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# Senate Defeats Third Try by Dirksen To Amend One-Man, One-Vote Ruling

The Senate slammed the door on a constitutional amendment to overturn the Supreme Court's one man, one vote ruling, handing Republican Leader Everett McKinley Dirksen his third successive defeat on the issue.

Dirksen's supporters had mounted a lavishly-financed campaign to drum up backing for his amendment. But when the roll was called, the 55-38 margin was seven short of the two-thirds majority required. The only vote switch from last August's rollcall was a gain for the one man, one vote forces.

AFL-CIO President George Meany hailed the outcome, declaring:

"Basic democracy won a major victory when the Senate rejected Sen. Dirksen's proposal which would have negated the American principle of one man, one vote.

"We in the AFL-CIO are extremely pleased. We have long fought for equality of citizenship and the Senate action insures that right."

Dirksen first tried to block reapportionment of state legislatures in the summer of 1964 by

proposing a four-year moratorium on court reapportionment orders—with the expressed hope that a constitutional amendment would be adopted during that period by minority-elected legislatures.

The AFL-CIO was one of the first groups to sound the alarm against the plan and the Senate turned it down.

Last August, after failing to get Judiciary Committee approval for his proposed amendment to allow one house of a legislature to be set up without regard to population, Dirksen sought to substitute his plan for an unrelated bill then before the Senate. But the most he could muster was a 57-39 vote, well shy of the needed two-thirds.

It was after this defeat, in which labor again played a key role, that the GOP leader launched his filibusters which kept the Senate from considering the House-passed bill to repeal Section 14(b) of Taft-Hartley.

The two issues, Meany told the AFL-CIO convention last December, were "solidly and inescapably intertwined."

### Professionals Used

The drive for the Dirksen amendment took on a high professional gloss when the West Coast public relations firm of Whittaker & Baxter was hired to develop "grass roots" pressure.

So-called "citizens committees" were set up in each state, high-paid lobbyists with both Democratic and Republican connections were hired. But the ground-swell for the amendment never got much further than editorials in a number of small town newspapers.

Up until the eve of the vote, Dirksen searched for additional supporters by modifying his amendment to take account of some of the criticisms. He even accepted a proposal he had once firmly turned down. He agreed to require that a legislature be reapportioned on a one man, one vote basis before it could submit to referendum an apportionment plan departing from those principles. Dirksen explained his change of heart by noting that some 37 legislatures are already reapportioned and therefore the requirement would have little effect.

Ironically the giant of the Senate in rallying opposition to the Dirksen amendment was his Illinois colleague—Democrat Paul H. Douglas.

# U.S. Bars 258 Foreign Ships For Trade With Cuba, N. Viet

WASHINGTON—The U. S. Government blacklist of ships which are ineligible to carry U. S. foreign aid cargoes because they continue to trade with Cuba or North Vietnam now stands at 258 vessels flying the flags of 15 nations.

The list includes 251 ships that have traded with Cuba and 10 ships that have been to North Vietnam. Three of this 10 have also been to Cuba.

According to the latest Maritime Administration compilation of figures 91 ships of 14 nations have been removed from the list and reacquired eligibility to carry foreign aid cargoes following promises by their owners that the vessels will be kept out of the Cuban trade in the future. None of the ships blacklisted for trading with North Vietnam have been removed from the list.

Of the 251 ships on the blacklist for trading with Cuba, 72 are British, 57 fly the Lebanese flag, 35 are Greek, 18 each from Poland and Cyprus and two each

from Norway, Sweden and the Netherlands.

# 'Project Recruit' Graduates 15 West Va. Youths

NEW YORK—Fifteen youths from West Virginia poverty areas have completed 60 days of training for shipboard entry ratings in a program jointly sponsored by the West Virginia AFL-CIO and the Seafarers International Union.

At commencement ceremonies at the SIU's Harry Lundeberg School of Seamanship where the group received its training in the techniques of seamanship, certificates were awarded attesting to the competence of the school's graduates.

The jointly-sponsored program is known as "Project Recruit" and is an example of the organized labor movement's participation in the national antipoverty program. The training qualified the West Virginia youths for entry ratings in the three shipboard departments—deck, engine and steward.

West Virginia AFL-CIO President Miles C. Stanley, who is also a special assistant to AFL-CIO President George Meany for antipoverty activities, and SIU President Paul Hall spoke at the commencement exercises.

The Lundeberg School graduates came from nine different West Virginia communities and ranged from the ages of 17 to 19. They were recruited through the 13 AFL-CIO local central labor bodies and the Virginia State AFL-CIO as part of labor's campaign to assist workers in impoverished communities.

# Report of International President



by Paul Hall

House Merchant Marine Committee chairman Edward A. Garmatz noted recently that one of the best ways in which the Government can avoid intensifying the adverse U.S. balance of payments deficit is by dropping all plans of building American-flag ships in foreign shipyards. This is a position which the SIU along with other marine unions has maintained for many years.

Government proposals to build U.S. ships in foreign yards at the same time when serious attempts are being made to improve our balance of payments deficit are obviously self-defeating. Money which would be kept in the United States through various other measures would simply leave the country forever to buy foreign machinery and pay foreign workers' wages. This money would be spent in foreign nations, improve foreign economies, enrich the tax structures of foreign countries—and the United States would be the loser as valuable U.S. gold reserves flowed continually out of the country. American shipyard workers would be faced with unemployment, and their lost wages would eventually be felt by thousands upon thousands of other American workers who would normally provide the goods and services which shipyard workers buy with their wages. At the same time, the Government itself would lose the valuable tax dollars produced by a strong economy.

Dropping plans to build American ships in foreign yards will be a long step toward preventing the balance of payments deficit from becoming worse. But the fact is that the balance of payments situation is already bad and steps must be taken not only to prevent the outward gold flow from increasing, but to also eliminate many of the routes by which it is already escaping. Only then will the U.S. again achieve a favorable balance of payments situation.

As the SIU has pointed out in the past, one of these continuing dollar drains is brought about by the inadequacy of the present U.S. merchant fleet, which is unable to haul more than a small proportion of U.S. foreign commerce. Over 90 percent of U.S. foreign trade presently moves aboard foreign-flag ships. This results in a huge amount of revenue for foreign shippers—all paid for in U.S. dollars. This money leaves the U.S. forever. At the same time, American seamen are denied jobs and wages, and those other American workers who would normally provide goods and services for America's seamen also lose wages. The total result is to slow down the entire U.S. economy.

There is no single solution to the U.S. balance of payments deficit because it results from the interplay of many different factors in many different areas of the economy. A good beginning, however, would be strict adherence to two policies—Build American and Ship American. American-flag merchant ships must be built in American shipyards by American workers.

# Labor Group Cites Hall for 'Aid to Community Services'

NEW YORK—AFL-CIO unions including the SIU, and a score of community service agencies participated in an all-day Community Services and Rehabilitation Institute at the Hotel Commodore here on April 16.

Sponsored by the New York City Central Labor Council, AFL-CIO, in cooperation with the Greater New York Fund, the annual event included a series of panel discussions on consumer education, on maintaining family health and on the role of older workers in the labor force.

The Institute is part of the Labor Rehabilitation Liaison Project established several years ago by the central labor body's Community Services Committee to coordinate the community service activities of AFL-CIO unions in the New York metropolitan area.

SIU President Paul Hall was honored by the Community Services with its "distinguished service award" as "a trade union leader who has contributed a great deal to community services and rehabilitation work."

In presenting its award the committee cited Hall's "outstanding contribution to the Labor Movement in general and the Community Services program in particular." A similar award outside the labor field was presented to Richard E. Booth, executive director of the Greater New York Fund.

Both awards were presented by Michael Sampson, a vice-president of the Central Labor Council



Michael Sampson, Chairman of the N. Y. C. Central Labor Council Community Services Committee (left), Council President Harry Van Arsdale (center) and SIU President Paul Hall, are photographed with plaque presented to Hall by Council's Community Services and Rehabilitation Institute "for his outstanding contribution to the labor movement . . . and to the community services program."

and chairman of its Community Services Committee.

Louis L. Levine is director of the Labor Rehabilitation Liaison

Project, which provides for care and counseling to youth, the aged, consumer groups and others throughout the metropolitan area.

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**Anderson Is First To Obtain License Under New Program**

# SIU Training School Graduate Ships as 3rd Engineer

**NEW YORK**—Seafarer Robert Anderson became the first man to obtain his engineer's license after preparing for his examination at the recently-instituted engineer's training school jointly sponsored by the Seafarers International Union and District 2 of the Marine Engineer's Beneficial Association. Anderson signed on the Steel Designer as Third Engineer after being issued his license by the Coast Guard.

A member of the SIU since 1952, Anderson, who is 37 years old, had been shipping in the engine department as Fireman-Watertender and Oiler. When the unprecedented joint program for training engine department Seafarers to sit for their engineer's licenses was announced by the SIU and District 2 of MEBA, Anderson threw in his application. He was among the first group to begin the course of study and training when classes were started at SIU Headquarters on February 1.

Within two months of beginning the intensive study course, Anderson was ready to sit for his license examination. He started the exam on April 7 and after completing it successfully he was issued his Third's license on April 14. Almost immediately he obtained the Third Engineer's job on the Steel Designer for the voyage which began on April 21.

Anderson said that "if it hadn't been for the training program started by the union, I would never be on this Third Engineer's job."

The training program, operated under a reciprocal agreement between the SIU and District 2 of MEBA, is the first of its type in the maritime industry. SIU men who enroll in the program for instruction are

provided with meals, hotel lodgings and subsistence payments of \$110 per week while in training.

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

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

There are 58 men presently receiving instruction under the joint Union training program which was instituted to enable Seafarers to obtain their licenses and to help meet the shortage of marine engineers arising out of the Viet Nam conflict.

SIU engine men interested in the program should apply immediately at any SIU hall, or directly to SIU Headquarters at 675 Fourth Avenue, Brooklyn, N. Y. The telephone number in HYacinth 9-6600.



SIU member Robert Anderson (right) accepts congratulations of Seafarer Leroy Whitlow, FWT, on obtaining his Third Engineer's license as first graduate of joint SIU-District 2 MEBA licensed engineers training program. Scene is engine room of Steel Designer on which Anderson shipped as Third Engineer.

## Time Cut for Temporary 3rd; SIU Program Offers Training

The SIU's training program for engine department men seeking engineers' licenses has been expanded to include Seafarers wishing to qualify for a temporary Third Engineer's license now obtainable under a newly-issued Coast Guard ruling.

Under the new Coast Guard ruling, an engine room man with 18 months as a Fireman-Watertender, Oiler or Junior Engineer, together with six months as a Wiper, is eligible to sit for a Coast Guard examination for a Temporary Third Engineer's license.

Engine department Seafarers possessing the necessary qualifications to sit for the Temporary Third's license can take advantage of the licensed engineers training program that is being offered jointly by the SIU and District 2 of the MEBA. (For benefits and assistance given to Seafarers enrolled in the engineer's training program see story above.)

A special feature of the new Coast Guard ruling on temporary engineers licenses provides that a Seafarer who obtains a Temporary license can move automatically to his permanent license without another examination after the completion of an additional 12 months seetime.

In addition, Electricians or Refrigeration Engineers can receive their Temporary Third Engineer's license with the same amount of sea time, when specifically recommended by the Chief Engineer of a vessel and by the superintending engineer of a company on whose vessel he has served. Previous requirements called for two years and six months as a qualified member of the engine department, 18 months of which must have been spent as a watch stander, in addition to the six months wiper time.

The change in Coast Guard

regulations is a result of the war in Vietnam and the resulting shortage of marine engineers.

Seafarers wishing to take advantage of the opportunity to obtain instruction for the Temporary Third Engineer's license, with the assistance and benefits provided by the joint SIU-MEBA District 2 training program, should make application immediately at any SIU Hall or directly to SIU Headquarters.

### SIU Wins Votes On Tanker, Tug

The Seafarers International Union scored two organizing victories in the New England area recently. In New Bedford, Mass., the SIU has been certified bargaining agent for able bodied seamen and mechanics aboard the fuel tanker Nepco 10, operated by the New England Petroleum Corp.

In New London, Conn., the SIU has been recognized as bargaining agent for crewmembers of the tugboat Wilcox, operated by the D.C.K. Corp.

Certification of the SIU aboard the Nepco 10 followed an NLRB election held on March 23 in which seamen and mechanics voted overwhelmingly for the Union. The fuel tanker operates in many ports along the East Coast, including New London, Providence and Newport, R. I.

## Coast Ship Unions Protest Threat By U.S. to Build Vessels Abroad

**SAN FRANCISCO**—Members of unions affiliated with the Pacific Coast Metal Trades Council, supported by the San Francisco Bay Area Port Council of the Maritime Trades Department, staged a demonstration in front of the Federal building here on April 14 to protest a reported plan by the U. S. Government to build merchant ships in Japanese shipyards.

The demonstration was headed by Thomas A. Rotell, executive secretary of the Pacific Coast Metal Trades Council which has 20,000 members in coast shipyards. The protest was touched off by Tokyo newspaper reports that Maritime Administrator Nicholas Johnson had told a news conference in Japan that the U. S. wanted to buy ships built abroad. Rotell said Johnson's remarks implied the closing down of U. S. shipyards, and a move to change the subsidy laws to eliminate the requirement that vessels must be built in American yards to qualify for subsidy funds.

### Hurt Recruiting Drive

The Metal Trades Council officer said that the statements attributed to Johnson already have "crippled" the unions' recruiting drive for skilled help in meeting the increase in work in Western yards resulting from the Viet Nam conflict.

Rotell charged that the Johnson statements were part of a "pattern of organized campaigning for adoption of a policy which calls for the end of the American merchant marine and American shipyards."

Among the hundreds of union members participating in the demonstration were delegations headed by SIUNA Vice-Presidents Morris Weisberger, of the Sailors Union



Trade unionists from shipbuilding, seafaring and other maritime crafts staged demonstration in San Francisco to protest threats by U. S. to switch shipbuilding contracts to Japan. Seafarer Juan Reinoso (foreground) was among demonstrators from SIUNA unions.

of the Pacific; Frank Drozak of the Atlantic, Gulf, Lakes and Inland Waters District, and Ed Turner, of the Marine Cooks and Stewards Union.

The day following the protest demonstration, Acting Maritime Administrator J. W. Gulick informed Rotell that the Maritime

Administrator would meet with Rotell.

House Merchant Marine Committee Chairman Edward Garmatz informed Secretary of Commerce John O'Connor of his concern over the remarks attributed to Johnson which he said did not reflect the views of his committee or of the Congress as a whole.



# Six Additional Seafarer Veterans Join Growing SIU Pension Roster



Baay

Blanco

Baltheshofer

Cleveland

Nowatski

Sparpaglione

Six more SIU members have been added to the growing list of retired members who receive a pension check of \$150 every month. The Seafarer oldtimers who have been added to the retirement rolls are: Cornelis Baay, Peter Blanco, Leonard Baltheshofer, Elmer P. Cleveland, Anthony J. Nowatski and Charles Sparpaglione.

Seafarer Cornelius Baay became a member of the SIU in the Port of New York. Born in Holland, he had worked for the New York Central Railroad since 1925 as a deck hand. He and his wife, Helen, make their home in New Jersey. Brother Baay joined the SIU pension list in December of last year.

Blanco became a member of the Union in 1940 at the Port of San Francisco. He last sailed on the Erna Elizabeth. He has been making his home in Jamaica, New York; but, the native Floridian will make his home in San Francisco during his retirement years. He received his first SIU pension check this month.

Baltheshofer went on pension in February of this year. He joined

the SIU in the port of New York. Sailing with the deck department, he had been employed by the New York Central Railroad Marine Division since 1919. Born in Brooklyn, he still lives there with his wife Elizabeth.

Nowatski joined the SIU in his home port of Philadelphia, Pa. He sailed last on the tugboat the Brant (Curtis Bay Towing) and received his first SIU pension check this month. Born in New Jersey, and now a resident of Philadelphia where he lives with his sister, Mrs. Mary Maronski. He eventually plans to make his retirement home in Deltona, Florida. He sailed with the steward department as cook.

Sparpaglione joined the SIU in the port of Philadelphia. Born in New Jersey, he now makes his home, with his wife Florence, in Frankford, Delaware. He sailed as a deckhand for the Independent Towing Company since 1934. His last vessel was the tug Venus.

Seafarer Elmer Cleveland's pension went into effect in February of this year. Born in Texas, where he still lives with his wife Louise, he joined the Seafarers in Port Arthur. He sailed as captain of the tug Hermes (Sabine Towing).

After a lengthy stay on the beach Louis (Polly) Arena is ready to grab any group. One job that hits the board. His last ship was the TransIndia. Illness knocked him off this good ship and he had to be flown home.

Norris (Gus) Bartlett is off the Del Rio after a long trip as Second Electrician. Now it's time for a well earned vacation and a chance to do some much needed chores around the house. Brother Bartlett says he'll be ready to go in about a month.

J. P. "Sloppy" Creel has been making life at the Hall more enjoyable by his frequent visits. On pension, Sloppy's got lots of time to swap sea stories with the other old-timers and he can really tell them. He's recently moved from New Orleans to McComb, Mississippi.

## Mobile

After a six month trip to Vietnam, Korea, Japan and the Philippines, Bernard Graham is currently on the beach. His last trip was on the Citadel Victory. Brother Graham, a member of the Union since its inception, says he wants to stick close to home. He intends to "do a lot of fishing and shrimping before sailing that way again."

Now registered group one deck department is George L. Bales whose last vessel was the Margaret Brown where he was deck maintenance for a 90 day trip to Vietnam. George is another old timer who has been with the Union since the beginning. He and his wife make their home in Mobile.



Graham

## The Atlantic Coast



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

The SIU is fully behind the State, County and Municipal Employees union in their fight to repeal New York State Condon-Wadlin act which denies public employees the right-to-strike.

A panel recently appointed by Governor Nelson Rockefeller to recommend revisions in the act came up with a set of proposals which recommend the continuance of the Condon-Wadlin Ban, requiring all public employees unions to sign no-strike pledges, and establishing penalties for strikers ranging from reprimand to dismissal.

The proposals were denounced by leaders of the AFSCME as "Mad Hatter" proposals and the SIU will continue to support the union in their effort to have this oppressive piece of legislation removed from the books.

## Baltimore

Shipping has been excellent in the port of Baltimore for the past two weeks and the outlook for the future also looks promising.

Andy Lutaves, is waiting around her for a grain run to India after paying off the Mount Vernon Victory. Norm Pepler, a 20-year SIU veteran is waiting around for a short trip after paying off the Seamar. Also on the beach here is



Lutaves

Charley McDonald, an 18-year SIU veteran, who's waiting around for an intercoastal run after paying off the Transyork.

## Norfolk

Shipping has been fair in the port of Norfolk and the outlook for the future is the same.

Norm Wroton is on the beach here and is waiting for a spot on the Beaver Victory after signing off the Steel Scientist. J. B. Harris, who's last ship was the Transarctic, had to get off the ship in Baltimore in order to attend to some personal business. He's now registered in Baltimore and is anxious to get going again. Also on the beach waiting to ship is B. D. Elliot, a 21-year SIU veteran who last shipped on the Natalie.

## New York

Shipping in the port of New York has been exceptionally good. Around to collect his vacation pay

after an intercoastal trip aboard the San Francisco was Angelo Romero.

Some of the other oldtimers who stopped by the New York Hall recently to say hello included Louis Almeida, who is just out of drydock and Paul Howell who recently paid off the Steel Voyager.

On the beach in New York are Ollie H. Kuykendall, Dewey Thomas, Nick Nomikos, Peter Notias, Matthews Fanos and Frank White. All are looking for a slot on the Viet Nam run.

## Philadelphia

Shipping has been fair here in Philadelphia.

Ready to go again after signing off the Manhattan is veteran Seafarer Comas

Knight. Elmer Wheeler is spending a few weeks at home after shipping on the Columbia. He stopped at the Union Hall here to say hello recently. Also visiting with us recently was Art Shaw, an engine department member who last sailed on the Globe Carrier and is going to take it easy for a couple of weeks.



Wheeler

## Boston

Shipping has been on the slow bell this period, but it is expected to pickup with the summer boats calling for crews.

"Big Mike" Gison visited the Boston hall recently and said that he will grab the first coast hugging that comes along. Mike last shipped on the Robin Trent as an AB. Alvoie Green was sorry to have to sign off the Manhattan because of illness in the family.

Francis Donovan said that he is tired of feeding the horses and that he will grab the first AB's job that is put on the board. Fran has been a member of the SIU for 25 years.

## The Gulf Coast

by Lindsey Williams, Vice-President, Gulf Area



The SIU was honored by a visit from a delegation of officials from the All Japan Seamen's Union. The delegation included Captain Yutaka Nabasama, Vice-President; Tsunenori Mori, Vice Director for Research and Kanji Shikiba, Vice Director of the Education Department.

During their stay in New Orleans, from March 29 to April 4th, they visited SIU-manned Delta Line ships in port as well as the Union's facilities. They also attended COPE and the Central body meetings with a visit to the Louisiana AFL-CIO Convention rounding out their visit.

It's election time in Louisiana and throughout the state voters have been turning out for what have proved to be closely run primary elections, the April 9th elections were so close that a number of races will have to be settled in a May 14th runoff.

Now that the all important primaries are over the general elections will be held on June 14th.

The importance of Seafarers registering to vote was pointed out by the close races. In one community, Harahan, the mayor was elected by 43 votes. In Scott, La., by 14; Franklin by 8 votes; and in Tickfaw (where several SIU members live) the margin of victory was a mere two votes!

## New Orleans

Seafarer Larry Taffargue is a proud new father. Papa Laffargue's daughter, Bonnie Theresa (7 lbs., 10 oz., 19 inches long) arrived at noon on February 2nd. Larry's last ship was the Alice Brown. Now he plans on sticking around close to home for awhile to be with his wife and child.

Mike Dunn has been on the beach for nearly six months repairing the damage done to his home by Hurricane Betsy. After 18 months as Chief Baker on the Del Sud, he is now waiting for another Delta Line passenger ship. Brother Dunn says he'd like to get back on the Del Sud as "it was a ship on a good run to South America."

## SIU Vessel Opens 1966 Seaway Year

At 8:12 a. m. on the first of April the SIU of Canada contracted vessel French River, moved into the St. Lawrence Seaway's St. Lambert Lock to officially open the 1966 shipping season. The trip through the locks took 45 minutes.

This is the earliest that the Seaway has opened. Because of the early spring officials indicate they believe that last year's record of 43 million tons carried on the seaway will be surpassed by over 5 million tons.

The last vessel to pass through the locks during the 1965 season was the SIU of Canada-crewed Rimouski, which made the run on December 16. The Rimouski is also operated by Canada Steamship Lines.

The entire system was operating by April 4 when the Welland Canal was opened.

Mr. Joseph H. McCann, Administrative head of the St. Lawrence Seaway Development Corporation recently stated that no action will be taken to raise tolls on the seaway without public hearings.

## How To Keep A Runaway Afloat



The Arion, shown above in a Baltimore drydock, was built in the United States, is owned by Panamanian interests, registered in Liberia, and nearly sank recently off Bermuda. To caulk a 25-foot crack which opened in the ship's hull during an Atlantic storm, a collection of ship's linen, pillowcases, blankets and mattresses was stuffed in the gash by a Bermuda salvage firm, enabling the vessel to sail to Baltimore for repairs. Captain Jiannis Hobitis examines damaged hull.



# The Great Lakes

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

Fit-out is just about completed in the port of Detroit as all SIU-contracted vessels recently steamed out of port.

Some of the oldtimers sailing aboard the LaLiberte included Arne Graham, John Rottaris and Dennis Frarck. Also aboard the LaLiberte are cook Ben Williams, porters Andy Treshak and Bill Heinz and second cook Herb Jacobs.

Gus Scholle, president of the Michigan Federation of Labor, AFL-CIO, was recently given a dinner by labor in recognition of his over forty years of service to the labor movement. Scholle played an important role in the passage of the "one man, one vote" rule. The proceeds of the dinner will be used to set up scholarships for Israeli students under the auspices of Histadrut.

### Toledo

All SIU-contracted vessels here have completed fit-out and have already sailed with the steamer Sylvania of the Tomlinson fleet the last to leave the dock.

Some of the oldtimers who returned here this Spring to ship out included Bernard Rosquist of the steamer Sylvania, Joe Bults from the Richard Reiss, Clarence Elder from the J. F. Schollkopf and Horace (Andy) Anderson from the C. A. Reiss.

The Democratic candidate for the Governor of Ohio, State Sena-

tor Frazer Ream spoke before the Toledo Port Council recently. Senator Ream, in his address, said that he had sailed on the Gt. Lakes during his college years and that he is acutely aware of the problems on the Gt. Lakes, and particularly the unemployment practices employed by the state of Ohio where unemployment compensation for seamen is concerned.

### Buffalo

Fit-out for the port of Buffalo was recently completed with the callback of the crew for the R. S. Webster. There was some delay of vessels sailing due to the heavy windrowed ice.

Some of the oldtimers who recently shipped out were Tony Mankavitch on the George Steinbrenner, Axel Sorenson on the Paul Tietjen, and Bennie Baker on the Niagara. Most of the vessels that layed up in this port are now underway, with the J. C. Miller being the first vessel to sail.

# The Pacific Coast

by Frank Drozak, West Coast Representative

The SIU played host this week to a delegation from the Japanese Seamen's Union who were visiting San Francisco. We extended to them our heartiest welcome and hope that they had an enjoyable visit with their fellow seamen here in the port of San Francisco.

Shipping here in the port of San Francisco is still very active and we have plenty of jobs open for AB's, oilers, FWT's, electricians, cooks and bakers.

Paying off during the last shipping period were the Delaware, Jefferson City Victory, Andrew Jackson, Margaret Brown and the Alcoa Voyager.

Signing on we had the Antinous, Margaret Brown, Ocean Dinny, Steel Architect, Jefferson City Victory and the Transwestern.

In transit we had the Seamar. Ships due in shortly include the De Soto, Vantage Progress, Hastings, Young America, San Juan, Steel Worker, Lima Victory, Steel Apprentice, Elizabethport and the Long Beach.

Pete Goodyuk just pulled in off the Ocean Dinny and visted us at the hall for a few days after a long trip to the Far East.

### Wilmington

Shipping remained active during the last period as we had the Vantage Progress and the Carrol Victory sign on and also had seven ships in transit. There are still plenty of jobs available here for AB's, FOWT's and electricians.

The outlook for the coming shipping period here is also very good with several ships due in transit, but at the present time no payoffs are scheduled.

Alex Gurskie, after 27 years sailing time with the SIU in the steward department, has decided that his seafaring days are over and he has just received his first pension check from the SIU. Alex

had not intended to retire just as yet, but a heart attack last December set him back. We hate to lose a good cook like Alex, but we wish him the best of luck during his retirement.

Ed Lofin who just moved to the coast from the East is ready to grab the first FWT or oilers job that comes across the board. We are glad to have him here and will be able to ship him with no difficulty.

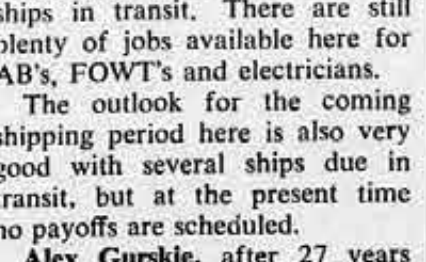
The local Catholic Maritime Club luncheon for April was sponsored by the harbor area unions in Long Beach and Los Angeles. We were pleased to be a part of this activity and a successful luncheon was enjoyed by all in attendance.

### Seattle

Shipping continues to boom here in the Northwest and any Seafarer can have his choice of jobs out of this port.

On the beach here is Al Thomas, who said that his last ship, the Northwestern Victory, was a fine ship with a good crew. Al said that he'll be taking it easy for awhile before shipping out on the Alaskan run.

Frank Brodzik walked into the hall recently and took an AB's job on the Anchorage. Frank has been a member of the SIU for the past twenty years.



# FIT-OUT on the LAKES



The annual fit-out of Great Lakes ships signals the beginning of the shipping season on the Lakes as soon as the ice breaks up. There is plenty of work to be done by Great Lakes Seafarers to get the many vessels, which have been in layup during the winter, back into shipshape condition. The photos shown were taken at Sturgeon Bay and Manitowoc, Wisconsin.



SIU Great Lakes District-manned ore carrier Fred A. Manske (American Steamship Co.) prepares to leave Sturgeon Bay, Wisconsin after being put in tip-top condition for coming season. Lakes cargoes include iron ore, coal, steel products, automobiles and other products of American and Canadian industry and agriculture.

Annual fit-out involves plenty of hard work for SIU crewmen, and chow time is important time of day. Seafarers shown above are gathered for lunch aboard the A. E. Cornelius in Manitowoc, Wis.



Galley gang aboard Steamer Mc-Kee-Sons poses for photo at Sturgeon Bay after getting ship's galley ready for action. Although many SIU Great Lakes ships carry cargoes such as coal and iron ore, kitchens are kept spotlessly clean at all times to insure health and welfare of crews.



Crewmen aboard the Hennpin in Manitowoc leave their fit-out chores temporarily to enjoy some hot coffee in the vessel's messhall.



J. Martin and H. Wolgast (l-r) get lapel pins from SIU Port Agent Jackie Hall before going aboard H.N. Snyder, docked at Sturgeon Bay.



**THE INQUIRING SEAFARER**

When you receive your copy of the LOG, what do you read first and why?

**Philip Salino:** I mostly read general union news, so I can find out where we stand on such issues as contracts, benefits and the like. Then, too, I pick up other information on important topics. For example, the LOG has been concentrating on the runaway-flag ship problem, which should be of interest to all Seafarers; since they are carrying American passengers and cargo without any regard for safety or decent pay scales.



fleet. It helps me to decide how to vote to keep the American merchant marine in business.

**James Oehlenslager:** I turn to the obituaries when I first pick up the LOG. Every once in a while I see the name of an old shipmate who has left for the big payoff. Next, I look at the membership pages for friends I haven't seen in years. Now and then a familiar face still pops up, along with the information as to where the man is now and what he's doing. Just my way of keeping up with acquaintances, I guess.



**Herman Ricci:** I just look for the most interesting articles when I pick up my copy of the LOG; it gives you some idea about what's going on in the maritime world. Also, I skim over the shipping figures and registrations to see how job prospects are, and the digests of ships' meetings gives you some inkling as to how fellow Seafarers are getting along and where they are now. It's good to hear about old friends, sort of a way to keep in touch.



**John Ellis:** I like to see what's new in maritime or labor news; there's bound to be something of interest. The paper always lets a man know how the shipping picture is, and I'm particularly interested in what the government is going to do about our declining merchant marine. When I find out how things are rolling along in the merchant marine, I know what the future holds for the merchant seaman.



**Oskar R. Kala:** I usually start off with the President's report, then follow up with shipping and labor news in general. Since I'm in the business, I like to keep up with what's going on. Never can tell when these pieces of information might come in handy. Just the last issue, I read about how obsolete our American-flag ships are becoming due to the government's failure to properly subsidize the



**Earl Cain:** I read the front page first simply because it's the first thing that catches my eye. The covers are usually very colorful, so I guess it's just natural for them to catch my eye. After I've glanced at the front page, I ramble on through the paper quickly to pick out those articles I plan to read later. Several of the regulars for me are such things as the final departures, the pension list and the ship's digests.



**SIU Hosts Japanese Seamen**



New Orleans SIU played host recently to delegation from the All-Japan Seaman's Union. Visit included discussions of seamen's problems in both countries, tour of the New Orleans SIU hall and tour of docks including a visit to the SIU-manned Del Sud. Shown above are (l-r) T. Mori, AJSU Vice Dir. for Research; Luke Le Blanc, IBU New Orleans Rep.; K. Shikiba, AJSU Vice Dir.-Education Dept.; Y. Nabasama, AJSU Vice President; Buck Stephens, SIU New Orleans Port Agent; Y. Hibi, interpreter; R. Canha, U.S. State Dept.; and K. Matsuo, interpreter.

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

April 9 to April 22, 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	2	0					
New York	59	38	61	31	18	168	69
Philadelphia	7	5	4	6	1	30	15
Baltimore	23	14	24	12	6	89	51
Norfolk	9	8	4	1	0	26	19
Jacksonville	5	3	6	4	1	13	10
Tampa	2	0	2	1	3	16	3
Mobile	36	9	8	5	0	81	17
New Orleans	27	22	34	19	1	115	53
Houston	42	19	36	23	8	148	60
Wilmington	6	5	5	3	3	30	0
San Francisco	27	25	25	21	39	78	22
Seattle	21	14	13	11	11	31	8
<b>Totals</b>	<b>266</b>	<b>162</b>	<b>222</b>	<b>137</b>	<b>91</b>	<b>825</b>	<b>327</b>

**ENGINE DEPARTMENT**

Port	TOTAL REGISTERED All Groups		TOTAL SHIPPED All Groups			NOW ON THE BEACH All Groups	
	Class A	Class B	Class A	Class B	Class C	Class A	Class B
Boston	0	1					
New York	46	31	32	31	31	145	55
Philadelphia	7	3	6	0	1	22	20
Baltimore	19	17	13	14	5	46	54
Norfolk	4	6	2	3	0	25	18
Jacksonville	3	3	3	4	1	7	9
Tampa	3	1	2	1	2	9	4
Mobile	20	11	5	4	0	51	18
New Orleans	26	18	30	21	4	79	56
Houston	30	13	33	22	8	90	33
Wilmington	8	6	2	5	3	17	1
San Francisco	25	13	26	17	44	47	15
Seattle	18	8	9	15	13	26	4
<b>Totals</b>	<b>209</b>	<b>131</b>	<b>163</b>	<b>137</b>	<b>112</b>	<b>564</b>	<b>287</b>

**STEWARD DEPARTMENT**

Port	TOTAL REGISTERED All Groups		TOTAL SHIPPED All Groups			NOW ON THE BEACH All Groups	
	Class A	Class B	Class A	Class B	Class C	Class A	Class B
Boston	1	1					
New York	47	21	30	13	19	109	25
Philadelphia	2	2	1	3	1	11	8
Baltimore	10	16	9	12	2	54	39
Norfolk	6	6	3	4	1	8	13
Jacksonville	1	6	0	4	2	5	6
Tampa	1	0	1	0	0	6	7
Mobile	14	4	6	2	1	57	13
New Orleans	20	22	20	22	2	146	80
Houston	29	21	22	10	4	92	43
Wilmington	1	3	4	2	4	18	1
San Francisco	27	9	18	7	37	55	18
Seattle	9	10	8	11	9	25	13
<b>Totals</b>	<b>168</b>	<b>121</b>	<b>122</b>	<b>90</b>	<b>82</b>	<b>586</b>	<b>266</b>

**Plans To Build U.S. Ships Abroad Attacked As Source Of Gold Drain**

WASHINGTON—Recent Government decisions to reduce the U.S. balance of payments deficit by cutting overseas spending should scuttle, once and for all, proposals to build American-flag ships in foreign shipyards, according to Edward P. Garmatz (D-Md.), chairman of the House Merchant Marine Committee.

Administration officials have reportedly decided recently that overseas spending for defense and foreign aid must be trimmed drastically. "In searching for ways to stop the drain of dollars from this country," Garmatz said, "our economists should not overlook our domestic shipbuilding industry. I find the build-abroad philosophy to be diametrically opposed to and impossible to reconcile with the avowed objective to reduce the balance of payments deficit."

A recent study by the Shipbuilders Council of America has shown the great value to the American economy of building our merchant ships in U.S. yards. The Council study showed that the construction of one modern cargo vessel, which cost about \$10.5 million to build, will generate about \$60 million worth of work for the overall national economy, out of which the Government will realize about \$10 million in taxes.

**Lakes Fleet Declines**

Meanwhile, the rapidly deteriorating condition of the U.S. Great Lakes Fleet was described as "cause for alarm" by John M.

Drewry, Chief Counsel for the House Merchant Marine Committee, speaking before the Lakes Carriers Association.

Drewry noted that in 1964 the U.S. Great Lakes fleet had declined to 269 ships, 60 percent of which were over 40 years old. Today, about one-half of the U.S. Great Lakes ships are more than 50 years old, he said.

To reverse the present trend, he noted, will require fast, new modern ships designed to take productive advantage of the improved harbors and terminals which have followed the opening of the St. Lawrence Seaway and the enlarged locks, deeper channels, larger turning basins, and the other improvements made at heavy public expense."

**SIU Welfare, Vacation Plans**

Cash Benefits Paid—Feb. 1-Feb. 28, 1966

	Number of Benefits	Amount Paid
Hospital Benefits (Welfare)	\$ 5,734	\$ 60,089.50
Death Benefits	20	57,903.00
Disability Benefits	844	126,600.00
Maternity Benefits	51	10,197.65
Dependent Benefits	362	77,110.81
Optical Benefits	546	8,097.46
Out-Patient Benefits	4,372	37,132.40
Summary (Welfare)	11,929	377,130.82
Vacation Benefits	1,203	476,346.31

**TOTAL WELFARE, VACATION BENEFITS PAID THIS PERIOD 13,132 853,477.13**



## Area COPE Conferences Show Record Turnouts

WASHINGTON—Trade unionists are determined to work harder in 1966 recognizing that the stakes are higher than in any previous off-year congressional election.

This conclusion emerged from soundings taken among delegates to this year's series of area conferences conducted by the AFL-CIO Committee on Political Education, National COPE Director Alexander E. Barkan reported. A record number of more than 7,000 state, central body and local union leaders and members attended 13 COPE conferences in as many cities.

"The numbers and enthusiasm of delegates and their response to the conferences show they're ready to go all-out to help re-elect our liberal friends," Barkan said. "There was real recognition of the importance of the accomplishments of the 89th Congress, despite open and obvious disappointment over failure of 14(b) repeal."

Members seemed particularly aware of the great contribution of the 51 new liberals elected to the House in 1964 who made the flow of progressive legislation possible, Barkan reported.

"But our members know the score," he said, "and they're aware of the obstacles the newcomers must overcome to win re-election in November. They know that the conservatives will be throwing more money and manpower into this election than any previous off-year election. But they seem ready for a full-scale effort, and that's just what we'll need."

Barkan said materials distributed at the conferences showed how narrowly most of the newcomers won in 1964—despite President Johnson's landslide victory—and how important their votes had been to passage of key liberal legislation like medicare, aid to education, housing, voting rights, anti-poverty programs, public works and other job-creating measures.

Other materials showed that off-year balloting usually cuts heavily into the congressional strength of the party in control of the White House. The average loss over the past 60 years has been 37 seats in the House and five in the Senate.

Barkan said any comparable loss this year would "cripple hopes for more good legislation and would probably place control of Congress in conservative hands for years to come."

## LABOR ROUND-UP

The Amalgamated Clothing Workers have negotiated a three-year contract providing wage and benefit increases valued at 52 cents an hour for 400 alteration tailors in most of Philadelphia's clothing stores and men's apparel departments. The alteration workers, called bushelmen by the trade, will get wage hikes of \$5 a year each year of the agreement; a third week of vacation, a seventh paid holiday, an increase in insurance and pension benefits, and overtime pay after eight hours of work. Benefits are retroactive to March 1. The new pact also calls for a boost in the fitters' minimum wage.

The Iron Workers, bargaining agent for 369 workers at the Harnischfeger Corp. plant in Cudahy, Wisconsin, near Milwaukee, has defeated an attempted raid by the expelled United Electrical Workers. The vote in a National Labor Relations Board election was Iron Workers 200, UE 124, neither 8. The victory was reported by the Iron Workers and the AFL-CIO regional office. The plant was bought by Harnischfeger 20 months ago from the Novo Industrial Corp., Milwaukee Crane division.

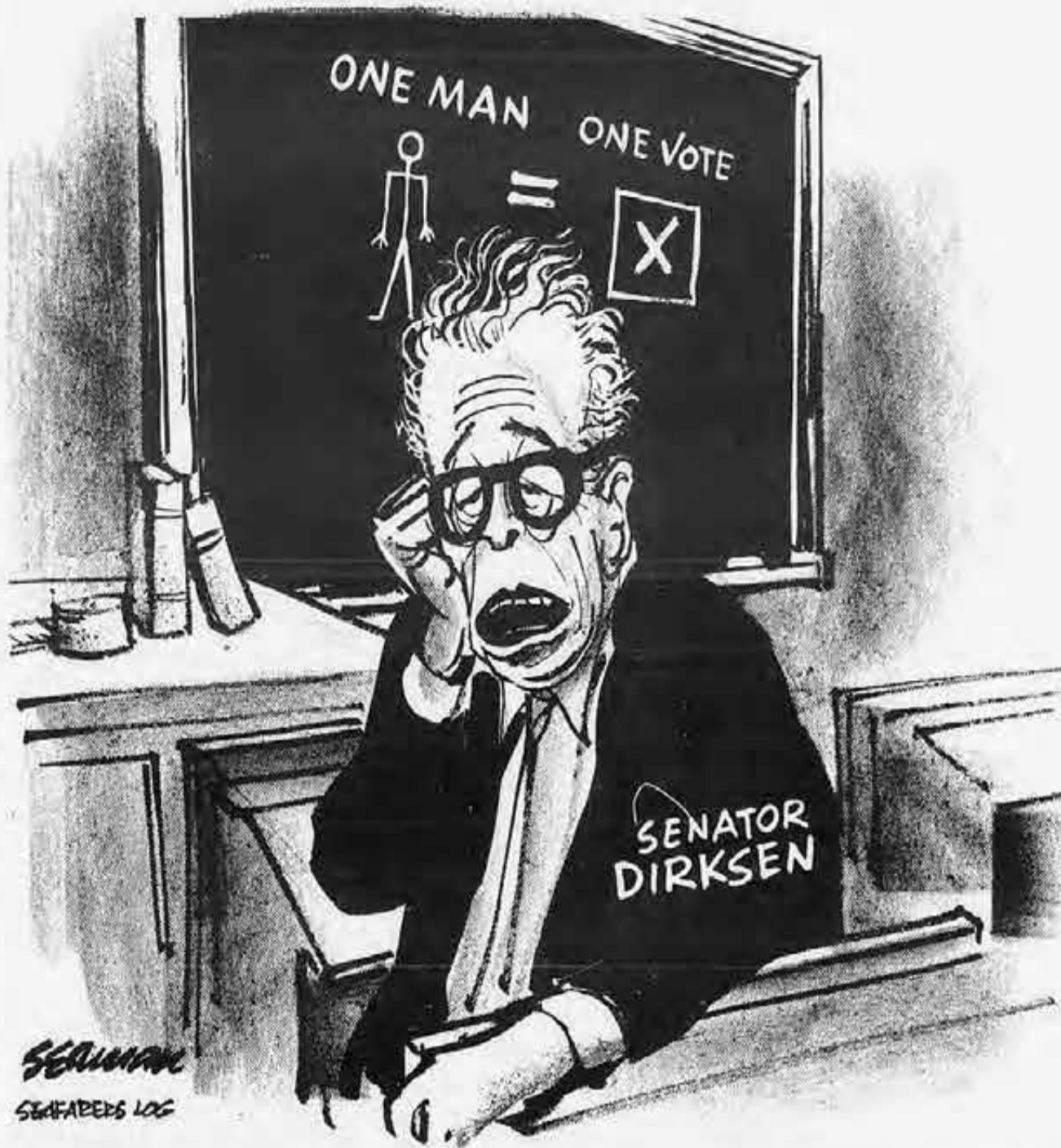
Action on a proposed merger between the National Federation of Postal Clerks and the National Postal Union was referred to the federation's convention next August after a special convention in Cleveland narrowly defeated a plan previously worked out. A two-thirds vote of the special convention was required. The ratification vote of 605 and one-twelfth to 334 and eleven-twelfths was 21 votes short. The NPU had previ-

ously approved the merger agreement by a 7-1 margin in a special convention and a membership referendum. President E. C. Hallbeck of the Postal Clerks and NPU President Sidney A. Goodman announced that merger talks will be resumed, starting April 21 in Washington.

Nearly 7,000 teachers at overseas schools operated by the Defense Department for families of Americans serving abroad have won a long battle for pay equity in a bill cleared by Congress and sent to the White House. At both House and Senate hearings, representatives of the AFL-CIO, the American Federation of Teachers and the AFL-CIO Government Employees Council protested a pay policy which gave many experienced teachers a salary below that of government clerk-typists. In its final form, the legislation guarantees teachers pay equal to the average of classroom teachers in U.S. cities of more than 100,000 population.

The entire membership of the Wilmington, Delaware Fire Department has joined the Fire Fighters and has received its charter as a local, Raymond C. Fogarty, district vice president of the union, has announced. The local is the first established in Delaware, which was the only state in the country without a Fire Fighter unit, Fogarty said. The department has about 245 members. IAFF President William D. Buck expressed gratification at the "major breakthrough" for the union in the Delaware area. Fogarty also announced the chartering of new locals in Anne Arundel County, Hagerstown and Indian Head, Md., and Farrell, Pa.

## "I'll Never Learn That New Math"



Senator Everett McKinley Dirksen (R-Ill.) has lost another round in his continuing fight against the 20th Century. Flushed with his recent success in blocking the will of the American people by preventing his fellow senators from voting on the bill calling for repeal of Section 14B of the Taft-Hartley Act, Dirksen immediately sallied forth on another of his recurrent attempts to overthrow the Supreme Court's historic one man, one vote decision calling for reapportionment of state legislatures.

This time he made a mistake however, by allowing his fellow senators to vote on the issue, and they promptly rejected his proposed amendment to the Constitution. This represents Dirksen's third consecutive failure on this issue and most of his colleagues agree that the matter is now dead for good.

Like Repeal of 14B, the one man, one vote ruling has the full support of the American labor movement. Reapportionment is long overdue and made increasingly necessary by the continuing shifts of population from rural areas to the cities in recent years. This population shift to urban areas has produced problems of housing, schools, mass transit, air and water pollution and recreation with which rural-oriented legislatures are unable and unwilling to deal. Under the old system, rural areas with relatively few people were vastly over-represented while the millions of city residents were vastly under-represented.

The political old-guard, represented by Dirksen in the Senate, is bitterly opposed to the one man, one vote ruling because it spells the doom of their well-oiled and long-standing reactionary political machines, which have for years allowed them to wield power grossly out of proportion to the numbers of people they represent. The one man,

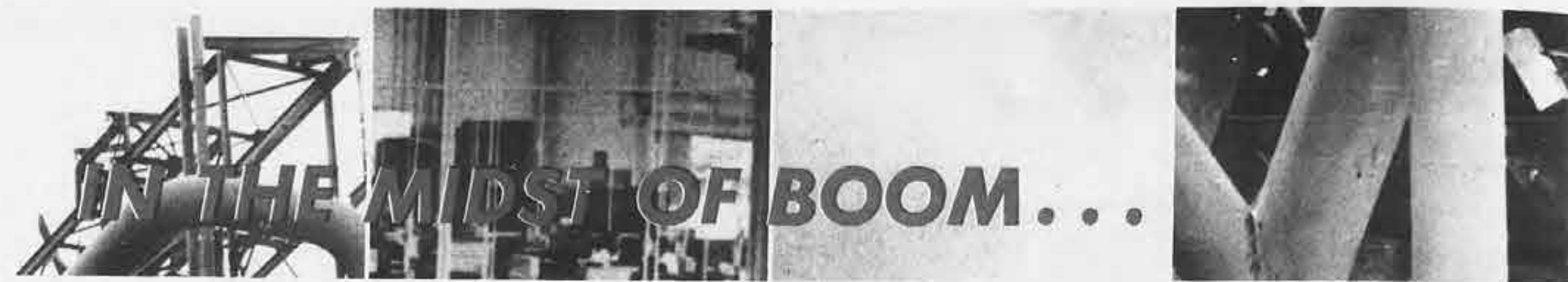
one vote decision opens the way to progressive, liberal, forward looking legislation, without which many of the problems facing the nation cannot be solved.

The American labor movement, led by the AFL-CIO, waged a long campaign to reform apportionment of state legislatures—a campaign which culminated in the Supreme Court's one man, one vote decision. In this the American labor movement was acting, as it has so often in the past, as the "people's lobby"—representing the rights of millions of American citizens who were getting a raw deal from machine politicians, who often cared for little beyond the maintenance of their own power.

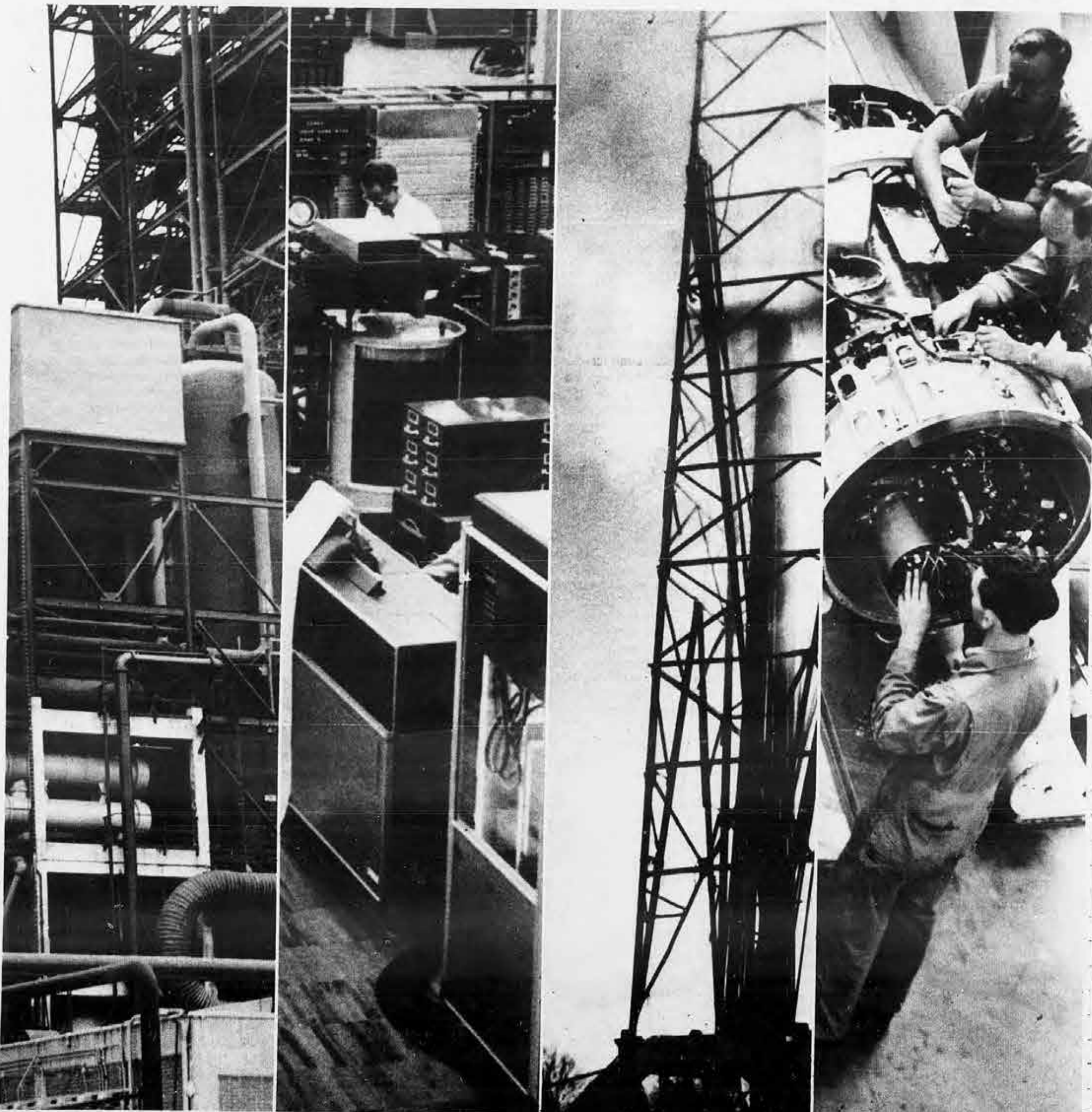
Many feel that organized labor's strong campaign for the one man, one vote concept was the main cause of Dirksen's savage opposition to 14B repeal. AFL-CIO President Meany has said that the two issues—14B repeal and reapportionment—are "solidly and inescapably intertwined" as far as Dirksen is concerned. Dirksen's filibuster blocking 14B repeal has been described by Meany as being, in effect, an ultimatum to the American labor movement—"Give up your opposition to the reapportionment amendment and you can have 14B repeal." This is the sort of log-rolling, pork-barreling machine politics which Dirksen understands but which organized labor refuses to endorse.

With reapportionment now the law of the land, the American labor movement will continue the fight for 14B repeal. Dirksen's fight against reapportionment met defeat because it was an unpopular, unethical, reactionary cause out of step with the times. The fight for 14B repeal is destined for success because it represents the needs and desires of the American people in the 20th Century.





# A U.S. INDUSTRY GOES DOWN ... DOWN ... DOWN ...



**B**USINESS is soaring in the United States. Since the current period of economic expansion began in 1961 the nation's gross national product (GNP) has climbed steadily to new record highs. Profits and production of American industry have reached the highest point in history. The first quarter of 1966 saw the nation's GNP grow by nearly \$17 billion, the steepest quarterly advance since 1961. More automobiles are being produced and sold each year. The plastics and drug industries are pushing to new peaks. Aircraft and aerospace are enjoying unprecedented activity. Almost everywhere there are evidences of boom.

Yet in spite of the continuing boom of American industry generally, one of the nation's vital industries—maritime—is declining steadily. Our merchant fleet today is down to about 900 vessels, of which two-thirds are obsolete. At the end of World War II our fleet consisted of some 6,000 ships and we were the strongest merchant marine power in the world. Today our ships carry less than 9 percent of our foreign commerce as opposed to over 40 percent during the early post-war period.

The decline of the U. S. maritime industry has affected not only the number of our ships but also our shipbuilding, ship servicing, repairing and supply industries. The maritime industry today provides employment for about 40,000 seamen. During the early post war years it employed some 80,000 men. A corresponding decline has taken place in shipyard employment. While most American industries lead the world in production and employment, the U. S. maritime industry has slipped down to fifth place with respect to the size of our merchant fleet and twelfth place in shipbuilding.

**T**O understand the reason for this paradox in which American industries are booming but maritime goes down and down, we need but look at the role which government attitude and policy has played in influencing the condition of American industry. Government must provide the atmosphere in which industry can grow. And a look at the industries where government provides a climate conducive to growth points up that fact. The steel industry, for example, enjoys a number of Government growth aids, including

investment tax credit and generous depreciation and depletion allowances. In addition to similar aids, the automotive industry also benefits from Government contracts for military vehicles. The petroleum industry enjoys a huge depletion allowance in addition to investment tax credits and foreign tax credits. The aircraft and aerospace industry benefits from similar aids in addition to various Government contracts, Government-sponsored research and development and accelerated depreciation benefits. In all these industries and in many others, Government has provided an atmosphere in which industry can develop and expand.

This has not been true in the maritime industry however. In all the years since the end of World War II the Government has never formulated a firm and constructive policy toward the maritime industry. This apparent lack of interest by the Government has led to continuing uncertainty and confusion about the future of the industry and created a climate in which new operators have not been attracted to the industry and the existing operators have not been encouraged to expand their operations. An example of this lack of positive Government policy which is throttling the maritime industry is the recent Interagency Task Force Report—or Boyd Report—in which a group of government bureaucrats has recommended that foreign-flag and foreign-built vessels be permitted to enter the domestic trades to compete against established U. S. operators. Although no definite action has been taken on the Boyd Report its dissemination has already done much damage to maritime by increasing the uncertainty and confusion regarding the future of the industry. As long as this indecision and confusion continues it is doubtful that the maritime industry can be considered a worthy area for the investment of capital and effort with a reasonable expectation of future returns on that investment.

**G**OVERNMENT administrators and bureaucrats seek to duck responsibility for their shameful indecision and neglect of the needs of maritime. They have hidden behind a variety of charges designed to shift the responsibility for the industry's condition. At various times they have blamed the industry's decline on unsatisfactory labor-management relations. At other times

they have charged that it is not wise economically for the U. S. maritime industry to even try to compete with foreign maritime interests which can do the job more cheaply.

Under examination however, these arguments do not stand up. Other U. S. industries, which are undergoing record growth and expansion, also have collective bargaining relationships with unions. Many industries maintain relationships with several unions at the same time, as is the case in maritime and for which it has been castigated. Although disputes and differences occur in these industries they have not prevented these industries from flourishing, and the argument that the U. S. maritime industry should be allowed to expire simply because foreign maritime fleets can operate more cheaply and that the United States therefore does not need a strong merchant fleet but can depend on foreign ships to carry our vital foreign and domestic commerce is a highly dangerous concept. Were this theory of "going where it is cheaper" applied to other American industry, such as the automobile or steel or aero-space industries, the results would be disastrous and the whole structure of the U. S. economy could come crashing down. Yet this is what the Boyd Report has recommended.

**M**ORE voices are being raised to express alarm at U. S. maritime's continuing decline, with its inherent danger to the national interest and security. Progressive, forward-looking recommendations have been made which, if adopted by the Government, would put the maritime industry in a position where it could adequately serve our nation's needs. Many of such recommendations are contained in the President's Maritime Advisory Committee's Report, which offers a program for strengthening maritime as opposed to the destructive purposes of the Boyd report.

Up to now however, the Government has shown no inclination to act on the recommendations contained in the Advisory Committee Report. But until it does decide on a positive, constructive, forward-looking policy for the maritime industry the responsibility for perpetuating the paradoxical and dangerous situation that allows American industry to climb but smothers maritime will rest with Government alone.





# On the Ships

From coast to coast, Seafarers man the nation's merchant ships which call at ports all over the world. Pictures on this page depict Seafarers at work aboard some SIU-contracted vessels by LOG photographer when the vessels put into port.

Steel Surveyor deck department members get the vessel shipshape before leaving Erie Basin. Included (l-r) are: Frank Fromm, AB; Charles Cliburn, OS; Leonard Bugajewski, AB; Gus Venardis, OS; George Clements, OS; and Sophoklis Tzortzakis, AB.



Paul Cortissoz, AB, puts coat of fresh paint on Robin Hood wheelhouse before ship leaves.



Preparations for the evening's meal begin early aboard the SIU-manned Steel Surveyor. Galley gang includes Marshall Burns (at left) and Bill Matson.



Seafarer Frank U. Fromm, AB, coils a mooring line as Surveyor prepares to leave Erie Basin for Middle East.



Steel Surveyor crewman (l-r) Francisco Tirado, steward and Davad Rojas, 2nd electrician posed for LOG photo.



Deck delegate A. Miranda (left) and ship's delegate Elmer Clarke, Jr. (right) flank SIU Vice President Bob Matthews as he notes repair list compiled by Steel Surveyor crew members during ship's Persian Gulf run. There were few beefs except the routine one about hot Middle East weather.



Robin Hood deckmen (l-r) Stanley Kroll, AB; William Emerson, AB; and John Piselle, OS, stow the ship's lines.



Seafarer R. Nugent takes time out to pour some coffee in the Surveyor's Engine Room.



Santos E. Martinez, fwt, signs for his pay during payoff of Del Rio in New Orleans, as bosun Dick Ransome waits his turn. Purser has back to camera.



Seafarers (from left to right) Carl Moore, A. B. Williams, J. P. Andrew and Jake Levin, all AB's, take time out to survey part of work left to be done before Robin Hood sets sail from Brooklyn, N.Y. dock on voyage to Capetown, S. Africa.



# Seafarer's Spare Time On Beach Spent In Pursuit Of Auto Hobby

An old dilapidated car combined with a lot of hard work can add up to something worthwhile, according to Seafarer Carey Heywood who hails from Virginia Beach, Virginia. Heywood picked up a 1955 Chevrolet for \$50 and is now in the process of completely rebuilding the auto from engine to seat covers.

"When I bought the car," Heywood explained, "boy, was it a heap. Since the Chevy had been owned by a family living on the ocean front, the body was rusted out, and the upholstery had gone bad from years of hard use. Heaven only knows how many miles were on that engine, because the speedometer had been out of commission for several years. In other words, I had quite a project on my hands."

So Brother Heywood rolled up his sleeves and went to work. Naturally, the job was slated to be a long one, because he spent most of his time at sea on Mediterranean and North Europe runs. "Just couldn't fit the car in on the ship," he said. "Lucky those people who take up photography or something like that, because they can take their camera along wherever they go."

### Deck Department Seafarers

Brother Heywood, who ships out in the deck department, is not a man who likes to let other people do his work. He first tackled the task of completely repainting the auto, then moved on to ripping out the old radio and installed a new stereo set with speakers in the back and front. "It's not that I don't often have to call on help from the real experts who know more than I do about automobiles," he explained. "There are many problems that I wouldn't consider handling on my own; but the things I can do with my own two hands, I use those same two hands to do it. After all, that's the purpose in having a hobby. Those people who call automobiles their pastime and then pay someone else to work on them, well, I have my opinions about that sort of operation."

One of the chores that Heywood always seeks outside advice on are problems with the engine. Although his auto now has a small six-cylinder, he plans on installing an eight in order to, as he put it, "keep up with the power equivalent of today."

### No Drag Racer

"Not that I believe in this hot-rodding bit," Heywood said, "but it's just that there are times when you have to have power on these modern highways. Though there's a lot of boys who get their kicks from drag racing, I just happen

not to be one of them."

Heywood plans on installing a rebuilt engine in his car when he scrapes up the cash. "It's less costly," he declared, "and probably just as good. I plan on an engine with good possibilities for transferring parts—and I don't go to the junk yard for the material. If a man is putting a lot of work and money into an auto, he wants something that can be depended on."

"And after I get the new engine in," said Brother Heywood, "there

are a wide range of possibilities of improvement, but that's the time I'll really have to look to those boys who know their business. You know, when you drill an engine block to compensate for a shorter stroke, it takes a real expert to determine whether the block will take any more thinning of the cylinder walls. But all this sort of thing is probably too technical to discuss, both for me and anyone else who might choose to read my comments. But I'm still trying to learn."

**ROBIN GOODFELLOW** (Moore-McCormack), March 20—Chairman, George Stanley; Secretary, Aussie Shrimpton. \$20.00 in ship's fund. Some disputed OT in engine department. Food plan representative to be contacted upon arrival in States.

**MARORE** (Venore), February 20—Chairman, W. L. Hammock; Secretary, W. J. McNeely. No beefs reported by department delegates. Brother W. L. Hammock was elected to serve as ship's delegate.

**ANDREW JACKSON** (Waterman), April 3—Chairman, T. J. Hillburn; Secretary, L. Mitchell. One man missed ship in Japan. \$11.00 in ship's fund. Some disputed OT in deck department to be taken up with boarding patrolman. Motion made that all watches stood in Port between the hours of 5:00 P.M. and 8:00 A.M. be OT and said OT be split equal among the watches, to be paid regardless whether cargo is being worked or not. Vote of thanks to the steward department for a fine job.

**YOUNG AMERICA** (Burbank), March 13—Chairman, Lawrence Hitchner; Secretary, Werner Pedersen. Ship's delegate reported that ship has a good crew and everything is running smoothly. No beefs reported by department delegates. Vote of thanks to the steward department for the good show.

**ROBIN GOODFELLOW** (Moore-McCormack), February 19—Chairman, George Stanley; Secretary, Aussie Shrimpton. Brother George Stanley was elected to serve as ship's delegate. TV purchased and installed to everyone's pleasure and satisfaction. Letter of thanks was written to the Seaman's Church Institute, in appreciation for the Christmas gifts received by the ship last trip. A sum of \$45.00 was donated and much appreciated by a visiting Chaplain from the SCL. No beefs reported by department delegates.

**ROBIN LOCKSLEY** (Moore-McCormack), March 26—Chairman, Frank Myatt; Secretary, Luther Gadsen. Ship's delegate reported that everything is shipshape. Few hours disputed OT in engine department.

**ALCOA MARKETER** (Alcoa), April 3—Chairman, Guy DiVino; Secretary, J. A. Shea. All beefs were squared away. Two men in deck department missed ship in Charleston, S. C. and one man was hospitalized in Charleston, from steward department. Motion made that all hands donate \$1.00 to build up ship's fund. Vote of thanks extended to Guy DiVino, chief, and Cecil Kane, 2nd electrician for a job well done on TV and antenna.

**SEATRAN LOUISIANA** (Seatrains), March 21—Chairman, Roy Pappan; Secretary, Frank Nakleki. \$120.33 in ship's fund. No beefs reported by department delegates. Few hours disputed OT for 3rd cook in steward department. Motion made to contact headquarters to get definite information regarding pension plan.

**COLUMBIA** (U.S. Steel), March 2—Chairman, R. T. Lavoinne; Secretary, M. S. Soapina. Ship's delegate was hospitalized in Cristobal, Panama Canal. Brother Alexander McElheny was elected to serve in his place. Vote of thanks to the entire steward department for a job well done. No beefs reported by department delegates.

**ALCOA EXPLORER** (Alcoa), March 13—Chairman, L. Jones; Secretary, None. Some disputed OT otherwise everything is in good shape. Chief steward extended a vote of thanks to the entire crew for their good behavior and cooperation during the voyage. The crew likewise extended a vote of thanks to the steward department for a job well done. Patrolman to be contacted regarding retiring time for pension.

**MERRIMAC** (Oriental Exporters), March 13—Chairman, Nicholas Hatgimision; Secretary, Charles Welch. Ship's delegate reported that everything was O.K. Deck delegate resigned and Brother Jack Pierce was elected to serve as new deck delegate. Vote of thanks extended to the steward department for a job well done.

## DIGEST of SIU SHIP MEETINGS

**OCEAN PIONEER** (Pioneer Tankers), March 20—Chairman, Joe C. Selby; Secretary, D. Simmons. No major beefs brought to attention of the ship's delegate. Motion made that headquarters communications, OT sheets and clarification of Proposed Agreements be forwarded to next port of call. Vote of thanks to the steward department for a job well done.

**OCEAN EVELYN** (Maritime Overseas), April 9—Chairman, M. M. Cross; Secretary, Herb Knowles. General discussion on the welfare of the crew as a whole. No beefs reported by department delegates.

**DEL ORO** (Delta), April 3—Chairman, L. J. Bollinger; Secretary, T. J. Lewis. \$100.00 Safety Award has been awarded crewmembers. Brother Dexter Worrell was elected to serve as ship's delegate and he will keep safety award money in ship's fund.

**DEL CAMPO** (Delta), April 8—Chairman, Clayton Thompson; Secretary, N. Pat Ragan. Department delegates reported that everything is running smooth with no beefs. Vote of thanks to the steward department for a job well done. Food was very good.

### Lifeboat Class No. 149 Casts Off



Graduates of SIU Lifeboat Class No. 149 gathered for their class photo after successfully completing course of lifeboat training at the Harry Lundeberg School of Seamanship. Latest group of lifeboat ticket holders includes (kneeling, l-r): John Griffin and Warren Ness. Middle row, l-r: Robert Mathews, Willy Lindsay, Krim Blackwell and Rafael Robles. Rear, l-r: Erik Nordeng, William Slayton, Cleveland Snead and class instructor Arni Bjornsson.

## FINAL DEPARTURES

**Marcus R. Fortes, 58:** Brother Fortes joined the Union in Baltimore in 1943. He sailed with the engine department as an oiler. Brother Fortes died in Djibouti French Somaliland in August, 1964 while shipping on the Overseas Joyce. Death came from a heart



attack while he was on duty in the engine room. At the same time of his death he had been at sea over 35 years. He is survived by his wife Georgiana Fortes of Brooklyn, New York. He was born in the Cape Verde Islands in 1906.

**John Crosswell, 59:** Brother Crosswell succumbed to a lingering heart ailment in Houston, Texas. He was a native of South Carolina and joined the SIU in Galveston. While with the SIU he sailed as a member of the steward



department. Brother Crosswell was a resident of Houston and will be buried in the Texas city. He is survived by a daughter, Sandra Kay Crosswell, also of Houston.

**Juan C. Ruiz, 66:** Brother Ruiz joined the SIU in 1956 at the port of Wilmington, Calif. While with the SIU he sailed as a messman in the steward department. Ruiz died of an heart ailment while on a visit to his native Phillipines



Islands. He made his home in Wilmington, Calif. He is survived by a daughter, Carozon M. Ruiz, of Cebu, Phillipines Islands. His final resting place will be near his ancestral home in Cebu, the Phillipines.

**Louis Dee LeBleu, 37:** Brother LeBleu died in March, 1966 in Ville Platte, Louisiana of an accidental death. A native of Louisiana, he began sailing with the Union in 1956 and joined in Port Arthur, Texas. Brother LeBleu sailed with the deck department.



He is survived by his wife, Laurice Courrille LeBleu of Marksville, La., and their two children, Joseph Kerney and Debra Lynn. He was buried in St. Ann's Cemetery, Mamou, La.





# Ships at Sea

On a long voyage there's nothing like a good crew of Seafarers who keep the place in ship-shape. That's the case on the **Del Santos** (Delta) down South America way where **Joseph Suarez** has been doing a fine job in keeping passageways and other hard to clean places spotlessly clean. The deck delegate accepted the crew's vote of thanks to Brother Joe. Since leaving Paranagua, Brazil, **Bill Meehan** has been elected the new ship's delegate. Bill reports that the brothers give a vote of thanks to **Elmer Lane** and the rest of the steward's department for the "consistently good feeding and extra sweets during coffee breaks." Things are running smoothly with no beefs as the ship heads for the port of Rio de Janeiro.



Meehan

Frank Naklicki reports the men on the **Seatrain Louisiana** (Seatrain Lines) were very interested, during a recent stop in New York, to hear about the new school deal for engineer training from a Union Patrolman. "No beefs reported," say meeting chairman **Roy Pappas**. The ship has been getting its mail regularly.



Naklicki

The crew aboard the **Wild Ranger**, according to meeting secretary **Robert W. Ferrandiz**, gave a big vote of thanks to the steward department for putting up a real fine New Year's dinner. The ship is running quite well and there are no significant beefs. In addition Meeting Chairman **Arthur Beck** has reported that the Captain aboard the **Wild Ranger** said that this one of the best trips that he had had the pleasure to sail on.



Ferrandiz

Men of the **St. Christopher** (St. Lawrence Carriers) had a welcome break in the form of a pleasant 18-day stay in San Francisco while the ship underwent repairs before its trip to Norfolk, reports meeting secretary **Edward Sherris**. **Arnold Hindenes** was elected ship's treasurer. Everything is going smooth, no beefs.



Hindenes

Ship's delegate **Juan A. C. Cruz** reports a vote of thanks to the steward's department aboard the **Del Campo**. There have been no beefs so far as the ship sails for its payoff in New Orleans by way of Houston reports **Richard G. Martinez** meeting secretary.

Meeting secretary **H. Bjerring** reports the steward on the **Los Angeles** (Sea Land) has been working hard to keep things clean in the pantry. Patrolman **Campbell** has brought the brothers up to date about SIU upgrading for engine ratings. Meeting chairman **G. Castro** reports Bosun **Nil Eriksson** was unanimously elected ship's treasurer.

Walter Kristianson is the new deck delegate aboard the **Sea Pioneer** (Pioneer Tankers). Meeting secretary **Roman Vilorio** reports there has been do disputed overtime or other beefs. The new ship's delegate is **W. W. Jacobson**. Meeting chairman was **Wilbert Wentling**.



Vilorio

Crew members of the **Del Norte** (Delta Steamship Lines) will have plenty of movie time after they leave Galveston, and their 10 day lay up, for Rio de Janeiro. Treasurer **Bill Kaiser** got 22 movies in Houston. The engine department's **Kurt K. Binemanis** was elected ship's delegate by acclamation on a motion by **Douglas "Smiley" Claussen** that was seconded by **Francis Howard**. Washing on the long voyage south should be a breeze with some good advice from **Robert Callahan** on how to prevent damage to the new washing machines. Callahan called attention to proper filling of the machines to prevent agitator wear and resulting ripped clothing.



Callahan

No beefs and a smooth running ship since she left Port Elizabeth is the story of the man on the **Robin Gray** (Moore MacCormack) as they voted thanks to the steward department for the good work being done on their long trip to South Africa: **Nicholas Angelozzi** reports that **Tom Buckley** has been active in making his shipmates safety conscious.

Meeting secretary **H. Bjerring** reports the steward on the **Los Angeles** (Sea Land) has been working hard to keep things clean in the pantry. Patrolman **Campbell** has brought the brothers up to date about SIU upgrading for engine ratings. Meeting chairman **G. Castro** reports Bosun **Nil Eriksson** was unanimously elected ship's treasurer.

**Louis Babin** writes from the **Del Valle**, that the food on this trip has been the best in his memory. **Ray H. Casanova**, **Charles Dowling** and **Floyd Nolan** were all given single commendations for putting out the best food "this side of heaven." The ship also wishes to express their deep gratitude to all SIU representatives for making this a very happy New Year.



Babin

Reports of outstanding holiday menus have come from the **Del Mundo** (Delta) where ship's delegate **Benjamin C. Bengert** gave the Chief Steward and the entire steward's department a vote of thanks for their good service. According to meeting secretary **Joseph N. Powers**, the purser was also in for a vote of thanks for his handling of the crew's mail.



Angelozzi

Safety First! The Seafarers aboard the **Colorado** (Waterman) will be holding fire and boat drills no matter what problems come up. Deck delegate **Edward Czomowski** passed on the word that the drills will be held midship due to the location of deck cargo. **Arthur G. Andersen** is the newly elected ship's delegate and reports there are no beefs at present. The crew has been keeping the place shipshape and got rid of their old washing machine after it ground to a halt.



Powers

Meeting secretary **H. Bjerring** reports the steward on the **Los Angeles** (Sea Land) has been working hard to keep things clean in the pantry. Patrolman **Campbell** has brought the brothers up to date about SIU upgrading for engine ratings. Meeting chairman **G. Castro** reports Bosun **Nil Eriksson** was unanimously elected ship's treasurer.



Andersen

Safety First! The Seafarers aboard the **Colorado** (Waterman) will be holding fire and boat drills no matter what problems come up. Deck delegate **Edward Czomowski** passed on the word that the drills will be held midship due to the location of deck cargo. **Arthur G. Andersen** is the newly elected ship's delegate and reports there are no beefs at present. The crew has been keeping the place shipshape and got rid of their old washing machine after it ground to a halt.

# SIU ARRIVALS

**Carolyn Janet Rumball**, born November 9, 1965, to the Robert F. Rumballs, Erie, Pa.

**John Thomas Pfeiffelman**, born January 23, 1966, to the Edward L. Pfeiffelmans, Mackinac Is., Mich.

**Cheryl Cherry**, born January 17, 1966, to the Wilbert L. Cherrys, Norfolk, Va.

**Wesley Coats**, born January 25, 1966, to the Jackie Coats, Port Arthur, Texas.

**Jacqueline Ewell**, born January 28, 1966, to the Richard Ewells, Baltimore, Md.

**Paul Titus**, born January 25, 1966, to the James C. Titus, Port Arthur, Texas.

**Thomas Michael Stann**, born November 2, 1965, to the Roy Stanns, New Orleans, La.

**Thomas Edward Kent**, born February 6, 1966, to the Elkin Kents, New Orleans, La.

**Albert Brooke**, born October 23, 1965, to the Osborne M. Brookes, Jr., Chickasaw, Ala.

**David Russell Leo Parsons**, born November 9, 1965, to the F. E. Parsons, Mobile, Ala.

**Martha Wall**, born December 14, 1965, to the James O. Walls, Arcadia, Texas.

**Michele DeForrest**, born January 6, 1966, to the Howard DeForrests, Warren Ohio.

**Marie Gutierrez**, born January 30, 1966, to the Thomas Gutierrez, Houston, Texas.

**Hector Marcial**, born January 28, 1966, to the Pedro Marcials, Bayamon, P. R.

**Elizabeth Hong**, born February 7, 1966, to the Tom Hong, San Francisco, Calif.

**Danny McGrew**, born August 4, 1965, to the Lloyd E. McGrews, Leitchfield, Ky.

**Karen Lee Fox**, born February 14, 1966, to the Warren F. Foxs, Pasadena, Md.

**Joy Rennee Kelley**, born January 13, 1966, to the Bob Kelleys, Port Neches, Texas.

**Maria Reyes**, born January 10, 1966, to the Jesus Delos Reyes, New Orleans, La.

**Janie Rocker**, born December 9, 1965, to the James Rockers, Carlton, Ala.

**Warren Lawrence**, born December 17, 1965, to the H. D. Lawrences, Jr., Norfolk, Va.

**Mary Alice Kleman**, born November 27, 1965, to the Robert Klemans, Bay City, Mich.

# PERSONALS

**Thomas A. Farrell**  
Please contact Marilyn; Walter has been very sick. Her new address is: 14095 NW 6th Ave., Miami, Fla. and phone is: 688-3054.

**Warren Ray Gordon**  
"Z" No.: 1117169. Contact your attorney at once. Sherman F. Raphael, 1237 Maison Blanche Building, New Orleans, La. 70112.

**L. Hargesheimer**  
Please contact Leonor L. Leddin, Belgrano 2938—Munro (B) F.C.N.G.B.—Vte. Lopez—Prov. BsAs, Republica Argentina, South America, Telephone: 740-9309.

**Roscoe J. Hampton**  
Contact Chilton Bryan, 550 The Main Building, 1212 Main St., Houston, Texas 77002 immediately.

**N. R. Peters**  
Please contact your mother as soon as you can. It is very important. Phone: 366-0872. Mrs. Stella Peters, 418 Balton St., Fairmount, West Virginia.

**Eric Avers and Ed Palmer**  
Please contact Thurston Lewis, Oiler, S/S Del Oro. Delta Lines, 1300 Hibernia Bank Bldg., New Orleans, La.

**Claude A. Brown**  
Important! Please get in touch with your wife Sarah, 1232 Bay-and St., Baltimore, Md.

**Henry S. Cavanaugh**  
Contact your attorney in New Orleans. George J. Garzotto, 104 Maison Blanche, New Orleans, La. 70112.

**Charles Kastanis**  
Please contact your brother, Ted Kastanis, C/O E. Martinez, 331 De Graw St., Brooklyn, New York 11231.

**Williams George**  
Please contact your attorney in New Orleans immediately.

**R. R. Paschae**  
Please get in touch with Mrs. Eva Mae Smith. You have a package. 1619 Marengo Dr., Prichard, Ala. Phone is 456-5122.

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

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**Member Says 'Limit Union Term of Office'**

To the Editor:

I should like to express in the "Letters" columns my opinion in regard to the tenure of office for union officials. I am a critic and an opponent of the present system which allows incumbent officials to run for office without restriction.

It is my view that a time limit should be placed on the number of terms elected officials can serve consecutively. If a union official goes back to sea after a fixed term of office, he will, in my opinion, be in a better position to maintain touch with the problems of the seafaring man.

This could be healthy for our union. Even the President of the United States is restricted to two consecutive terms in office. As a matter of fact, several states only allow their governors to serve one term in office.

I have raised this issue with several union officials and they have pointed out that our Union constitution allows any eligible SIU member to run for any elective office he wishes. While, as we all know, this is true, it does not meet the point I raise.

The argument has also been made that under my proposal we could be faced with the possibility of a complete set of new union officials lacking experience being elected at one time. This, of course, could happen at any time anyway, but even so we could develop a procedure to deal with such a possibility along the lines in effect in the elections to the U. S. Senate, where only one-third of the Senators come up for election every two years.

R. B. Laytin

**Seafarers Wife Enjoys LOG**

Dear Editor:

I thought you might be interested to hear that I enjoy reading every issue of the Seafarers Log that my husband receives. I find it very informative and look forward to receiving each issue. The features in the current edition "Story of American Labor," plus the accompanying photos, is very good and very well written.

Many other wives probably enjoy the paper too.

Thank you from my husband and me.

Mrs. Estelle Elbert

**Says Labor's Story Is Needed Reading**

To the Editor:

I couldn't agree more that there is a need for the people of this country to be reminded of the history of the American union movement. The Seafarers Log is doing a service in presenting that story and you couldn't have picked a better title than "All This Happened."

Many of our younger people perhaps find it difficult to believe that their parents who are union members—and their parents before them—had to wage such terrible struggles in order to win even minimum decent treatment and the right to some security.

Mrs. Marjorie Torne

**Fleet Inadequate For Vietnam Needs**

To The Editor:

I think all Seafarers should be concerned that American bottoms are losing a great deal in trade each month because they can't handle the Viet Nam war demands and the commercial trade at the same time.

To me this points up the inadequacy of a Governmental Maritime Policy that permits foreign flags to take our trade while letting our own fleet run down.

I think that the maritime unions should continue to put pressure on the proper governmental agencies to rebuild our merchant fleet. There is no question that the war in Viet Nam really proves the point that unions have been making about the inadequacy of the U.S. flag fleet.

Walter Burnside

**LETTERS**

**To The Editor**

**Sees Old Pals In Log Feature**

To The Editor:

I always enjoy seeing pictures of old buddies in the Log. It is rare that I don't see some Seafarers who I have sailed with many times when you devote a page to one of the happiest times in a seaman's life, the Payoff! Keep up the good work.

There's nothing like receiving your mail and The Log when on a long trip far from home.

Jimmy Peters

**Seafarers Heroism Taken For Granted**

Dear Editor:

Reading about the recent close shave of the Seafarers on the Steel Architect when the Viet Cong hit the vessel in front of them in the Saigon River called my attention to just how much our efforts mean to the protection of our country.

I was proud to read how calm the Seafarers on the entire ship were in the face of what might have been a real tragedy.

Joseph Brodski

**Cites Govt. Apathy Toward U.S. Fleet**

To The Editor:

In a recent issue of the Log I read two articles that, considered together, are very upsetting. One noted the failure of governmental agencies to protect American Flag Merchant Marine. The other called attention to an expert's report showing that Russia is rapidly expanding her merchant fleet.

How much longer can this trend continue? Are the maritime unions the only spokesmen in raising their voices to alert the American public of this dangerous trend?

When American troops have needed supplies her merchant marine has always been counted on. I hope this terrible experience of Viet Nam at least will open the eyes of some people of the need to protect the U.S. merchant fleet.

Carmine Spotano

**Seafarer Describes Indian Sport Of the Mongoose Versus the Cobra**

"I find life at sea to be a great adventure," said Seafarer Howard Whitely, "the reason being that you get to see what goes on at the other side of the world. And my hobby is souvenir collecting, but not in the customary way people collect mementoes from foreign countries."

What Brother Whitely meant was that he collects his souvenirs through the mental recollections he gathers in all parts of the world. He counts the Pyramids of Egypt and the Taj Mahal of India among his souvenirs.

**Favorite Impressions**

One of the 19-year SIU veteran's favorite impressions was the time when he was on the beach for eight days in India, because it was the mansu or rainy season, and the people didn't want to work on unloading the ship. "One minute it would be pouring rain," Whitely explained, "then the sun would come out for a while before it began to rain again. The weather just couldn't make up its mind, but I did have plenty of spare time to spend on the beach—time enough to see one of the most colorful attractions in all of India, the fights in Bombay staged between the mongoose and the cobra."

Brother Whitely explained that the mongoose was a small animal, somewhat like a cat, somewhat like a dog and even longer than a squirrel. He said that the mongoose was a sneaky creature and one of the fastest things he'd ever seen. The event that Whitely attended was between the famous snake-killer and four cobras.

**Fight Begins**

"To begin the fight," he explained, "they let all four snakes out of their cages, then released the mongoose. While one of the cobras was lying down playing possum, the tiny swift animal raced in and grabbed the snake behind the neck, and that part of the contest was over in seconds. The cobra was stretched out like a yardstick, and the mongoose began to circle around the other three, waiting for an opening like a boxer.

"Though the snakes kept trying to hit the mongoose," Brother Whitely continued, "they had no success at all. The vipers would

curl up and strike out time and time again, but when they struck out front, the mongoose was behind; when they lashed out to the right, the animal seemed to be on the left. It was almost as exciting as a good bullfight."

**Snakes Done In**

But Brother Whitely had to admit that the contest between the cobras was not anywhere as long as a bullfight. In less than twenty minutes, all four snakes were

stretched out dead. The mongoose would find his opening quickly, dash in and sink its teeth in the neck of the cobra, then dart on to his next opponent.

"I count my seeing the contest between the mongoose and the cobras," Whitely said, "as one of better souvenirs. When I come to think of it, some of the most amazing things I've ever seen were in India, like the Taj Mahal, one of the Seven Wonders of the World."

**A Brief Case**

*A veteran Seafarer, who requested that he only be identified as Book Number B-125, submitted the following short sketch for publication in the LOG. The Seafarer has been shipping out for over 33 years and says that he finds writing an excellent way to while away his off-duty hours aboard ship.*

Looking up, I nodded and grinned. Next time I looked that way the kid had gone.

How does one share himself fairly amongst thirty-three youngsters? This one, "young Mike" to us, seemed to exist for his thirty-third share. I couldn't help it that nite when I found myself knocking on the door of what seemed a comfortable home, I felt sure that the big man who answered my knock was Mike's father. He could well be a football tackler also. After a split second appraisal he asked, "Can I help you?" I felt it would be better if God helped, and right now! I heard my voice making an introduction, "I am Mike's teacher." As he looked at me, he seemed like a huge rock that was saying "If you detour and go carefully you will get by o.k."

Though he almost filled the doorspace, I could just see down the hall, there stood a hall-stand and on it a brief case. I took a chance and said, "Would you move that brief case a little more to the right and when Mike comes in tell him you have been noticing how much he has grown; and would he now share with you, your stand. Thank you for hearing me out and good evening."

I had no need in the morning to check to see if Mike was present. Always there had been a small valise near where I left my case. Now for the first time I knew it had been Mike's and today it was not there!

In the evening I was back knocking on Mike's door and no plan! "Mike Senior" once again answered my knock. He put his big hand on my shoulder and led me into his home, he was crying. He said Mike will be at school in the morning; he had slept plum through the noisy alarm, his mom did and me too. On my way out, through blurred eyes, I saw two brief cases side-by-side in the hall.

**Family Day At SIU Clinic**



Mrs. Theodore Goodman, whose husband is now shipping in the steward department on the SIU-contracted Robin Gray, stopped by the Union clinic on Thursday afternoon, which is the time allotted for families of Seafarers to visit. She is shown with her twin daughters, Karen and Sharon, conferring with Dr. Weisler. Karen had been complaining of frequent sore throats, while her sister, Sharon, just dropped by for a routine checkup of her physical condition by the doctor.



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...

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

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

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

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

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

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

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

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

White Furniture Co. (United Furniture Workers of America)

Genesco Shoe Mfg. Co. Work Shoes

Sentry, Cedar Chest, Stetler 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)

OCEAN PIONEER (Pioneer Tankers). January 5—Chairman, J. Selby; Secretary, T. R. Sanford. Brother Sanford resigned as ship's delegate and Brother Simmons was elected to serve in his place. No beefs were reported by department delegates.

VENORE (Venore). February 13—Chairman, Robert A. Clarke; Secretary, M. Olson. No beefs reported by department delegates. Some disputed OT in deck and engine departments.

WALTER RICE (Reynolds Metals). February 20—Chairman, P. T. Maldonado; Secretary, W. B. Yarbrough. Everything is running smoothly. No beefs and no disputed OT reported. Crew requested to continue to keep ship clean.

PENN SAILOR (Penn Shipping). February 22—Chairman, Jimmie Jackson; Secretary, John D. Pennell. Disputed OT reported in engine and deck departments. All beefs will be taken up with boarding patrolman. Vote of thanks to the entire steward department.

LINFIELD VICTORY (Alcoa). February 19—Chairman, John Nash; Secretary, Norman D. Tober. No beefs reported by department delegates. Everything is running smoothly.

COLUMBIA (Oriental). January 16—Chairman, E. Wheeler; Secretary, J. Wong. No beefs reported by department delegates. New trip—nothing to report.

ALCOA RANGER (Alcoa). March 3—Chairman, Henry W. Miller; Secretary, T. H. Sanchez. Disputed OT to be taken up with boarding patrolman. Donation taken up for one brother who left ship due to illness. Motion made that regardless of what articles a crew signs, they be paid day for day.

CHATHAM (Waterman). March 3—Chairman, M. T. Morris; Secretary, T. A. Jackson. Performing in engine department to be taken up with patrolman at payoff. Vote of thanks to the steward for getting milk.

TAMARA GULDEN (Transport Commercial). March 6—Chairman, H. Darrow; Secretary, R. Carrigan. Some disputed OT in deck department. To contact patrolmen regarding duties of steward utility.

ERNA ELIZABETH (Albatross Tanker). February 25—Chairman, Peter Patrick; Secretary, Ira K. Goss. Crew awaiting answer from headquarters regarding draws. Union should contact company regarding the forwarding of mail.

DE SOTO (Waterman). January 30—Chairman, William McArthur, Jr.; Secretary, J. F. Castronover. \$20.76 in ship's fund. No beefs reported by department delegates.

OCEAN ULLA (Maritime Overseas). March 6—Chairman, Bill Clement; Secretary, James M. Nelson. Few hours disputed OT in deck department to be taken up with patrolman. Otherwise, everything is O.K. Vote of thanks to the steward department for a job well done. Special thanks to the chief cook, Wiley Hinton and the 3rd cook, Charles Thorpe.

BETHFLO (Bethlehem Steel). March 13—Chairman, John Mehalov; Secretary, W. Young. Few beefs to be taken up with boarding patrolman.

LONGVIEW VICTORY (Victory Carriers). February 23—Chairman, Henry Sieber; Secretary, W. C. Sink. \$9.07 in ship's fund. Motion made to contact headquarters regarding draws in Japanese Yen instead of American money while in Yokohama. Vote of thanks to the steward department, ship's delegate and to the first assistant engineer for their cooperation.

WESTERN COMET (Western Tankers). February 22—Chairman, W. Fernwood; Secretary, J. A. McDougall. Brother H. Kaufman was elected to serve as ship's delegate. No beefs reported by department delegates.

TRANSHATTERAS (Hudson Waterways). February 14—Chairman, Karl Hellman; Secretary, John Flanagan. Few hours disputed OT in deck department.

MT. WASHINGTON (Victory Carriers). February 20—Chairman, T. L. Moore; Secretary, M. C. Barton. Ship is short seven men. Vote of thanks extended to the steward department for job well done in spite of being short four men in the department.

DEL ORO (Delta). March 6—Chairman, Louis J. Bollinger; Secretary, Ramon Iriarray. \$28.55 in ship's fund. Everything is running smoothly. Some disputed OT in engine department.

LUCILLE BLOOMFIELD (Bloomfield). March 20—Chairman, Harold E. Rosecrans; Secretary, Angeles Z. Debesa. Brother Joseph Barver was elected to serve as ship's delegate. No beefs reported by department delegates. All is fine.

OCEANIC TIDE (Trans-World Marine). March 16—Chairman, L. W. Moore; Secretary, E. M. Bryant. No beefs reported by department delegates. One man taken off ship in Panama Canal due to illness.

ALDINA (Wall Street Traders). March 6—Chairman, F. E. Taylor; Secretary, George Wm. Lake. Brother W. Kuhl was elected to serve as ship's delegate. Patrolman will be contacted regarding no drinking fountain in messroom. Two men taken off ship in Freeport to be repatriated back to States.

DIGEST of SIU SHIP MEETINGS

EXPRESS BUFFALO (Transmarine Navigation). March 20—Chairman, John Rossow; Secretary, Gerald Erlinger. One man missed ship in Oakland. Gear packed and inventoried for chief engineer. Captain compliment crew as being one of the finest he's sailed with. No disputed OT reported by department delegates.

EXPRESS VIRGINIA (Marine Carriers). March 13—Chairman George Van Etten; Secretary, Gregory F. Gannon. Discussion to have union make Company move welding machine from passageway and stop chipping. Discussion about deck department painting engine quarters. Discussion about Skipper giving travelers checks in first port. \$6.25 in ship's fund.

OCEAN ULLA (Maritime Overseas). J. Kuchta; Secretary, J. McDonald. Brother J. Kuchta was elected to serve as ship's delegate. Various repairs still to be made since last voyage. Congenial crew aboard.

REBECCA (Maritime Overseas). March 30—Chairman, J. W. Canard; Secretary, H. R. Huston. \$5.00 out of ship's fund spent for extra K/S. Balance in fund \$11.00. Ship sailed short two men. One man taken off ship and hospitalized in the Azores. Chief pumpman extended a vote of thanks to the captain, chief engineer and chief mate and 1st assistant for their assistance to sick pumpman. Vote of thanks to the steward department for their fine groceries.

STEEL EXECUTIVE (Isthmian). March 27—Chairman, Mazur S. Charles; Secretary, Bennett L. Harris. \$4.00 in ship's fund. No beefs reported by department delegates. New ship's delegate to be elected.

Schedule of Membership Meetings

- SIU-AGLIWD Meetings Philadelphia May 3—2:30 p.m. New York May 2—2:30 p.m. Baltimore May 4—2:30 p.m. Detroit May 6—2:30 p.m. Houston May 7—2:30 p.m. New Orleans May 8—2:30 p.m. Mobile May 11—2:30 p.m. Wilmington May 16—2:00 p.m. San Francisco May 18—2:00 p.m. Seattle May 20—2:00 p.m.

- Great Lakes SIU Meetings Detroit May 2—2 p.m. Alpena May 2—7 p.m. Buffalo May 2—7 p.m. Chicago May 2—7 p.m. Cleveland May 2—7 p.m. Duluth May 2—7 p.m. Frankfurt May 2—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 Ste. Marie May 12—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 4—7 p.m. Philadelphia May 3—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.

DIRECTORY of UNION HALLS

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

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

- HEADQUARTERS... 675 4th Ave., Bklyn, NY 9-6600 ALPENA, Mich. 127 River St. EL 4-3616 BALTIMORE, MD. 1216 E. Baltimore St. EA 7-4900 BOSTON, Mass. 177 State St. RI 2-0140 BUFFALO, N.Y. 735 Washington St. TL 3-9759 CHICAGO, Ill. 9383 Ewing Ave. SA 1-0733 CLEVELAND, Ohio 1420 W. 25th St. MA 1-5450 DETROIT, Mich. 10225 W. Jefferson Ave. VI 3-4741 DULUTH, Minn. 312 W. 2nd St. RA 2-4110 FRANKFORT, Mich. P.O. Box 287 415 Main St. EL 7-2441 HOUSTON, Tex. 5804 Canal St. WA 8-3207 JACKSONVILLE, Fla. 2608 Pearl St. EL 3-0987 JERSEY CITY, N.J. 99 Montgomery St. HE 3-0104 MOBILE, Ala. South Lawrence St. HE 2-1754 NEW ORLEANS, La. 630 Jackson Ave. Tel. 529-7546 NORFOLK, Va. 115 3rd St. Tel. 622-1892 PHILADELPHIA, Pa. 2604 S. 4th St. DE 6-3818 PORT ARTHUR, Tex. 1348 Seventh St. SAN FRANCISCO, Calif. 350 Freemont St. DO 2-4401 SANTURCE, P.R. 1313 Fernandez Junco Stop 20 Tel. 723-8594 SEATTLE, Wash. 2505 First Avenue MA 3-4334 ST. LOUIS, Mo. 805 Del Mar CE 1-1434 TAMPA, Fla. 312 Harrison St. Tel. 229-2788 WILMINGTON, Calif. 505 N. Marine Ave. TE 4-2523

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

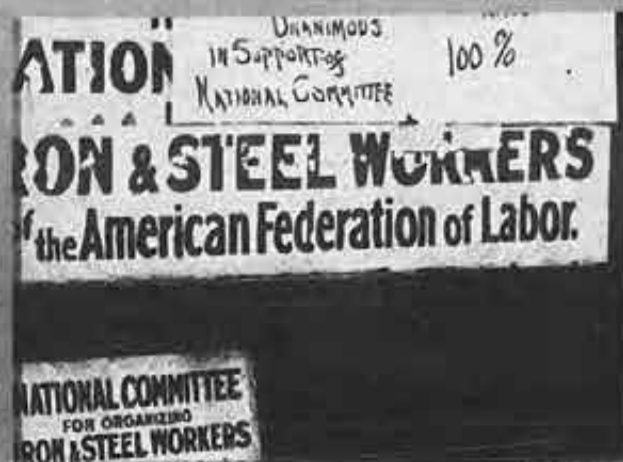
PART 6 of a Seafarers Log feature

**T**HE policies of President Woodrow Wilson had strong labor backing as the United States entered World War I. Wilson enjoyed great popularity with American labor. He was the first President to address an AFL convention and the first to hold that the right to organize was in the public interest. It was during Wilson's first administration that the Clayton Act was passed, clearly stating that labor unions were not "trusts" or combinations in restraint of trade—a charge made by many employers in an attempt to thwart union action. It was also under his administration that a separate Labor Department was established, with the Secretary of Labor a member of the President's Cabinet. The first Labor Secretary was William B. Wilson, former secretary-treasurer of the AFL United Mine Workers Union.

Unions grew in membership in the war period. By 1920 the AFL unions represented four million workers.

**W**ITH the United States' entrance into the war, most American unions adhered to a "no-strike" pledge to assure American soldiers an uninterrupted stream of American war production. Prices soon began to rise however, and although industry's war profits soared, American workers met increasing difficulty making ends meet. Many workers found it impossible to live up to their no-strike pledge, and before the end of 1917 almost 4,500 strikes were in progress involving over a million workers. The War Labor Board was created to alleviate the situation. Through the Board, a living wage was established in each industry involved in war production and unions were authorized to act as bargaining agents for the workers. American business accepted labor's new position because war profits were at record highs and a "don't rock the boat" philosophy prevailed. But American employers were simply biding their time. With the end of the war and the flooding of the labor market by 2 million returning soldiers, "getting back to normal" became the national slogan. For most employers this meant a return to their old anti-labor agitation, wage slashing, and a rejection of Federally controlled wages and hours and compulsory union recognition.

**A**T the same time that the employers' anti-labor activity climbed toward its peak, post war prices and living costs were skyrocketing. American workers were caught in a bind for which there was only one answer. During 1919-1920 well over a million workers went on strike. The employers used all



Steel workers strike of 1919 was overwhelmingly supported by organized labor movement. Here are signs displayed outside strike headquarters.



In 1919 strike police gave strikers the usual hard time. Here they drive pickets from gates of one of struck companies, Lackawanna Steel in Buffalo.

of the traditional union-busting devices against them, plus a new one—the "Big Red Scare." Employers did their best to link each American strike with the Communist Revolution which had just taken place in Russia. Simple strikes for higher wages were greeted by screaming headlines like "The Bolsheviks Are Taking Over!" Some strikes were in fact undermined by the Red Scare tactics. In most cases however, the walkouts continued because the strikers were not radicals of any sort and certainly not Communist sympathizers. They were simply working men who could not live on what the employer offered and took the only action available to them to better their condition. During the war, the steel industry remained non-union and when 24 AFL unions joined in 1919 to organize steel workers the workers joined the unions by the thousands. As fast as they joined the union, they were laid off. A strike followed and the steel towns were scenes of violence and repression. Eighteen lives were lost and the strike was smashed.

The Red Scare madness reached its height in the famous Sacco and Vanzetti case. Nicola Sacco, a shoemaker and Bartolomeo Vanzetti, a fish-peddler, were anarchist labor organizers arrested in 1920 and charged with a payroll holdup and murder. The evidence against them was extremely weak and it was generally felt that they were being tried for their radical anarchist views and labor backgrounds, rather than for any involvement in the Braintree, Massachusetts robbery. The Red Scare was at its height however, and the two men were convicted and executed, although they continued to proclaim their innocence to the very end.

**F**OR the badly abused American seamen, much progress was made during the period just before World War I and during the presidency of Woodrow Wilson. A campaign by the Sailors Union of the Pacific had already led, in 1892, to the enactment of legislation abolishing penalties for desertion on coastwise vessels. In addition, assignment of wages and the attachment of seamen's clothing on coastwise ships was made illegal. This legislation was later partly nullified, but new legislation limited penalties to forfeiture of wages and clothing on coastwise runs. The penalty for desertion in foreign ports was limited to one month's imprisonment. At last the American seaman had some legal rights, if still very few. But spurred by Andrew Furuseth, leader of the International Seamen's Union and head of the Sailors Union of the Pacific,

the fight was continued and legislation destined to become the Seamen's Act of 1915 was introduced into Congress by Senator Robert M. La Follette and Representative William B. Wilson (who would later become the nation's first Secretary of Labor).

The struggle leading up to passage of the Seamen's Act lasted for over 20 years. During that time there were some small successes and many great disappointments. Through all that time, Furuseth haunted the halls of Congress. He acted as the conscience of an entire nation—a strong, rich nation, yet one which had allowed greedy shipowners to force such vile conditions upon seamen that a journalist could write with absolute truth in 1896 "the difference between a deep-water sailor and a slave is \$15 per month."

**F**URUSETH obtained invaluable and unselfish support and assistance from Senator Robert La Follette. Furuseth lobbied constantly for legislation to improve the lot of American seamen. He wrote magazine articles, debated the issue with anyone at the drop of a hat, actively lined up support in Congress. When the Seamen's Act was finally passed in 1915 and signed into law by President Wilson, it was in large measure a personal triumph of one man's devotion to his fellow men.

The Seamen's Act definitely abolished imprisonment for desertion, guaranteed half pay in every port of loading and unloading, increased fore'sle space, and improved the scale of provisions. In addition, it set definite standards of experience for able-bodied seamen, limited work in port to 9 hours daily, abolished all but necessary work on Sundays and holidays, legislated that 65 percent of the deck crew had to be ABs and 75 percent of each department had to understand the language of the officers. It made mandatory the provision of sufficient lifeboats for everyone aboard, assured payment for injuries received at work, and much more.

**A**LTHOUGH some of the Act's provisions were later undermined through lax and discriminatory enforcement by the Department of Commerce and conflicting legislation, and many other important improvements had to wait for later years to be realized, the Seamen's Act has been aptly called the Emancipation Proclamation of Seamen because it released them from virtual slave conditions. And Furuseth's long and great battle to secure its passage inscribed his name indelibly in the history of the seamen's union movement as "the Patron Saint of Seafarers."





## FOR AGE **64** AND OVER



**TO ALL SEAFARERS AND THEIR SPOUSES WHO WERE 64 YEARS OLD ON JUNE 1, 1965 OR AFTER—AND WHETHER THEY ARE WORKING, NOT WORKING OR ON PENSION—**

For maximum coverage of hospital and medical expenses under the Medicare program and the Seafarers Welfare Program, Seafarers and their wives who became 64 years of age on June 1, 1965 or after must file an application for the basic and supplementary benefits under the Medicare program by May 31, 1966. If the Seafarer was 64 on June 1, 1965, he must file, regardless of his wife's age. If the wife was 64 on that date she should file regardless of her husband's age.

Deadline for enrollment in the Medicare program has been extended from March 31 to May 31 to enable those who failed to file to obtain this important protection.

Under Medicare, everyone 65 or over on July 1, 1966 will have paid-up insurance for their hospital expenses, with exception of minor deductible figures—but to get coverage of doctor bills and other medical expenses when the program begins in July, you must sign up for this supplementary benefit by May 31, 1966 at the nearest Social Security office. The supplementary benefit costs \$3.00 per month which will be deducted from your Social Security payments. If you are not drawing Social Security you will pay the \$3.00 directly.

But the Seafarers Welfare Plan will reimburse you for each of the \$3.00 monthly payments. **SO THE SUPPLEMENTARY BENEFIT COVERAGE WILL COST YOU NOTHING.**

### REMINDER TO SIU PENSIONERS AND THEIR WIVES

To make sure that your expenses for the medical and hospital care are fully covered you must file the application for supplementary medical benefits at once. You will be reimbursed by the Seafarers Welfare Plan for the \$3.00 monthly charges. Also, make certain that your wife files for the supplementary medical benefits if she became 64 years old on June 1, 1965 or after, so that she can enjoy maximum coverage. You will be reimbursed for her \$3.00 monthly costs as well.

Those who don't sign up by May 31, 1966 will have to wait at least 2 years for this medical and hospital coverage. The next enrollment period will not be open until the end of 1967 and coverage won't become effective until 1968.

Protect your rights and benefits. You can apply by getting in touch with your nearest Social Security office.

Details and further information may be obtained from the SIU by contacting the SIU Social Security Department, 675 Fourth Avenue, Brooklyn, New York 11232.

Make sure you register now!



**SEAFARERS WELFARE AND PENSION PLANS**