U.S. came on scene. By late June the 35th Engineering Brigade of the U.S. Army had started work. A month later the first elements of the U.S. 1st Logistical Command had started work and the face-lifting of the bay was in full swing.

The first problem was the sand. Like an invisible monster that strikes without warning it found its way over roads and fouled up equipment thus making life and work miserable. The 35th engineers found the answer to the sand problem by coating the area with crude oil, adding a base of rock and more oil and topping off the project with surface gravel.

Just six months after construction started they erected 10 warehouses, 43 other buildings and 265 bases for tents. Seven miles of 6 inch pipeline had been laid to take oil from the ships to the waiting storage tanks.

### Floating Pier

At the heart of the activity in the bay was a long floating pier which was put in place in November after a 6,000 mile voyage from the United States. The pier can handle two large ships and a smaller one at the same time. Two more of the 300-foot piers are to be operating by mid-summer along with two 45-foot ammunition docks. Future plans are in the offing for handling cargo from container ships.

Port facilities at the nearby village of Cam Ranh did some growing of their own. Bars, restaurants, snack stands, souvenir shops and enterprises of all kinds seemed to pop out of the sand. Everyone seemed to prosper for awhile—until the village was put off limits for security reasons. Now the men find recreation around the base where the beaches are fine for football and volleyball. The sparkling bright water also offers some relief from the intense heat and sand-burn.

An industrial complex is now on the drawing boards for the mainland side of the bay. It could very well become the largest industrial development and peacetime port in the nation.

## Ships at Sea

With spring here and summer on its way the Seafarers aboard the **Delfware** (Oriental Exports) are doing some early spring cleaning. **William F. Chapman**, ship's delegate, plans on turning in the repair list early this year. In the line of repairs and replacements, new screens have been ordered as well as some new bunks and the new rule for the washing machine is clean it after each use. Deck



Chapman

delegate **James N. Bryant** reports that the Brothers have already installed screens in the port holes and have made a resolution to keep screendoors closed when in port. **Max L. Stewart** is the delegate from the engine department. Meeting secretary **James Egan** reports there were no beefs.



"Brother **Sullivan** wants to thank all of the crew that helped him out when he was ill", writes **J. Wells** from the **Hastings** (Waterman). After leaving Incheon, Korea the ship is heading for a payoff in Seattle. The men are looking forward to the new TV set that is going to be installed when this voyage is completed. "Take care of the washing machines" is the warning of **Warren Lewis** of the Steward Department. It's been a good crew and their delegates have been on the ball. Brother **Roy Evans** has kept things on an even keel with his work as ship's delegate. And as for the food, the crew have voted a round of thanks to the steward's department.



Wells

There was a lively discussion aboard the **Oceanic Spray** (Trans World) during a recent shipboard meeting. Ship's delegate **Fred F. Dorney** told the Brothers "Let your delegates take care of all beefs." He then filled in the members on how to enroll in the Engine Dept. Upgrading Program. Meeting Secretary **Frank Natale** reports that steward delegate **G. Vinlaum** reminded the Brothers to be sure and help keep the mess hall clean and bring cups back to the pantry. Men who show little consideration for Seafarers who are sleeping came in for some harsh words from **H. (Tiny) Kennedy** who says the night shift can't get any rest when people go around slamming doors. There was \$15 in the ship's fund and no beefs from any department.



F. Dorney

On a run to Viet Nam **E. C. Caudill** reports that the Brothers on the **Pecos** (Oriental Exporters) appreciate the job being done by ship's delegate **Vincent J. Tarallo** and have voted him and the ship's steward a vote of thanks for jobs well done. There have been no beefs and the chief steward has been elected treasurer. The ship is heading to Da Nang, Viet Nam before proceeding to its payoff in San Francisco, California.



Tarallo

When the ship's delegate receives a vote of thanks and then is reelected by acclamation and everything is running smoothly with no beefs at all, it all adds up to a good voyage with a good crew. That's the case, according to **W. E. Morse**, aboard the **John B. Waterman** (Waterman) where ship's delegate **J. Misakian** was so honored. The crew has been happy to receive mail and they are looking ahead to the nightlife of Rotterdam and then Bremerhaven before returning to their New Orleans' payoff.



Morse

John **Flanagan**, writing as meeting secretary on the ship **Trans-hatteras** (Hudson Waterways), is headed for Bombay by way of Singapore. The word is that his shipmates are looking forward to putting into port especially since there are some Seafarers aboard who are making the India run for the first time. Ship's delegate **Edward C. Donery** says veteran Seafarers aboard take it all in their stride. Steward delegate **Samuel Eperemza** told the crew that the steward is spending more time than usual in the mess hall making sure that the place is cleaned up right and that it's up to the men to help.



C. Donery

**W. M. Wallace** reports that **W. J. Miles** has been elected ship's delegate aboard the **Steel Fabricator** (Isthmian Lines) by acclamation. After thanking the brothers for their support Brother Miles asked the cooperation of all Seafarers in bringing any beefs to their department delegates and draw lists to ship's delegate together.



Wallace

bringing any beefs to their department delegates and draw lists to ship's delegate together.

### LOG-A-RHYTHM

## "Old Man"

By John Liebman

Boots caked with black and oozing mud,  
An old man walked along the banks  
Where a falling tide had exposed the shore  
Fraught with rusty iron  
And all the other artifacts  
Of an abandoned and time-worn channel.  
Stuck there groaning was an old deserted tug,  
Making gurgling sounds as the water  
Daily moved through her rotting hull.  
Like a sentient animal  
Varily protesting its inevitable death  
In a woods that cries, "alone."  
Stepping from plank to plank  
His boots squishing in mud's suction,  
The old man reached her side  
And climbed aboard her corroded decks,  
As all the while  
The tide was falling.  
Along, as lonely as the ship,  
He stood high in the wheelhouse  
Where there was now no helm at all  
And watched the blank and sinuous stretches  
Of tidal creeks and saltings  
Where blue herons plucked fish from shallows.  
Circling and swooping, an osprey hovered  
Over water where in youth he had rowed  
Out to pull the nets with his father  
Who had taught him to love the sea,  
But now, he reflected, there were no young men  
With a will to learn.



# Seafarer Witnessed "The Big Day" When Malta Achieved Independence

"There were jubilant shouts in the streets of the small country," said Seafarer Owen Quinn, "with RAF planes flying overhead, like the American 'Blue Angels,' executing starbirds, rolls and splits. Bands were playing at full blast, and there was a long parade down the main streets of the city."

Brother Quinn, a member of the deck department who lives in New York City was present with other Seafarers when the Isle of Malta was granted its independence from Great Britain in September of 1964. Their ship, the SIU-contracted Rio Grande, had stopped at the island for a month of repairs. "And it was not only a good place to be on the beach," Quinn explained, "but it was a good time to be there. We had spent three and a half months in India and were ready to let off steam in a good port of call."

The United States, Great Britain, Italy and many other nations were represented at the festivities by their respective Navies and visiting dignitaries, said Quinn. "Flags were flying from the various ships, and Prince Phillip was present to represent England." The young Seafarer went on to say, "Crack marching teams from both England and the island itself marched in the main parade."

But aside from the excitement of the festivities on Malta's big day, Brother Quinn made many other pleasant observations about the island and he was fortunate enough to have plenty of time to travel around leisurely.

"There was much to see in Malta," noted Quinn. "As most people who have lived through World War II probably know, the island was a natural fortress guarding the passage between Sicily and Tunisia; and because it was so often under fire, many of the dwellings are built into solid rock for protection against the bombing. Religious figurines stand in front of each of the houses."

"Then, too," he went on to say, "we would get together on weekends and rent a car—usually an old Studebaker convertible—and head up to the mountains to swim. Every guy had a girl; in fact the ratio of women to men on the island was two to one. Needless to say, no one objected to that proportion, nor the proportions of the women either. They were of Arabic and Italian descent and very friendly, as were all of the people on the island."

According to Quinn, the places



Seafarer Owen Quinn, who sails as an A. B. in the deck department, spins a sea tale for LOG staffer, as he puts a coat of paint on the wheelhouse doorway.

where he and the other Seafarers went to swim were some of the better spots they had ever found. He described the mountainous area as one of "lagoons, small beaches and beautiful clear water. One particular lagoon, he recalled, was under a steep cliff with a deep drop down to the water, but steps had been cut in the rock which led down to the lagoon."

"And the beauty of the country," Brother Quinn went on to explain, "was not confined to the mountains and the countryside. There was a small, shaded park with a bandstand where the local people were singing, and the bands playing. Seafarers Dino and George Yeagle, Hugh Curran, Walter Bruner and Chief Mate Walter Bruner would often sit here under the trees in the afternoon, order a few beers and relax and listen. If I ever went back to a country," he declared, "it would be there."

The island, it seems, has been the target over numerous invasions over the years, and Quinn, seeming to take in the life about him, came back with many interesting stories and legends. One of his favorites was the time that the island was invaded, and the Maltese lost the battle.

"But," the Seafarer said, "the invaders made one disastrous mis-

take: as they were leaving in their boats, they attempted to carry away the ten-foot high, silver statue of the Blessed Virgin. The Islanders rallied, defeated the foe that had before trounced them soundly and recovered the statue.

"Of course," he added, "I couldn't tell you whether the tale was true or not, but I myself like to believe it; and the figure still stands in the main square of the village, bedizened with bright jewels."

Quinn described the Rio Grande as "the best ship I have ever sailed on, giving credit not so much to the vessel itself, but to comraderie that existed among the Seafarers. "It was literally our floating home," he said, "and we had enough equipment aboard to supply a small gymnasium; weights, speed bags, two sets of boxing gloves, springs and a skip rope."

"On one occasion," he said, "the middle champion of the island, Charley Seguna, who had just fought Randy Turpin, came down to the Rio Grande, because he had gotten the word that we were interested in boxing. He was a friendly guy and gave us a few good pointers, then invited us up to the place where he trained."

"Best trip, best crew, lovely girls, friendly people, beautiful scenery," Quinn concluded, "is the way I would sum up that trip. Who could ask for more?"

## LOG-A-RHYTHM:

### Sailors Request

By

A Seafarer Aboard

The STEEL NAVIGATOR

Looking back to one score  
and eleven

Our pathway of life was

'tween hades and heaven

Until I realized that all

was not right

I tried very hard, with all

of my might.

Setting a pace that was

easy to follow

Enjoying the oceans and

watching the swallows

To me you are still the same

girl I wed

Others may say not, just

believe what I said.

Keep faith in me always,

don't ever despair

Even when gossips may foul

up the air

Remember the good things

that I may have done

Never condemn me, even

in fun.

Even though often we are too

long apart

Endless are my thoughts from

where I depart

Coming to this phase or part

of the poem

Understand, darling, that I'm

far from home.

Relying upon your trust in me

Letting my actions, a judge

to be

Even when I'm angry, or just

a plain bore

Yes, I still love you—of that

I am sure.

## Taking A Breather



Deck Department Seafarers John Marcell, J. P. Murray and John Amos (from left to right) relax for a moment topside on the SIU-contracted Marconi Victory after a hearty evening meal.

## Pension Enables Seafarer to Travel

To the Editor

I want to thank the SIU for all it has done for me since I retired. For the first time in my life I was able to travel without it being part of my job.

This last winter I traveled all over the Southern part of the country. I spent a number of days in Florida and had a good time meeting old time friends and I stayed in Miami a number of days and really enjoyed basking in the sunshine.

I was lucky enough to be visiting old friends in New Orleans during the Mardi Gras and was able to see this festive event for the first time. I enjoyed it very much and kept thinking how lucky I was to be on pension and have no worries at all.

I am now on my way to California and looking forward to seeing some of the sites in that great state. I plan on staying in Los Angeles for awhile and then heading up to San Francisco to see some old friends.

I will stay with my daughter in Seattle for the rest of the year and will again plan another trip next year with the money I receive from the SIU welfare plan.

Paul Sladamere

## Commends Stand On Gov't Workers

To The Editor:

I was glad to read about the stand taken by the AFL-CIO Executive Council in support of the right of state and local government employees to union protection. When the cost of living goes up, it goes up for everyone, and everyone needs a good wage whether they work for a company, the state, or the government.

James Kimball

## LETTERS To The Editor

### Retired Seafarer Enjoys Reading Log

To the Editor

I am retired and have moved to the Sunshine State of Florida. I have enjoyed very much seeing the LOG through the years that I have been ashore and still get it regularly.

It has been excellent reading and a good source of exact information on the maritime industry and labor in general.

George Patowski

## PERSONALS

### Henry (Harry) Connolly

Please contact Joe Trainor at the Philadelphia SIU Hall. He is holding a paycheck for you.



### Income Tax Refunds

Income tax refund checks are being held for the following Seafarers at the SIU hall in San Francisco: Andre W. Deriger, Hans J. L. Pedersen (2).



### Gregory Troche

Please contact Attorney Marvin E. Segal at 38 Park Row, New York, N. Y., at your earliest possible convenience.



### Manuel Sanchez

Please contact attorney Thomas M. Breen, 160 Broadway, New York, N. Y.



### Alonzo Sistrunk

Please get in contact with attorney George J. Garzotte at 1040 Maison Blanche Building, New Orleans, La.



### Jochim F. Cicirello

Contact attorney Alfred Marroletti at 3 Penn Center Plaza, Philadelphia, Pa., as soon as you can.



### Joseph Nagy

Please get in touch with Charles Misak at 500 3rd Ave., New York, N. Y.



### Paul Zimmer

Contact John H. Fix, Reading R.D. 1, Reading, Pa., as soon as you can.



### Juan Santos

Mrs. Carmen Cintron at 584 East 137th Street, Bronx, N. Y., would like to hear from you soon.

### Charlie Copeman

Please call or write Thelma Wise at Barrett Ave., Holtsville, L. I., as soon as you can.



### Charles V. Bedell

Please contact your daughter at 2926 Huntington Ave., Baltimore, Md., as soon as you can.



### Richard Geiling

Contact Mary Geiling at 665 Geary St., San Francisco, Calif., as soon as you can.



### Carroll Rollins

Attorney C. Arthur Rutter, Jr., 500 Helena Building, Norfolk, Va., would like you to contact him as soon as it is possible.



### Adrian Fecteau

D. L. Adams, 4224 So. Derbigny St., New Orleans, La., requests that you get in touch with him concerning your mail and post office box.



### Charlie Harman

Please contact William G. Davis at 1852 Sul Ross St., Houston, Texas.



### Bill Waddell

Contact Robert Hoch at 21210 Clare Ave., Maple Heights, Ohio, as soon as you can.



### Money Due

Seafarers listed below have back pay waiting for them at the Texas City Refining Co., Texas City, Texas. To receive pay, a signed request plus social security and Z number are required. Also, instructions regarding payment. Those who have money due to them are: William S. Allen, John E. Funk, Edward G. Gorman, Donald E. Mackey, Vincent A. Quinn and William R. Corry.

# FINAL DEPARTURES

**Daniel Waite Hill, 58:** A cerebral edema claimed the life of Brother Hill while at his home port of Baltimore, Md. He joined the Union in Baltimore and shipped with the steward department. He is survived by his sister, Mrs. Winifred Hill Lovejoy, and her son, who live in Hollywood, Florida. He was cremated at the Loudon Park Crematory, Baltimore, Md.

**Anthony P. Di Nicola, 61:** Brother Di Nicola passed away in New Orleans in January. He was buried in the Greenwood Cemetery. He joined the Union in 1941 in New Orleans which was his place of birth. Survivors include his sister, Mrs. Mamie Mandala, and his wife, Mrs. Lillian Di Nicola of Metairie, La. Death was the result of arteriosclerotic heart disease. Di Nicola sailed with the steward department as a bartender.

**Reyes Escolastico, 66:** Brother Escolastico passed away on March 12th of this year in the USPHS Hospital in States Island, New York. He was a veteran of over 44 years at sea. Born in the Philippines he served in the U. S. Navy in WW I. Brother Escolastico sailed as chief steward. He joined the Union in 1943 in the port of New York. He is survived by his wife, Sara, and his son, Richard Reyes Escolastico. He was buried in the National Cemetery at Pine-lawn, New York.

**Charles Y. Lakin, 40:** Brother Lakin passed away in Rio de Janeiro, Brazil in November, 1965, while shipping on the Del Norte. His death resulted from a heart attack. The body was returned to the United States on the Del Norte for burial. He is survived by his mother, Mrs. Elsie Lakin, his sister, Mrs. Patrick Parker of Hous-

ton, his wife, Mary Ann Pickens, and their son, Charles David Lakin, of Gallipolis, Ohio.

**William Fay Langley, 41:** Brother Langley died of Lobar pneumonia in December, 1965. He passed away while at sea on the Hudson. Born in North Dakota the engine department member joined the Union in New York in 1949. He is survived by his wife Ruth Langley of Anchorage, Alaska and his sister, Mrs. Frances Bowman of Tacoma, Washington. Brother Langley was buried in Tacoma, Washington.

**Archie Bishop, 31:** Brother Bishop was killed in an accident aboard the Couer De Alene (Victory) in January, while sailing as a deck maintenance man on the Viet Nam run. His body was flown back to the United States. A native of Alabama, Brother Bishop joined the Union in 1952 in Mobile, Ala. He is survived by his mother Ethel Bishop of Fairhope, Alabama.

**Roy Davis Roberts, 34:** Brother Roberts passed away in April 1964. A native of Flint, Michigan he joined the Union in 1947 in Baltimore. He sailed with the deck department as an AB. Brother Roberts is survived by his mother, Mrs. Sandra Roberts of Flint, Michigan.

**Cleon Nixon, 51:** Brother Nixon died of cancer in February at the New Orleans USPHS Hospital. He joined the Union in 1937 in Mobile, Alabama and sailed with the engine department as an oiler, fireman-watertender. Brother Nixon is survived by his wife Josephine, and their five children, daughters Cleo, Jo Ann, and Marion, and two sons, John and Harold.

# DOWN TO THE SEA FOR SCIENCE



It is always fascinating to watch specimens being brought aboard in the Anton Bruun's nets. Observing the procedure above are (l-r): Seafarer Ray Bielanin, scientist R. Ovaknine, Seafarer Eight Moon Wong.

**T**HERE are many Seafarers at work aboard ocean research vessels engaged in probing the world's oceans in search of scientific information to benefit all mankind. Photos on this page were taken during Scientific Cruise No. 14 of the SIU-manned Anton Bruun. They depict some of the daily events aboard an ocean research ship which help to make each voyage a distinct and unforgettable experience for everyone aboard. Scientific Cruise No. 14 was terminated at Callao, Peru on March 16, 1966.



Seafarers and scientists swing aboard Mako shark, believed to be second-largest ever netted, measuring 9 feet-8 inches overall. Largest shark of this type on record is only slightly larger at 10 feet-6 inches.



Big Moon-fish netted by Anton Bruun is being held for camera by (l-r) scientist R. Ovaknine and two crew members, Gottschlich and Hank Murranka.



Seafarer Gottschlich (top) who helped land giant shark, watches as scientists prepare to dissect specimen for study.



While shark is being examined for gill parasites, other scientists study metabolism, pulse rate and blood pressure of large tuna. Busy deck scene above includes Seafarers Larry Tefft (in whites), wiper John Foley and scientists.



Handling a king-size shark takes plenty of care and attention to what you're doing. Above, Seafarers Ray Bielanin, Hans Gottschlich, Hank Murranka and scientist R. Shomura lower shark for examination.



Seafarers (l-r) G. Bauerlein and J. Kahrweider discuss the day's catch, including the ones that got away as J. Foley adjusts ship's lifting gear.

Editor,  
SEAFARERS LOG,  
675 Fourth Ave.,  
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# Schedule of Membership Meetings

**SIU-AGLIWD Meetings**  
 New York . . . May 2—2:30 p.m.  
 Philadelphia . . . May 3—2:30 p.m.  
 Baltimore . . . May 4—2:30 p.m.  
 Detroit . . . May 6—2:30 p.m.  
 Houston . . . May 9—2:30 p.m.  
 New Orleans . . . May 10—2:30 p.m.  
 Mobile . . . May 11—2:30 p.m.  
 Wilmington . . . Apr. 18—2 p.m.  
 San Francisco . . . Apr. 20—2 p.m.  
 Seattle . . . Apr. 22—2 p.m.

**Great Lakes SIU Meetings**  
 Detroit . . . Apr. 18—2 p.m.  
 Alpena . . . Apr. 18—7 p.m.  
 Buffalo . . . Apr. 18—7 p.m.  
 Chicago . . . Apr. 18—7 p.m.  
 Cleveland . . . Apr. 18—7 p.m.  
 Duluth . . . Apr. 18—7 p.m.  
 Frankfurt . . . Apr. 18—7 p.m.

**Great Lakes Tug and Dredge Region**  
 Detroit . . . May 9—7:30 p.m.  
 Milwaukee . . . May 9—7:30 p.m.  
 Chicago . . . May 10—7:30 p.m.  
 Buffalo . . . May 11—7:30 p.m.  
 †Sault St. Marie . . . May 10—7:30 p.m.  
 Duluth . . . May 13—7:30 p.m.  
 Cleveland . . . May 13—7:30 p.m.  
 Toledo . . . May 13—7:30 p.m.

**SIU Inland Boatmen's Union**  
 Philadelphia . . . May 3—5 p.m.  
 Baltimore (licensed and unlicensed) . . . May 4—5 p.m.  
 Houston . . . May 9—5 p.m.  
 Norfolk . . . May 5—5 p.m.  
 New Orleans . . . May 10—5 p.m.  
 Mobile . . . May 11—5 p.m.

**Railway Marine Region**  
 Jersey City . . . May 9—10 a.m. & 8 p.m.  
 Philadelphia . . . May 10—10 a.m. & 8 p.m.  
 Baltimore . . . May 11—10 a.m. & 8 p.m.  
 \*Norfolk . . . May 12—10 a.m. & 8 p.m.

**United Industrial Workers**  
 New York . . . May 2—7 p.m.  
 Baltimore . . . May 3—7 p.m.  
 Philadelphia . . . May 4—7 p.m.

†Houston . . . May 9—7 p.m.  
 Mobile . . . May 10—7 p.m.  
 New Orleans . . . May 11—7 p.m.

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

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**EXPRESS VIRGINIA** (Marine Carriers), March 25—Chairman, Lee J. Harvey; Secretary, Gregory F. Hanson, \$5.00 in ship's fund. Some disputed OT in deck and engine departments to be taken up with boarding patrolman. Motion was made to see the patrolman about getting the welding machine moved from the main deck passageway. Motion made to see patrolman about getting a new refrigerator in the crew's pantry. The board requested that the ship's delegate talk to patrolman regarding the painting of the engine department quarters, and get some straightened out.

**FANWOOD** (Waterman), March 20—Chairman, Seymour Heintz; Secretary, S. Escobar, \$15.34 in ship's fund donated to SPAD. Some disputed OT in deck and steward department. One man hospitalized in Saigon and two men missed ship in Greece.

**FRANSHUDSON** (Hudson Waterways), March 25—Chairman, F. Koo; Secretary, A. Violante. Brother K. C. Smith was elected to serve as ship's delegate. No beefs reported by department delegates.

**MOUNT WASHINGTON** (Victory Carriers), March 26—Chairman, M. C. Barton; Secretary, G. Garner. Two men were hospitalized in Eas Tanura. Headquarters notified. Brother M. C. Barton was elected ship's delegate. Some disputed OT in deck department.

**ALCOA MARKETER** (Alcoa), April 1—Chairman, Guy DiVialo; Secretary, Wm. Cronan. Ship's delegate reported that everything is running fine. Finest crew aboard both officers and men. \$50.92 in ship's fund. Discussion about fresh milk.

**ALCOA MASTER** (Alcoa), March 28—Chairman, Ballard Browning; Secretary, Frank Allen. No beefs reported by department delegates. Brother Leon Penton was elected to serve as ship's delegate. Each delegate asked to check quarters for repairs and to turn report in to ship's delegate.

**STEEL FLYER** (Bethlehem), March 18—Chairman, Kevin Ryan; Secretary, Felix E. Amora. Smooth pay-off. Issues made about reduction of manning scale without notifying the crew. In this voyage the steward department is short one galleyman. Motion was made to write headquarters asking for clarification regarding manning scale. Brother Elwell was re-elected to serve as ship's delegate and was given a vote of thanks for a job well done. It was suggested that topside extra rooms be available to crewmembers to ease congested living conditions.

**CHILORE** (Venore Transportation), March 27—Chairman, C. Pardo; Secretary, Percy Sahuque. No beefs reported—everything is running smoothly.

**BOWLING GREEN** (Pan American Tankers), March 18—Chairman, Walter Nash; Secretary, J. J. McDermott. Brother S. L. McCormick was elected to serve as ship's delegate. Vote of thanks was extended to the steward department for the good food and good service. Discussion about Maritime Advancement Program.

**ROBERT D. CONRAD** (Maritime Operations), March 12—Chairman, G. B. Gopos; Secretary, None. One man missed ship in Mexico. No beefs reported by department delegates.

**TRUSCO** (U.S. Shipping Co.), March 10—Chairman, Michael Dombrowski; Secretary, M. A. LaPointe. No disputed OT and no beefs reported by department delegates. Brother George Pelton was elected to serve as ship's delegate.

**COLORADO** (Waterman), March 14—Chairman, Edward C. Rulley; Secretary, Arthur G. Anderson. Few hours disputed OT in each department to be brought to attention of patrolman, also the inadequate sleep chest.

**WILMAR** (Calmar), March 13—Chairman, C. L. Plahel; Secretary, Frederick W. Darryl. One man hospitalized in Okinawa. One man missed ship in Saigon. Discussion on getting information on exact hours zone.

**COLORADO** (Waterman), January 5—Chairman, Edward C. Rulley; Secretary, Arthur G. Anderson. Brother Anderson was elected to serve as ship's delegate. Suggestion was made to hold fire and boat drills midship due to deck cargo. No beefs reported by department delegates.

**DEL SOL** (Delta), March 13—Chairman, R. E. Stough, Jr.; Secretary, Bernard Feely, \$69.50 in ship's fund. Some disputed OT in engine department.

**IBERVILLE** (Waterman), March 14—Chairman, Thomas Liles, Jr.; Secretary, Vincent J. Fitzgerald. No beefs reported by department delegates.

**DEL MONTE** (Delta), March 14—Chairman, Howard Menz; Secretary, Albert Espenada. Crew extended a vote of thanks to the ship's delegate, who was re-elected to serve. \$1.50 in ship's fund. No beefs reported by department delegates.

## DIGEST of SIU SHIP MEETINGS

**MOUNT VERNON VICTORY** (Victory Carriers), February 13—Chairman, C. Morris; Secretary, S. Pierson. Disputed OT in deck and engine departments. Brother Henry Delgado was elected to serve as new ship's delegate. Vote of thanks to the steward department for good holiday service.

**GENEVA** (U.S. Steel), March 15—Chairman, Richard Heffley; Secretary, Clyde L. Van Epps. No beefs reported by department delegates. Ship's delegate to see the Captain about time off for firemen, oilers and members of the steward department.

**FENN VICTORY** (Waterman), March 17—Chairman, S. A. Holden; Secretary, Lawrence Andrews. Two men taken off ship due to illness. Some disputed OT in engine department. Vote of thanks extended to the steward department for a job well done.

**WINGLESS VICTORY** (Consolidate Marine), March 20—Chairman, D. A. Ramsey; Secretary, James R. Morton. No beefs reported by department delegates. Ship should be fumigated for rats and roaches.

**ROBIN KIRK** (Robin), March 13—Chairman, R. Antolini; Secretary, W. Baker, \$22.55 in ship's fund. Some disputed OT in deck department. Brother S. Llanby was elected to serve as ship's delegate. Headquarters to be contacted regarding condition of wash water tanks.

## UNFAIR TO LABOR DO NOT BUY

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

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

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

Sears, Roebuck Company Retail stores & products (Retail Clerks)

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

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

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

Jamesstown Sterling Corp. Southern Furniture Mfg. Co. Furniture and Bedding (United Furniture Workers)

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

White Furniture Co. (United Furniture Workers of America)

Genesco Shoe Mfg. Co. Work Shoes . . .

Sentry, Cedar Chest, Stadler

Men's Shoes . . .

Jarman, Johnson & Murphy, Crestworth, W. L. Douglas, Flagg Brothers, Kingston, Davidson.

(Boot and Shoe Workers' Union)

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

## KNOW YOUR RIGHTS

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

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

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

Earl Shepard, Chairman, Seafarers Appeals Board  
 17 Battery Place, Suite 1930, New York 4, N. Y.  
 Full copies of contracts as referred to are available to you at all times, either by writing directly to the Union or to the Seafarers Appeals Board.

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

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

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

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

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

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

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

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

# ALL THIS HAPPENED

## THE STORY OF AMERICAN LABOR

PART 5 of a *Seafarers Log* feature



Pres. Roosevelt brings mine union leader John Mitchell and hard coal operators together to resolve 1902 union recognition strike.



Bitterness of industrial conflict in U. S. was evidenced in Lawrence, Mass., textile strike. Here federal troops hem in a strikers' demonstration.

**T**he twentieth century was to see the American labor movement adopt a new militancy. Despite setbacks it suffered in the previous decades the union movement had proved it would keep fighting and that it was a force to be reckoned with. At the AFL convention in 1900, Samuel Gompers reported: "It is noteworthy, that while in every previous industrial crisis the trade unions were literally mowed down and swept out of existence, the unions now in existence have manifested not only the power of resistance, but of stability and permanence." Change was in the air.

Following the stunning defeat labor suffered in the Pennsylvania hard-coal (anthracite) mining regions during the "Long Strike" of 1874-75, deplorable working conditions had continued and become even worse. The Mineworkers, who had been actively organizing in both the hard-coal and bituminous or soft-coal regions and had carried out successful strike actions there, returned to organize the Pennsylvania hard-coal miners in 1902. After long and fruitless negotiations with the coal companies it became obvious that the mineowners would not negotiate in good faith and a strike was called in May.

The mineowners resorted to the same terror tactics which had broken the "Long Strike" many years before. The Coal and Iron Police was mobilized and many new "deputies" added. Scabs were recruited from all over the country. Most of the scabs were afraid to go down into the dangerous underground mine-shafts however. The UMW maintained strict discipline among the strikers, who ignored much provocation from the Coal and Iron Police goons in order to avoid violence and bloodshed. The strike dragged for months, and as winter neared, coal reserves to feed factory furnaces and heat homes were dangerously low. It was obvious that fault for the prolonged strike lay with the mineowners and President Theodore Roosevelt finally stepped in to end their intransigence. He told management that if they refused to negotiate or submit the dispute to arbitration he would send in troops—not as strikebreakers—but to seize and run the mines in the national interest. Faced by an angry public and a President who had had all he could take of their stalling, the mineowners agreed to arbitration, called in their goons, and soon reached a settlement with the union.

One of organized labor's biggest problems in this period were the court injunctions which restricted its fights against the employers, and which led Gompers to comment: "God save labor from the courts." A classic example was the Danbury Hatters case. In 1908, 250 strik-

ing members of the Hatters Union at a Danbury, Conn., plant, were ordered to pay \$310,000 in damages because the court ruled it had violated the Sherman anti-trust law by organizing a boycott against the company. The strikers lost their savings, their homes were attached for 14 years, until the AFL paid the damages.

**L**ABOR progress was continuing on many fronts during this period. The conditions under which American seamen labored was receiving publicity for the first time and Andrew Furuseth, leader of the International Seamens Union and the Sailors Union of the Pacific had begun his long fight to obtain freedom for seamen of the United States—and of the world.

Soon after the UMW victory in the Pennsylvania hard-coal mines, another militant brand of unionism grew up in the American West—the Industrial Workers of the World—the IWW, better known as the Wobblies.

The IWW was formed at a Chicago convention in 1905 attended by an assortment of unionists, socialists and radicals. It took a lot of sorting out to produce some unity out of such diversity of beliefs—a unity which was never really solidly achieved and led eventually to the IWW's downfall. But a working unity was finally hammered out, and the IWW emerged, led by William (Big Bill) Haywood of the Western Federation of Miners. The IWW motto was "One Big Union" made up of all the working men and women in the nation. As often as not the IWW did not initiate strike action, but rushed trained and able organizers to the scene of a spontaneous but unorganized walkout anywhere in the country.

**T**HE Wobbly concepts of trade unionism struck real fear into the hearts of America's big-business establishment, and it wasn't long after the Chicago convention that an attempt was made to frame Big Bill Haywood for murder. He and two other officials of the Western Federation of Miners were accused of killing a former Idaho governor who had used stern measures to break a series of strikes by the WFM while he was Governor of the state.

The well-known anti-labor Pinkerton Detective Agency was hired to collect the evidence against Haywood. The case was placed in the hands of James McParlan, the same man who had produced the "evidence" used to convict union officials and break the "Long Strike" in the Pennsylvania coal fields in 1875. He soon produced a "confession" from a WFM member with a shady past, who claimed he had com-

mitted not one but 27 murders under the direction of the WFM leaders. The IWW hired the famous criminal lawyer Clarence Darrow for the defense.

In short order, Darrow punched so many holes in the prosecution charges that the Idaho jury could bring back nothing but a "Not Guilty" verdict. In similar situations, other IWW members and organizers were not so lucky. Many were lynched, beaten and jailed. Joe Hill, famed IWW songwriter and organizer was tried and executed by the state of Utah for a murder most historians still feel he did not commit. In spite of everything however, the IWW carried on, organizing farm workers, shoreside and seagoing maritime workers, lumberjacks, factory workers—anyone who wanted union representation.

**T**HE IWW used direct methods to discourage anti-labor violence. When the "Pennsylvania Cossacks," a constabulary force, noted for its brutality against strikers, killed a worker during a strike at the Pressed Steel Car Company in 1909, the IWW strike committee threatened that in the future a "Cossack" would be killed for every striker killed. The anti-striker violence ended suddenly and the strike was won.

The IWW also adhered to its pledge to go anywhere to provide leadership to unorganized workers engaged in a spontaneous walkout. This was the case in 1912 when textile workers, most of them foreign-born women, struck the American Woolen Company in Lawrence, Massachusetts, after wages had been cut below the level even of sheer survival. IWW organizers rushed to the scene, organized picket lines, soup kitchens, printed leaflets and provided leadership to the striking women. The strike dragged on into a bitterly-cold winter, but it was the employer who broke first. The police were ordered to break the strike by attacking a group of women and children, who were clubbed and beaten. The townspeople were so sickened by the display of brutality that even the local anti-labor newspaper condemned the employer. Soon afterward the Company gave in and the strike was won.

In the end however, the IWW, whose membership never was more than 250,000, collapsed because of the anti-war position of the leadership and because of its organizational failures. When the United States entered World War I in 1917, many of its leaders denounced the action and refused to support the war effort. Many, including Haywood were imprisoned and the leaderless organization collapsed. However, the IWW wrote a fiery page in the history of the American labor movement.

## SEAFARERS VACATION BENEFIT NOW

# \$1000

**B**EFORE 1951, when the Seafarers International Union revolutionized the system of vacation pay for seamen, very few seafaring men were able to enjoy the benefits of a paid vacation. Under the traditional system, seamen were eligible for vacation only if they stayed in the steady employment of a single company for as long as a year. Since the majority of seamen move from ship to ship, most of them never qualified for vacation pay. The SIU maintained that this traditional vacation setup was outmoded and unfair and that a more equitable system was in order. The Union then negotiated and won from the shipowners the first industry-wide vacation plan in maritime.

Under the precedent-setting SIU plan, shipowners were required to contribute to a central vacation fund on the basis of each man-day worked. Seafarers were eligible for vacation money in accordance with the number of days of shipboard employment, regardless of the number of companies or ships on which they were employed during the period. Cash vacation benefits were based on a year of employment, but a Seafarer could collect his benefits on a pro-rated quarterly basis after each 90 days of work. And to receive his vacation pay a Seafarer simply had to fill out a simple application and present it with his discharges at any Union office for prompt collection.

When the Seafarers Vacation Plan was instituted in 1951, the first vacation pay was \$115. Shortly thereafter, the Union won an increase to \$140, and it continued winning increases steadily to the point where, on January 1 of this year, vacation payments to Seafarers went into effect at the rate of \$1,000. (The chart below highlights the major increases in SIU vacation pay.)

