

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

1967 SEAFARERS SCHOLARSHIP WINNERS



Bronwyn M. Adams



Edgar Adams



Anthony J. Collier



Raymond Collier



Lisa Crossi



Philip Shrimpton



Jack (Annie) Shrimpton



Peter Gonzales



George S. Thurmer



George B. Thurmer

... A Great Opportunity'

Winnners of the five annual \$6,000 SIU college scholarships were announced this week after the Advisory Committee of educators met on May 17 to make the awards. The four-year grants went to the children of five Seafarers for use at any institution of higher learning in any field of study. (The scholarship winners and their parents are shown in photos at left.)

The 1967 winners brings to 73 the number of SIU college scholarships which have been awarded since the inception of the annual awards 14 years ago. Of the 73 grants to date, 24 have gone to SIU members and 49 to the children of Seafarers.

Typical of the reaction which the news of their good fortune brought from the winners was the response of George S. Thurmer, son of retired Seafarer George B. Thurmer, when he said "... it is a thrilling experience to have won and I hope I prove worthy of this great opportunity." (For story see page 3.)



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Would Undermine Democracy**

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about Blue Monday**

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U.S. Defense, Senators Charge**

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Executive Council Meets in Washington**AFL-CIO Reaffirms Its Opposition To Any Type of Forced Arbitration**

WASHINGTON—The AFL-CIO Executive Council reaffirmed the trade union movement's strong opposition to any form of compulsory arbitration of labor disputes and rallied labor's forces to preserve the pioneering federal aid to education program adopted by the 89th Congress.

At its two-day spring meeting in Washington the council gave major emphasis to Administration proposals to settle the rail shopcraft dispute by legislation involving terms to be finally dictated by a mediation board and to the Republican-led attack on the program of aid to secondary and elementary school education.

In the international field it noted developments in Latin America and Greece, praising the recent Punta del Este declaration on establishing a Latin-American common market and calling on the U.S. government to express firm opposition to the "reactionary junta" that has seized control of Greece.

The council made it clear also that the federation would continue to aid wherever possible programs to build free trade unions overseas, voting \$27,900 to the American Newspaper Guild for interim financing of its international programs of aiding and building unions of newspaper workers.

On federation affairs the council elected a new member — Max Greenberg, president of the Retail, Wholesale & Dept. Store Union — to fill the vacancy caused by the resignation of George Burdon. It received a series of reports on public relations, pension plans, the Sears Roebuck boycott and voted funds for a number of organizations.

At a press conference during the sessions, AFL-CIO President George Meany, in reply to a series of questions, emphatically reaffirmed that "as far as I know the AFL and the AFL-CIO has never received CIA money for any activity, either directly or indirectly."

He asserted that "not one penny of CIA money" has ever come into the AFL or the AFL-CIO in the past 20 years and "I would

have known about it if it had." Meany was president of the AFL from 1952 until the merger of the

AFL and CIO in 1955 when he became president of the new organization.

Total Now Stands at 147**SIU Engineer School Produces Six More Licensed Officers**

Ventresca



Cherry



Mack



Macchia

Six more Seafarers have passed the U. S. Coast Guard examinations and have been issued their engineer's licenses after attending the training school jointly sponsored by the SIU and District 2 of the Marine Engineers Beneficial Association. The number of Seafarers who have upgraded themselves to an engineer's license is now 147.

Four of the men received their Third Assistant Engineer's license, while two were upgraded to the rank of Second Assistant Engineer.

Michele Ventresca is a newly-licensed Third Assistant Engineer. He is 36 years old and joined the Union in Jacksonville in 1962. Born in Italy, Ventresca had sailed as an FOWT. He resides in Columbus, Ohio.

A newly licensed Second Assistant Engineer, Dan Cherry sailed as an electrician and joined the SIU in New York. A 15-year veteran, Cherry was born in Florida and lives in Baltimore. He is 51 years old.

Philip Mack sailed as pumpman before earning his Third Assistant Engineer's License. Born in New Zealand, he now lives in Houston. Mack joined the SIU in New York in 1964. He is 43 years old.

John Macchia was an oiler before earning his Second Assistant's License. He joined the SIU in New York in 1959. A native of Washington, he resides in Sacramento, Calif.

A newly-licensed Third Assistant Engineer, Bill Ferrell sailed as FWT. He joined the SIU in Baltimore in 1958. Seafarer Ferrell is 51 years old. A native of North Carolina, he resides in La Place, La.



Ferrell



Quinonez

Julio Quinonez is a newly-licensed Third Assistant Engineer. Born in Brooklyn, Quinonez joined the SIU in that port in 1966. He is 38 years old and previously sailed as wiper and oiler. He makes his home in Brooklyn.

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

Report of International President

by Paul Hall



Two issues of importance to the American Public are presently under discussion in Congress. One is a giant Giveaway—the other might be referred to as a tragic Takeaway.

At the same time that Congress is considering a "mediation to finality" plan, a compulsory arbitration measure which would take away from American rail unions their traditional and basic right to strike, it is also considering a giant giveaway to American big business of vast federally-owned shale oil lands for private and highly profitable exploitation.

The AFL-CIO has protested both proposals in the strongest possible terms.

It is strangely symbolic, but not in the least surprising that two such proposals should be under Congressional consideration simultaneously. In the United States government, the interests of business have always come before the interests of the American People—whether in their role as workers or as ordinary citizens.

The Public Interest has become a term used very selectively by the Government. It is being used, for instance, in the push of passage of compulsory arbitration legislation, which is supposedly designed to prevent strikes against the Public Interest. The Government is doing its best to convince the American People that compulsory arbitration legislation is necessary to protect the public from strikes.

At the same time however, the Government is pushing for quick passage of legislation to make possible the giveaway of Federal, publicly-owned shale oil lands—before major problems of public interest protection and monopoly prevention could possibly be solved.

In short, when it comes to invoking the anti-labor Taft-Hartley Act, the Government is quick on the trigger in the name of Public Interest. But when it comes to invoking Anti-Trust legislation in the Public Interest, or for any other reason, the Government is content to act as if the Public Interest did not exist.

The SIU Scholarship College Advisory Committee has met and selected the winners of the five annual \$6,000 SIU college scholarships for 1967. We wish them all the best of luck in whatever course of studies they choose.

The SIU College Scholarship program is one of many such programs supported by American labor unions and designed to help American workers and their children receive the finest higher education available despite the constantly rising costs of education in the United States.

Equal educational opportunities for all Americans has always been a major goal of the labor movement, which actively fought for the initial legislation that first created free public education in the United States. In recent years, when rising costs threatened the quality of American education on all levels—especially for those living in poverty in the economically depressed areas of the nation—organized labor threw its full support behind the program of Federal Aid to Education, which has been in operation for the past two years.

For these reasons, the AFL-CIO has taken a position solidly opposed to another proposal, made recently by House Republican leaders, that would scrap the two-year-old program of direct federal aid to elementary and secondary education and would instead sacrifice the education of American youth to the game of partisan politics by handing federal aid-to-education funds to the states with little control over how that money is spent.

Under the House Republican plan, half the states—those most in need with the greatest number of youth living in poverty—would receive less federal money for education than previously. Also, the proposal would provide no federal guarantee that funds will go where they are most needed—to help the children of the slums and the rural depressed areas—especially in the South.

The American labor movement has reaffirmed many times its dedication to equal educational opportunities for all Americans, rich or poor, and will vigorously oppose the House Republican plan that would undermine gains in this area that took over 20 years to achieve.

Great Lakes Seafarers Man New Cement Carrier

DETROIT—The SIU Great Lakes District has won representation rights for the unlicensed crewmembers on the Medusa Challenger, a new cement carrier operated by Cement Transit, Inc., a subsidiary of Medusa Portland Cement Company.

Formerly the Alex Chisholm (Pickards-Mather), the Medusa Challenger underwent a multimillion dollar conversion at the Manitowoc Shipbuilding yard.

Originally an ore carrier, she is now the most modern cement carrier on the Great Lakes. With a length of 550 feet and a capacity of 67,000 barrels, she has a speed of 14.5 mph light or 13.5 mph fully loaded. Equipped with the fastest cement unloading system known, she can unload cement at a rate of 8,000 barrels per hour. Cargo loading takes about three hours, unloading slightly more than eight hours.

The vessel will haul from Petoskey, Michigan until the new Medusa plant at Charlevoix, Michigan, begins operation this summer. Then she will run from Charlevoix to Milwaukee, Manitowoc and Detroit.



The newly-converted SIU-manned cement carrier Medusa Challenger has a capacity of 67,000 barrels and unloads at rate of over 8,000 barrels an hour.

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U.S.-Soviet Building Gap Cited**Growing U.S. Maritime Crisis Stressed at MTD Meetings**

WASHINGTON—Those in public office must recognize anew the essential importance of the maritime industry to the well-being of the nation's commerce and defense by taking the lead in the formulation of "a consistent and viable national policy" and turning over to the leaders of the industry "the task of making the policy operable," Governor John A. Volpe of Massachusetts said last week.

Speaking at a Maritime Trades Department seminar on 'Closing the Maritime Gap,' Volpe said our maritime industry is one "which we as a nation have ignored, neglected, or misunderstood throughout much of our history. We have never done much to fill the vacuum left by the absence of an adequate maritime policy nor have we, so far as I can discover, ever developed and enforced a consistent national policy for our merchant marine."

Volpe pointed out that in the Soviet Union, where a strong merchant fleet is considered of prime importance, foreign trade is counted as an integral part of foreign policy and once a trade deal is signed, the Soviet merchant ship becomes the active agent of that policy. He also referred to a report issued by two congressmen, following a visit to Russia, that in 1965 the Soviets took delivery of 100 merchant ships, the United States only 26; we had on order 41 ships of over 1,000 tons, the Russians had 464.

"Clearly the Russian emphasis on building a strong fleet to foster foreign policies would justify grave concern on our part," Volpe continued. "However, we are not keeping abreast of the times. In spite of promised pronouncements, no clear policy presents itself."

At the MTD's regular legislative meeting earlier in the week, the Defense Department and the Administration were sharply criticized for pouring huge sums of money into the reconstruction of "rust bucket" ships which often break down and are unable to properly fulfill their function.

Bad Investment

Representative Howard R. Pollock (R-Alaska) said that more than 172 ships from the mothball fleet have been reactivated at an average cost of \$550,000 each. "The average age of our reserve fleet vessels is around 23 years old," he said, adding that they have been plagued by mechanical failure when put back into service and the result is always "the loss of valuable sailing days."

Pollock, a member of the House Merchant Marine and Fisheries Committee, referred to testimony by Assistant Defense Secretary Paul Ignatius, before a Marine and Fisheries subcommittee in April, during which he indicated that around 35 per cent of total U. S. potential carrying capacity was being used in the Vietnam conflict. This includes 100 per cent of the MSTS nucleus fleet and 40 per cent of our privately owned fleets.

"How then can we hope to have enough shipping capacity to meet another crisis without completely abdicating our commercial trade or placing ourselves in the precarious position of depending upon foreign flag vessels to meet our

military needs?" Pollock asked. "A low-level domestic ship construction program, coupled with building abroad, is loaded with danger. It poses the threat of an ever-increasing flight of American capital abroad, adversely affecting our own shipbuilding industry with a limited number of vessels to build and hold forth no hope whatsoever of reducing unit cost through multiple production."

Representative Pollock pointed out that the opportunity denied our own industry would be offered to foreign yards and possibly widen, rather than close, the price gap between domestic and foreign construction.

Replacement Program

Pollock said our commercial fishing fleet also has its problems. Calling the new Fishing Vessel Differential Subsidy legislation a step in the right direction, he suggested this three-part replacement program:

First, a vessel trade-in under which the government would accept old vessels as trade-ins on new ones and either sell them abroad or include them in foreign aid programs rather than give other countries cash to build new ships.

Secondly, a fixed construction-differential subsidy of 50 per cent on each vessel or, thirdly, low interest government loans on the balance of the cost of the vessels to be built with repayment based on a percentage of the operators' catches.

As featured speaker at an earlier legislative meeting Representative Peter N. Kyros (D-Maine) told the MTD members that only with the creation of an independent Maritime Administration will our maritime program be really sound and get it requirements fully met.

Children of Five Seafarers Win \$6,000 SIU College Scholarships

Winners of 1967 SIU Scholarship awards were announced after meeting of SIU Scholarship Advisory Committee. Committee members are (l-r, above): Elwood C. Kastner, New York University; Charles E. O'Connell, University of Chicago; Edna M. Newby, Douglas College for Women of Rutgers University; Price Spivey, SIU Welfare Plan Administrator (not a member of committee); Richard Keefe, St. Louis University; Charles Lyons, Howard University; and Bernard Ireland, College Entrance Examination Board.

NEW YORK—The children of five Seafarers have been named the winners of \$6,000 Seafarer college scholarships for the year 1967. The awards will enable the winners to pursue four years of study at any college or university in the U.S. or its possessions in whatever academic field the winners decide to follow.

Winners of this year's scholarships are:

Bronwyn M. Adams, daughter of Seafarer Edgar Adams, Jr., of Bayou Vista, Louisiana; Anthony J. Calister, son of Seafarer Raymond Calister, Brooklyn, New York; Lisa Ann Cresci, a granddaughter and legal dependent of Seafarer Peter Gonzales, Jamaica, New York; Philip E. Shrimpton, son of Seafarer Jack (Aussie) Shrimpton, Lexington, Kentucky; and George S. Thurmer, son of Seafarer George B. Thurmer, Oliver Springs, Tennessee.

The SIU scholarship plan has been operated on an annual basis for the past 14 years and is rec-

ognized as one of the most liberal no-strings-attached programs of its kind. Seafarers and their dependents are eligible to compete.

The children of SIU members have been awarded 49 of the 73 awards made to date. SIU men have received 24 of the college scholarships.

The SIU scholarship winners included:

Bronwyn Adams, 17, daughter of Seafarer Edgar Adams, Jr., is a senior at Patterson High School, Patterson, La. She hopes to attend Louisiana State University to take a pre-medical course of studies that will lead eventually to a career in medicine.

Anthony Calister, 17, son of Seafarer Raymond Calister, is

planning a career as a research scientist. Presently a senior at Canarsie High School in Brooklyn, N.Y., he hopes to continue his education at the Brooklyn Polytechnic Institute with the aid of his SIU scholarship.

Lisa Cresci, 16, a granddaughter and legal dependent of Seafarer Peter Gonzales, is planning for a career as a teacher of mathematics. Presently a senior at the Mary Louis Academy in Jamaica, N.Y., Lisa would like to pursue her higher education at Adelphi University.

Philip Shrimpton, 17, son of Seafarer Jack (Aussie) Shrimpton, is planning to continue his higher education in the field of veterinary medicine. A senior at Lafayette High School in Lexington, Ky., Philip intends to continue his studies at Cornell University.

The application of higher mathematics in modern technology is the goal of George Thurmer, 18, son of Seafarer George B. Thurmer. Following graduation from Oliver Springs High School, Oliver Springs, Tenn., this year, he plans to continue his education in higher mathematics at the University of Tennessee.

Scholarship Panel

A panel of six prominent educators met here this month to study the records of the candidates and recommend the winners for trustee action.

The prominent educators who serve on the College Scholarship Advisory Committee are:

Edna M. Newby, Assistant Dean, Douglas College for Women of Rutgers University; Elwood C. Kastner, Dean of Registration, New York University; Bernard Ireland, College Entrance Examination Board; Charles E. O'Connell, director of Admissions, University of Chicago; Richard Keefe, Director of Admissions, St. Louis University, and Dr. Charles Lyons, Dean of Admissions, Howard University, who replaced Dr. F. D. Wilkinson of Howard, who passed away last year.

Hall Speaks to Bar Association Committee**Compulsory Arbitration Denounced As Curtailing Workers' Basic Right**

WASHINGTON—SIU President Paul Hall told a Special Committee of the American Bar Association here last week that "if you take away from the worker the right to strike, you have taken away his entire freedom."

The Special Committee, headed by former Chief Justice Charles S. Desmond of the New York State Court of Appeals, is studying the effects of national strikes in transportation and making recommendations on its findings. Earlier it had heard from representatives of both labor and management in the railroad and airline industries.

In testifying before the group, Hall termed compulsory arbitration the "first weapon used in the downfall of democracy" and pointed out that dictatorship begins with small things and builds into situations like the one in Germany where the utter and complete destruction of the free trade union movement was a big part of the take-over by a dictator. Dictators

throughout history have invariably started by taking away the rights of the workers.

The SIU President stated that a man has a right to demand a fair price for his labor and, at the same time, must be in a position to bargain fairly for it. However, compulsory arbitration takes away this freedom. He added that public employees generally are prohibited by law from striking but there have been some 1,000 such strikes despite the laws. Based on this fact, he expressed doubt that compulsory arbitration would work.

Questions ABA Position

Hall said he was surprised that the American Bar Association was dealing with the subject of the

alleged "tremendous hardships which have been brought about from the so-called national transportation strikes". His surprise, he said, stemmed from the fact that he knows of no such strikes since 1922, although this type of language was incorporated in a resolution adopted by the ABA which has received wide publicity.

Collective bargaining always has worked in the United States, Hall continued, again pointing out that the right to strike is the only weapon the worker has and noting that no other segment of American society is being asked to give up its rights. He said he felt that the matter of arbitration itself has been overemphasized and that it just does not function as it was thought it would.

Add Six More Seafarer Oldtimers To Growing Union Pension Roster



Sikorsky



Ferreiro



Heinvali



Ford



Manifold



Eusebio

The names of six Seafarers have been added to the growing list of those Seafarers who have retired on an SIU pension. The newest addition to the pension ranks include Mike Sikorsky, Manuel Ferreiro, Joseph Ford, Arnold Heinvali, Oscar Manifold and Alejandro Eusebio.

Mike Sikorsky joined the SIU in the port of Baltimore. He sailed in the Deck Department as AB. Born in Rhode Island, he resides in Baltimore with his wife, Ophelia. His last ship was the Losmar.

Manuel Ferreiro joined the union in Tampa and sailed in the Steward Dept. A native of Spain, he lives in Miami with his wife, Goldia. His last vessel was the Bradford Island.

Arnold Heinvali shipped as AB

and joined the SIU in New York. He last sailed on the Steel Voyager. He was born in Estonia and lives in Baltimore.

Joseph Ford joined the union in the port of Buffalo. Ford sailed as a fireman and was last employed by the Great Lakes Towing Company. He makes his home in Buffalo with his wife, Minnie.

Oscar Manifold sailed as Chief Electrician and joined the SIU in New Orleans. A native of Covington, Ky., Manifold lives in New Orleans with his wife, Olive. He last sailed on the Steel Fabricator.

Alejandro Eusebio sailed in the steward department. A native of the Philippines, he now makes his home in New Orleans. Eusebio joined the SIU in that port. His last vessel was the Steel Executive.

Congressman Urges 'Build American' Program of 50 Ships A Year

With the pledge, "I will not agree to appropriate 15 cents to build an American ship in a foreign shipyard," Representative John J. Rooney (D-N.Y.) promised support for a construction program aimed at building 40 to 50 merchant ships per year in American shipyards.

He said he would oppose any program of building American-flag vessels in foreign shipyards.

Speaking at the launching of the new cargo carrier President Taft, which is operated by the SIU-Pacific District contracted American President Lines, Representative Rooney added that the Soviet Union is building merchant ships at a rate eight times that of the United States.

"Russia will become a dominant maritime power by 1970," Mr. Rooney, a member of the House Appropriations Committee, declared.

Noting that Russia spends from \$600 million to \$700 million annually on shipbuilding as against approximately \$100 million spent by the United States, Rooney cited a need for urgent and immediate action to re-establish America's maritime leadership.

Representative Rooney severely criticized a report on shipping issued in 1965 by the Governmental Interagency Maritime Task Force which was headed up by Alan S. Boyd, who is now head of the newly-formed Department of Transportation. He labeled the report "misguided" and "a blueprint for maritime disaster."

Manpower Reduction

Among the recommendations offered in the report was a call for a reduction in shipboard employment of from 47,140 down to 26,675 by 1985, a loss of 20,465 jobs. The report also advocates reducing the U.S. merchant fleet by 185 ships by 1985, and calls for the phasing out of all passenger ships, including combination vessels, by 1985.

A reduction of annual government shipping expenditures down to \$25.9 million by 1985, was also recommended.

Rooney praised the President for rejecting the report's proposals and urged the Executive Department to submit to Congress its own program for maritime growth, not decay.

Gt. Britain Sues Tanker's Owners But Fails to Name Who They Are

LONDON—In an action unprecedented in international law, Great Britain has filed suit against the owners of the runaway-flag oil tanker Torrey Canyon without being able to name them in her suit.

Just who the British are suing is not clear. The Torrey Canyon was American owned, operated by a Bermuda based company, registered in Liberia, chartered to a British company and manned by an Italian crew.

This puts the British in a legal tangle as dark as the British beaches that were blackened by the crude oil released from the ship when she was wrecked on March 18.

The 61,263-ton Torrey Canyon ran full speed onto the rocks at Seven Stones Reef and spewed out much of her cargo of 119,000 tons of crude oil. The oil was then carried towards shore, polluting beaches and fishing grounds.

The British suit does not mention the amount of damages being asked but it is known that Great Britain has spent at least \$2.8 million to control the pollution of her beaches and to destroy floating crude oil.

The British suit was filed immediately after the Liberian Wreck Commission issued a report which laid the blame for the disaster on the human error of the Torrey Canyon's captain, Pastrengio Rugiati.

Ban Sister Ships

In another action, the Sansinea and the Lake Palourde, the Torrey Canyon's sister ships were named in a writ issued by Britain's high-

court, which calls for the stopping of either or both of the ships should they enter British waters. The writ enables the British government to hold the ships until their owners identify themselves and come forward to post a cash bond.

This effectively prevents the Torrey Canyon's sister ships from making oil deliveries to British oil companies.

Methods of preventing future oil pollution threats were discussed at an emergency session of the Intergovernmental Maritime Consultative Organization (IMCO) in London.

Among the preventive measures urged by the United States, Great Britain and France were the establishment of special sea lanes to control heavy ocean traffic, prevention of collisions near sea-coasts and land-based radio guidance for tankers and other large vessels. A study will be made of the requirements for oil tankers in order to limit the risk of stranding and oil leakage.

To combat pollution of the coastlines, it was agreed to work out standard operating procedures to provide the necessary aid at short notice in case another calamity occurs. Research will also be conducted to find ways of containing or dispersing oil without injury to fish resources.

The Atlantic Coast



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

The SIU clinic system is still growing, with the latest addition being the recently opened SIU of Puerto Rico clinic in Caguas, Puerto Rico.

The SIU clinic facilities rank among the most valuable of the many benefits which the Union provides for the membership because those facilities benefit not only the members themselves but their families and dependents as well. With the constantly rising costs of medical care making it more and more difficult for the majority of people to obtain first rate medical care, the value of the SIU clinic system has risen with each passing year.

It would be difficult to duplicate either the quality or scope of the health services provided free to SIU members and their dependents all across the country and in Puerto Rico. Equipped with the most modern diagnostic equipment and staffed by highly trained professionals, the SIU clinics practice preventive medicine at its finest by providing regular medical checkups and diagnostic analysis that enable SIU families to remain healthy by detecting illness in its first stages, before it becomes serious, and while treatment is easiest and most assured of success.

New York

With shipping continuing at a brisk pace there has been a rapid turnover of oldtimers at the New York hall.

Seafarer Joe Brown, an SIU man for nearly 25 years now, has his ffd again following a spell in drydock and is looking for a cook's job that will take him anywhere in the world. His last job was in the Steward Department of the Steel Admiral. Another newly-acquired ffd is held by Seafarer George W. Gibbons, Night Cook and Baker. A member of the Union for over 23 years, Gibbons last sailed aboard the Joplin Victory.

A European run would be just the ticket for Seafarer Richard DeGraaf, who has his ffd again following a short spell under the weather. Last off the Bienville, the 22 year SIU veteran sails in the Engine Department as FWT. Milton Awall, a real oldtimer with 26 years of SIU sailings under his belt, wants a Far East run for his next voyage. The most recent of his long list of sailings was aboard the Oakland, on which he shipped as AB.

Boston

Seafarer William Cooper, a member of the Union for the past 20 years, has his eye on a coast hugger for his next voyage so he'll be able to spend some time with his family this summer. Cooper's last ship was the Sagamore Hills, on which he sailed as AB. Just out of drydock and ready to grab the first Wiper's job that hits the board is Walter Slade. An SIU oldtimer of 25 years standing, Slade's last ship was the Sapphire Gladys.

Another SIU oldtimer, Thomas Faulkner, is happy to be home for a while and intends to spend some time with his family before shipping again. His last job was an AB's slot aboard the Robin Goodfellow.

Philadelphia

Shipping has been good in the port of Philadelphia for the last

period and promises to remain that way for a while.

Seafarer Comas Knight is fit for duty again after a spell in drydock and is registered and raring to go. He says he'll take the first blackgang job that comes along regardless of what ship it's on or where it's going. Anthony Nerosa seems to feel about the same, except he's waiting for the first Chief Cook's job that be-



Gibbons comes available. Tony's last ship was the Steel King.



Pozzuoli

Norfolk

Shipping has been very good in this port during the last period and the outlook for the immediate future remains good. During the last few weeks we paid off two ships, signed on one and serviced seven ships in transit. The Ocean Ulla laid up in a shipyard for repairs on May 16 and will probably be crewing again in about two-and-a-half months.

After making two trips to Vietnam as Cook and Baker, Bert Winfield is back in the hall ready to ship again. He liked the bakers job so well that he's looking for a similar slot on his next trip.

Baltimore

Clarence I. Wright, a 28-year SIU member who began sailing with the Union since 1939, has his ffd again following a short illness and is waiting for a Chief Steward's slot on a Calmar C-4 or on a run to India. Wright's last job was in the Steward Department aboard the Marore.

An intercoastal or coastwise run is what Seafarer Joseph E. Cander has in mind for his next voyage. A Seafarer since 1947, Joe last sailed aboard the Globe Traveler as deck maintenance.

Joseph Pozzuoli is just out of the hospital after being flown back from Vietnam where he was serving aboard the Alcoa Mariner as AB. He began sailing with the SIU in 1943.

Puerto Rico

New minimum wage scales went into effect on May 5 for Puerto Rican workers in a number of service industries. Workers in restaurants, hotels, motels and food service industries now receive a minimum of 85 cents to \$1 depending on job classifications. Another wage hike will bring the figures to \$1 and \$1.15 respectively beginning February 1, 1968. The wage order applies only to workers covered by the Fair Labor Standards Act for the first time this year. This is still far below the minimum wage standards on the mainland and there is no reason why such a large discrepancy should still exist.

Seafarer Salino Retires

Phillip G. Salino, 66 (right), accepts his first SIU pension check from Union representative Luigi Iovino. Brother Salino, who sailed in the deck department as a bosun, was most recently on the Tucson Victory. A native of the Philippine Islands, he lives in New York.

The Gulf Coast

by Lindsey Williams, Vice-President, Gulf Area



The annual AFL-CIO conference of officers of State and Local Central Bodies this year consisted of five regional meetings. The Gulf region meeting took place in Houston on April 30, at the Sheraton-Lincoln Hotel. In attendance at the Gulf regional meeting were representatives from Oklahoma, Texas, Mississippi, Louisiana, Tennessee, Alabama, Arkansas, Georgia, Florida, North Carolina and South Carolina.

The first day of the three-day session was concerned with various matters affecting the operation of AFL-CIO Central Bodies. The other two days were devoted to an AFL-CIO Committee on Political Action meeting. Among the issues discussed were: Building a strong relationship between state and local central bodies; techniques and tools for communicating with members and young mem-



Treddin Patterson

bers; and building organizations to reach members living in the suburbs.

Also discussed were: The role of Central Bodies in development of health and medical services—a look at the newly-passed health legislation and at what else is needed; the role of Central Bodies in enforcement of the Wage-and-Hour Law, particularly in enactment of the new minimum wage and the extension of coverage to about eight million workers not previously covered; and problems of Central Bodies and their relationship to the AFL-CIO in the areas of affiliations, rules, constitutions, reports, pensions, program development, etc.

Speakers included AFL-CIO COPE National Director Alexander Barkan, Louisiana State AFL-CIO President Victor Bussie and Texas State AFL-CIO President Hank Brown.

New Orleans

Seafarer Edgar Barton, who wants to make another run to Puerto Rico, is hoping to land a

berth on the *Caliborne* when she hits New Orleans. His last trip to Puerto Rico was aboard the *Maiden Creek*, on which he sailed as oiler. Barton makes his home in New Orleans.

After spending several months on the beach recuperating from an illness, James Hairston is once more FFD and is ready and anxious to ship out. His last job was as Steward Utility aboard the *Del Mar* and he is looking forward to catching another Delta Liner in the near future.

Houston

Seafarer R. T. Yaeger, a Union oldtimer who sails regularly from this port, is on the beach recuperating from an illness. All his old friends, which includes just about everybody in the Port of Houston, wishes him the best of everything and hope to see him back sailing again soon.

R. E. Walker, who sails in the Deck Department, is in port looking for a long run to Vietnam. We are proud of the many SIU veterans who are showing up in port to do their bit aboard ships carrying supplies to Vietnam. Anybody who says the merchant marine isn't doing its job in Vietnam should just come down here to look around for a while and he'd change his mind pretty quick.

Mobile

Shipping has remained fair in this port. At present we have no laid up vessels and a small beach.

Registered and ready to ship again is Horst Treddin, a Mobilian who has been sailing from the Gulf area for the last 20 years. His last trip was in the deckgang aboard the *Alcoa Roamer*.

An SIU man for the last 25 years, H. H. (Pat) Patterson is almost ready to go again after getting off the *Caliborne* following a long stay aboard as Chief Electrician. Patterson is married and makes his home in Robertsdale, Alabama.

Boy, 7, Lives—Father Dies Enroute to Hospital**SIU Great Lakes District Crew Rescues 4 From Lake Michigan**

ALPENA—Six SIU Great Lakes District crewmembers manning the lifeboat of the coal carrier James P. Davidson, succeeded in saving the lives of two men and a seven-year-old boy after the pleasure boat they were on broke up and sank in Lake Michigan, about 10 miles north of Green Bay, Wis.

Unfortunately, a third man pulled from the water, the boy's father and owner of the boat that sank, died before reaching St. Vincent Hospital in Green Bay.

The three men and the boy had been in the water only a short time before being spotted by crewmembers aboard the James P. Davidson. The small boat, the "Playboy", had gone down in about 20 feet of water at about 6:30 p.m. on April 7.

After spotting the survivors, a lifeboat was lowered immediately and the Davidson crewmembers rowed to the scene and pulled three of the survivors, including the young boy, from the water. The fourth survivor was picked up by a Coast Guard search and rescue unit which was requested via radio by the Davidson.

All the survivors were then taken aboard the Coast Guard craft and rushed back to Green Bay for treatment. Although the boy's father was reportedly alive

Because of the very choppy water at the time of the rescue, it was decided not to take the lifeboat back aboard the Davidson and the lifeboat was towed to Alpena by a passing pleasure boat, the "5 Belles", which saved the rescuers from a long row home.

The name of the man who drowned was Clayton C. Trepianier of Green Bay. His son, Dean Trepianier, age 7, survived the ordeal. Other survivors were Charles Kinney and Thomas Reigner, also of Green Bay.

After being picked up, Reigner gave the following account of the mishap.

"We were heading south and

the boat split on the beam, lengthwise from the motor right to the bow, about five minutes after we made the turn." The four had just completed a fishing trip and were returning to Green Bay when the boat sank.

"We tried to stay with the boat," Reigner continued, "but it broke up within three minutes. Then I tried to keep us together in the shipping channel so that we would be picked up."

All four occupants were wearing life jackets, but the elder Trepianier, the man who drowned, apparently had buckled his on backward, causing him to float on his back with his head under water.

John Masefield, Former Seaman, Poet of the Sea, Dies at 88

LONDON—John Masefield, Poet Laureate of England since 1930, best known for his sea poems and considered by many to be the Poet Laureate of the Sea, passed away on May 12 at the age of 88.

Masefield went to sea at the age of 13 as an apprentice seaman and sailed for four years, starting as an ordinary seaman but working his way up to sixth officer. He first acquired prominence as a poet with his poem "Sea Fever," (reprinted below) published in 1902 in a collection of poems titled "Salt-Water Poems and Ballads," which drew on his own experience while at sea.

The world famous poem begins "I must go down to the sea again, to the lonely sea and the sky . . ."

Masefield was acclaimed as the first important British poet who came from the *foc'sle*. Although his salty language and his images of the sea and seamen at first shocked many people more used to the poetry of the times, his work came to be first accepted and then loved. His poems dealt with what was at that time new material for poetry. He wrote of working men, men whose lives were hard and basic, stokers on board ship, events on the waterfronts of tough, foreign ports.

A frequent visitor to the United States, Masefield first decided to write serious poetry while working in a carpet factory in Yonkers, N. Y. in 1897 at the age of 19. He worked as a semi-skilled hand for \$1 a day. At other times he had worked as porter in a saloon—16 hours a day for \$10 a month, as a longshoreman and casual laborer.

He became Poet Laureate of England in 1930, winning out over Rudyard Kipling partly because King George V, a former sailor, was fond of his sea ballads.

Masefield did not win fame only as a poet of the sea, however. He was the author of 70 books on diverse subjects, including 15 novels and a dozen plays. Other works range from a nautical history to an appreciation of the ballet.

But Masefield never lost his initial feeling for the sea. During the final years of his life he told an interviewer:

"No man can fail to feel for a ship as a living thing. She is a living thing, almost a divine thing, who demands and receives service."

This poem, *SEA FEVER*, which was published in 1902, recounted poet Masefield's intimate feelings in his relationship with ships and the sea.

Sea-Fever

*I must go down to the seas again, to the lonely sea and the sky,
And all I ask is a tall ship and a star to steer her by.
And the wheel's kick and the wind's song and the white sail's
shaking,
And a grey mist on the sea's face and a grey dawn breaking.*

*I must go down to the seas again, for the call of the running tide
Is a wild call and a clear call that may not be denied;
And, all I ask is a windy day with the white clouds flying,
And the flung spray and the blown spume and the sea-gulls crying.*

*I must go down to the seas again to the vagrant gypsy life,
To the gull's way and the whale's way where the wind's like a
whetted knife;
And all I ask is a merry yarn from a laughing fellow-rover,
And quiet sleep and a sweet dream when the long trick's over.*



Dean Trepianier, 7, shows shock of tragic ordeal as ambulance takes him to Green Bay for treatment.

when pulled from the water, the Coast Guard rescue craft was not equipped with a mechanical resuscitator. Mouth-to-mouth resuscitation was administered during the trip to Green Bay, but he was pronounced dead on arrival at St. Vincent Hospital there.

Manning the lifeboat were Great Lakes District Seafarers Norman Morrison, Wheelman; Jim Woodard, Watchman; Leon Cliff, Oiler; Joe Pierce, Oiler; Bill Randall, 2nd Cook; and Earl Sausman, Watchman.



Pleasure boat tows SIU-manned James P. Davidson lifeboat back to Alpena following the rescue.

The Pacific Coast

by Frank Drozak, West Coast Representative



SIU Pacific District-contracted American President Lines has announced plans to spend more than \$4 million for converting two Sea-racer type vessels, the President Lincoln and the President Tyler for full containership operation on the trans-pacific trade route.

The vessels presently accommodate 126 standard eight foot by 20 foot containers in specially fitted holds. Following conversion however, each of the ships will be equipped to carry 500 standards containers.

San Francisco

Shipping has been booming along so well in this port lately that few men get to stay on the beach long enough to play a good hand of poker. Demand for AB's, Oilers and FWT's is particularly strong.

During the last period we paid off and signed on the Elizabethport, Del Alba, Mankato Victory, Penn Challenger, Halcyon Panther, Enid Victory, Tucson Victory, San Francisco, Transyork, Selma Victory, Neva West, and Roswell Victory.

Seattle

Shipping in the port of Seattle has been good and looks like it will remain good.

During the last period we paid off the Northwestern Victory, Choctaw Victory, Whitehall, Steel Flyer, Roswell Victory, Seattle, Transhartsford and Anchorage. Sign ons included the Northwestern Victory, Choctaw Victory, Kenyon Victory, Whitehall,

Seattle, Anchorage and Transhartsford.

Serviced here in transit were the Alice Brown, Pennar, Elizabethport, Seattle, Marymar, Anchorage, Seamar and Los Angeles.

Dennis J. Manning, who has been on the Sea-Land Alaska run for a good while now, wants a change and is waiting for a deck maintenance job on the first offshore run to hit the board. The first Bosun's job to become available will probably be filled by Seafarer C. O. Faircloth, who last sailed aboard the Kenyon Victory. Willie Wootton, off the Whitehall, is ready to ship again on the first ship that shows up needing an FWT.

Wilmington

Shipping has remained active here over the past two weeks, with the Cortez and Seatrain Puerto Rico paying off and 16 ships passing in transit. The outlook is for continued good shipping.

Bob Hunt, who was taken off the Vantage Progress NFFD a few months ago, is once again fit-as-a-fiddle. After taking care of some necessary repair work on his home he says he'll take the first Steward Dept. slot that hits the board.

THE INQUIRING SEAFARER

Question: Some nations have women crewmembers on cargo and tanker ships. Do you think that would be a good idea on American vessels?

Frank Wynans: Women in Europe are brought up differently.

They are used to hard work in many countries and would think nothing of it. Women here are pampered more. Except for administrative jobs, I don't think they could do it. I personally wouldn't want a woman Captain.

Ramon Ayala: Many women serve on passenger ships but I don't know if they could handle jobs in the deck and engine department. They might be able to handle certain types of jobs like radio operator and purser. Some of them would make good cooks and messmen.

Gerald Jordan: If they are qualified, I don't see why not. Norway has women on all types of ships and they do a good job. Women serve on passenger ships as cabin attendants but if they had other jobs, they would have to work very hard to get the men to accept them.

Manuel Horn: I would not want to see women on cargo or tanker ships. It would create a difficult situation for them to be aboard. But I have to admit that it seems to work out alright on passenger ships. I think the main barrier would be some hard physical work which I doubt they can handle.

John Kana: I wouldn't feel as confident with a woman Captain. As far as other jobs go, they are able to fill jobs in the steward department, especially on passenger ships, but that's all I think they can handle. They lack the physical capabilities for seamen's jobs.

Henry Jackson: If it would work, I don't think it would be a bad idea. Except for the women currently on passenger ships, this situation won't come up for some time. I don't think female crewmembers would change living habits much. A sloppy crew won't change just because a woman is on the ship.



to get the men to accept them.

DISPATCHERS REPORT

Atlantic, Gulf & Inland Waters District

May 5 to May 19, 1967

DECK DEPARTMENT

| Port | TOTAL REGISTERED All Groups | | TOTAL SHIPPED All Groups | | | REGISTERED on BEACH All Groups | |
|---------------|--------------------------------|---------|-----------------------------|---------|---------|-----------------------------------|---------|
| | Class A | Class B | Class A | Class B | Class C | Class A | Class B |
| Boston | 4 | 0 | 2 | 0 | 2 | 19 | 3 |
| New York | 80 | 40 | 32 | 27 | 20 | 240 | 83 |
| Philadelphia | 10 | 10 | 7 | 4 | 5 | 21 | 6 |
| Baltimore | 31 | 27 | 20 | 16 | 8 | 114 | 69 |
| Norfolk | 11 | 8 | 1 | 7 | 6 | 29 | 18 |
| Jacksonville | 8 | 7 | 6 | 3 | 6 | 17 | 2 |
| Tampa | 2 | 3 | 9 | 7 | 2 | 12 | 3 |
| Mobile | 31 | 17 | 10 | 12 | 2 | 90 | 24 |
| New Orleans | 49 | 14 | 25 | 18 | 1 | 166 | 67 |
| Houston | 51 | 29 | 15 | 19 | 9 | 144 | 91 |
| Wilmington | 11 | 6 | 11 | 3 | 15 | 33 | 0 |
| San Francisco | 45 | 24 | 34 | 23 | 41 | 47 | 14 |
| Seattle | 18 | 18 | 7 | 16 | 16 | 46 | 4 |
| Totals | 351 | 203 | 179 | 152 | 133 | 978 | 384 |

ENGINE DEPARTMENT

| Port | TOTAL REGISTERED All Groups | | TOTAL SHIPPED All Groups | | | REGISTERED on BEACH All Groups | |
|---------------|--------------------------------|---------|-----------------------------|---------|---------|-----------------------------------|---------|
| | Class A | Class B | Class A | Class B | Class C | Class A | Class B |
| Boston | 1 | 2 | 5 | 2 | 3 | 2 | 2 |
| New York | 54 | 42 | 49 | 28 | 24 | 146 | 64 |
| Philadelphia | 8 | 2 | 3 | 0 | 7 | 13 | 6 |
| Baltimore | 17 | 16 | 13 | 15 | 10 | 72 | 42 |
| Norfolk | 5 | 4 | 3 | 3 | 4 | 24 | 18 |
| Jacksonville | 3 | 19 | 12 | 15 | 6 | 6 | 9 |
| Tampa | 6 | 2 | 12 | 3 | 1 | 4 | 2 |
| Mobile | 18 | 14 | 11 | 9 | 2 | 34 | 16 |
| New Orleans | 26 | 40 | 26 | 16 | 8 | 90 | 82 |
| Houston | 28 | 24 | 18 | 13 | 9 | 72 | 84 |
| Wilmington | 6 | 7 | 3 | 8 | 22 | 22 | 2 |
| San Francisco | 42 | 23 | 32 | 13 | 19 | 53 | 4 |
| Seattle | 13 | 10 | 5 | 7 | 24 | 17 | 8 |
| Totals | 227 | 205 | 192 | 132 | 139 | 555 | 339 |

STEWARD DEPARTMENT

| Port | TOTAL REGISTERED All Groups | | TOTAL SHIPPED All Groups | | | REGISTERED on BEACH All Groups | |
|---------------|--------------------------------|---------|-----------------------------|---------|---------|-----------------------------------|---------|
| | Class A | Class B | Class A | Class B | Class C | Class A | Class B |
| Boston | 3 | 1 | 0 | 1 | 1 | 7 | 1 |
| New York | 54 | 20 | 31 | 4 | 18 | 158 | 55 |
| Philadelphia | 5 | 2 | 7 | 1 | 4 | 23 | 8 |
| Baltimore | 15 | 12 | 16 | 11 | 13 | 63 | 46 |
| Norfolk | 7 | 4 | 2 | 0 | 3 | 15 | 30 |
| Jacksonville | 7 | 2 | 10 | 7 | 1 | 11 | 2 |
| Tampa | 2 | 1 | 6 | 2 | 0 | 6 | 3 |
| Mobile | 23 | 3 | 7 | 1 | 7 | 54 | 4 |
| New Orleans | 47 | 26 | 38 | 29 | 5 | 109 | 76 |
| Houston | 25 | 20 | 3 | 7 | 4 | 120 | 60 |
| Wilmington | 9 | 0 | 0 | 2 | 9 | 25 | 4 |
| San Francisco | 22 | 13 | 24 | 14 | 39 | 45 | 11 |
| Seattle | 22 | 6 | 17 | 4 | 16 | 23 | 1 |
| Totals | 241 | 110 | 158 | 83 | 120 | 659 | 303 |

Senate Subcommittee Critical of Defense Dept.

Closing of U.S. Naval Shipyards Impairs Warship Readiness, Senate Unit Charges

The effectiveness and readiness of U.S. naval vessels is at present being impaired by long delays in the repair, maintenance and overhaul of the vessels; according to a report issued by the Preparedness Investigating Subcommittee of the Senate Armed Services Committee under the chairmanship of Senator John Stennis (D-Miss.).

Among the reasons cited as contributing to the Navy's problems are:

- The increased tempo of Vietnam war operations.
- The advanced age of many ships.
- The serious shortage of trained shipyard workers and delays in the procuring of parts and materiel.

Private U.S. shipbuilders have assured Stennis that private U.S. shipyards are prepared to undertake additional contracts covering the overhaul of naval vessels.

The Senate subcommittee placed the blame for the existing problem squarely on the shoulders of Defense Secretary Robert S. McNamara. The subcommittee's report charged that the recent naval shipyard closures ordered by Mr. McNamara were in large measure responsible for the current situation.

In November, 1964, the Administration announced the closing of the New York Naval Shipyard in Brooklyn, the deactivating of the San Diego Naval Repair Facility, the merger of the Mare Island and San Francisco Naval Shipyards and the proposed grad-

ual phase out of the Portsmouth (N.H.) Naval Shipyard.

The Stennis committee report was highly critical of the reduction in number of repair and overhaul facilities used to maintain naval ships. The committee voiced its doubt of the wisdom of closures in light of the increased scale of fighting in Southeast Asia.

Not Combat Ready

The committee charged that a sizable number of Seventh Fleet ships are either not ready for combat, or are in a reduced readiness status. Some sources have put the number of "unready" ships at 15 to 20 per cent of the fleet.

Pointing out that the Navy has so far not suffered sustained combat damage, the committee said that the consequences of the closures would be more acutely felt "In a war in which large numbers of merchant ships had to be maintained, while at the same time the Navy was keeping its own ships operational."

"Especially felt," the committee report went on, "would be the loss of those people highly skilled in the repair of warships."

Hiram Walker Co. Bottling Products Produced by Scabs

The AFL-CIO United Farm Workers Organizing Committee announced recently that Hiram Walker Bottlers, of Peoria, Illinois are among the bottlers using scab wine.

Cesar Chavez, UFWOC director, also named Hiram Walker as the largest user of bulk brandy from A. Perelli-Minetti & Sons yet discovered.

UFWOC members working at Perelli-Minetti struck the concern last September. Scabs were then escorted into Perelli-Minetti to continue production.

AFL-CIO Protests Oil Shale Giveaway to Giant Firms

WASHINGTON—The nation's "tremendously valuable oil shale resources" should be developed for the public interest, not for private monopoly, the AFL-CIO said in a letter to the Senate's Antitrust Subcommittee.

AFL-CIO Legislative Director Andrew J. Biemiller wrote Subcomittee Chairman Philip A. Hart (D-Mich.) that the AFL-CIO "strongly opposes" a plan proposed by the Interior Dept. for development of federally-owned shale oil resources by private firms.

It would lead, Biemiller warned, "to commercial leasing of shale oil lands before major problems of public interest protection and monopoly prevention are solved."

Interior Secretary Stewart L. Udall has published in the official Federal Register proposed regulations for leasing 30,000 acres of oil bearing land for private research and development into the commercial recovery of oil shale deposits. The deposits, considered the world's largest oil reserves, cover 16,000 square miles in Colorado, Wyoming and Utah. More than 80 per cent of the reserves are federally-owned.

Biemiller said two of the Udall proposals raise "serious monopoly dangers." These would authorize exchange of private lands for federally-owned property for private development purposes and open up small areas of federal oil shale lands to private development.

He stressed that labor does not oppose development of oil shale resources provided the public interest is protected.

"There is nothing to stop the giants of the oil industry from developing extraction and processing methods for the oil shale lands they own," he noted. "There is no need to lure these companies into action with giveaway, open-door opportunities to lease or to acquire federally owned oil shale lands."

Earlier, the Oil, Chemical & Atomic Workers testified before the subcommittee against a "giveaway" of the oil shale reserves whose value has been estimated at \$2.5 trillion.

Anthony Mazzocchi, the OCAW citizenship-legislative director, urged that a public policy committee be established, including labor representatives, to consider the best means of developing the nation's oil shale resources.

LABOR ROUND-UP

Birthday greetings were sent to former President Harry S Truman on his 83rd birthday by the AFL-CIO Executive Council with the "earnest hope that you will have many, many more." The council's wire added: "American workers have never had a better friend in the White House than you were."

Under-Secretary of Health, Education & Welfare Wilbur J. Cohen, will be presented with the AFL-CIO's 1968 Murray-Green award. The presentation will be made at the annual Murray-Green dinner to be held in Washington next April. The award cites Mr. Cohen's contributions to the health and welfare of the American people, dating from the earliest days of social security development.

The Labor Department's Bureau of Labor Statistics reports that during the year ending last July 1, union printing trades workers boosted their average hourly wage scales by 12 cents, or 3.3 per cent of \$3.85. Both newspaper employees and workers in book and job plants showed average gains of 12 cents. In newspapers, the average rose to \$4.07-\$3.96 for day work, \$4.17 nights—and in book and job shops to \$3.69.

The AFL-CIO Executive Council has named James Woodside, 50, president of the American Federation of Technical Engineers. Woodside, a native of New Jersey, has been AFTE secretary-treasurer since 1965. He succeeds Russell M. Stephens, who recently accepted a post with the U.S. Civil Service Commission after having served as president since 1951. Woodside will fill Stephens unex-

pired term until the union's next convention in the summer of 1968.

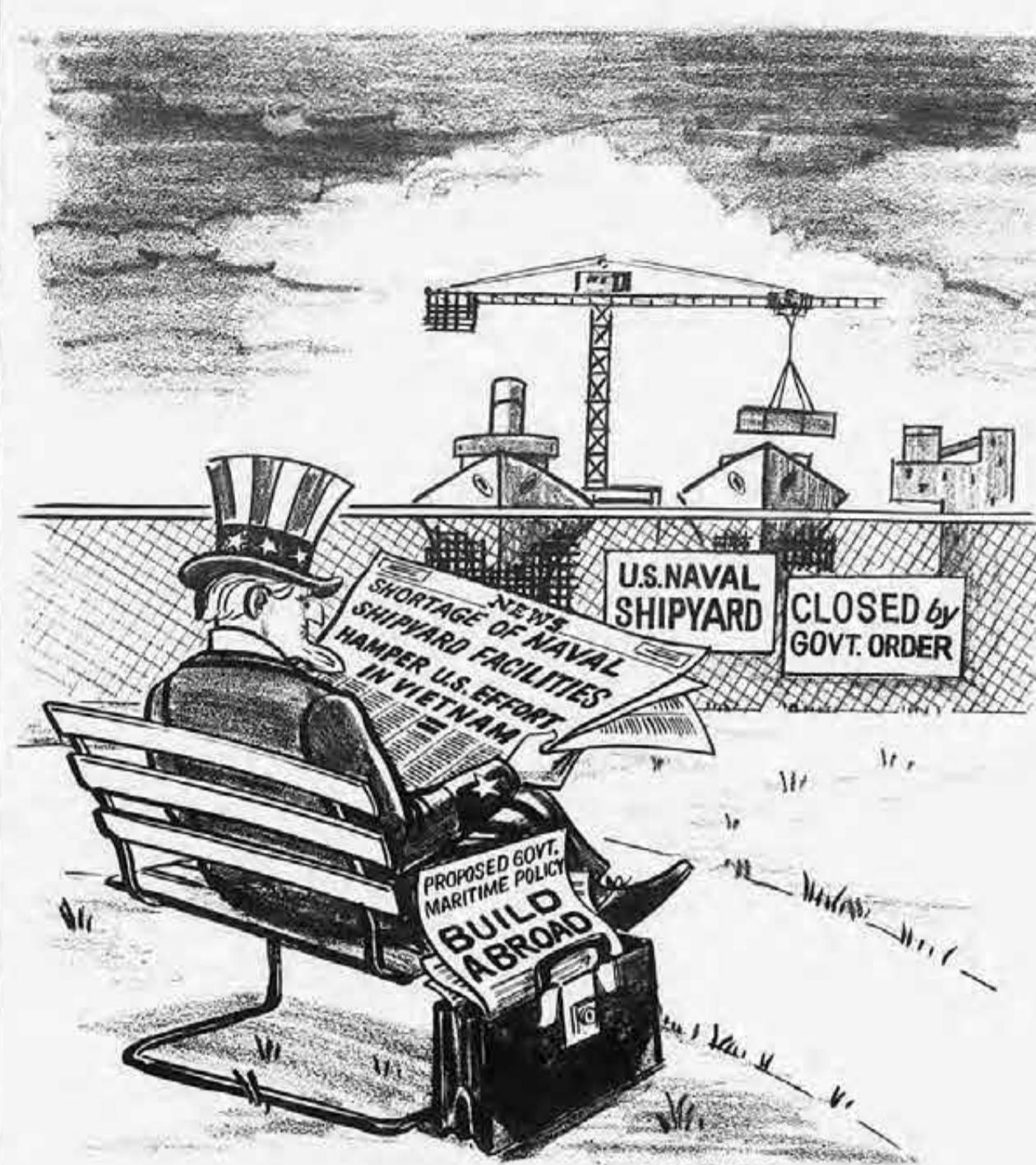
President Paul Jennings of the Electrical, Radio & Machine Workers was presented with the Msgr. John P. Monaghan Social Action award at the 30th anniversary meeting of the New York Chapter of the Association of Catholic Trade Unionists. The ACTU presents the award annually to a person who has distinguished himself in the application of Christian social principles.

Max Greenberg, president of the Retail, Wholesale & Department Store Employees since 1954, has been elected an AFL-CIO vice president. Greenberg, 59, a native of New York, had been president of Local 108, Retail Union of New Jersey, for 18 years. He is a vice president of the AFL-CIO Industrial Union Dept. In 1964, Greenberg was named to the Labor Advisory Council of the President's Committee on Equal Employment Opportunity.

Acting Secretary-Treasurer George Barbaree of the Operative Potters has been elected by referendum vote to fill the post permanently. Pres. E. L. Wheatley announced.

The union executive board picked Barbaree, who has been fourth vice president, to serve temporarily after the resignation of his predecessor, Charles F. Jordan, last December. He led a field of eight candidates in a preliminary vote and in the runoff defeated James R. Norris of Local 9, East Liverpool. He is a member of Pomona, N.J., Local 236.

"...By His Own Petard!"



No Ten Count Yet!

When Defense Secretary Robert McNamara decided—over the objections of the American labor movement, numerous legislators and many concerned citizens—to close down naval repair and shipyard facilities across the nation, he assured Congress that the closures would not affect the Navy's ability to maintain the nation's fleet because sufficient facilities survived his "economy" measures to provide adequate repair and maintenance of our warships. But like many of the Defense Secretary's decisions, this one seems to be developing into a massive blunder.

The Preparedness Investigating Subcommittee of the Senate Armed Services Committee reported last month that the Navy has been encountering increasing problems in the repair and maintenance of naval ships because the repair and overhaul facilities normally used in peacetime have been so reduced in recent years as a result of McNamara's shipyard closings.

Nothing To Celebrate

Last Monday was National Maritime Day, an occasion inaugurated in 1933 to commemorate the departure on May 22, 1918, of the *Savannah*, the first steam-powered vessel to cross the Atlantic. Franklin D. Roosevelt, who had a great love for the sea, inaugurated National Maritime Day to pay tribute to American maritime and to stress the important contributions that the maritime industry makes to the country's economy and defense.

The current administration has certainly not lived up to the ideals represented in the observance of National Maritime Day. It treats the American maritime industry as a

The nation's private shipyards, through the Shipbuilders Council of America, have assured the Senate group that they are prepared to take on additional assignments to see to it that the necessary repair and overhaul of naval vessels is completed. These are the very same shipyards which Defense Secretary McNamara has been criticizing in recent years, along with the rest of the maritime industry, and the very shipyards which would be put out of business were the nation foolish enough to adopt McNamara's proposals to build U.S. naval ships abroad, begin a massive Fast Deployment Logistic Ship Program, or phase out military cargo shipping entirely in favor of airlift.

The American maritime industry, of which the shipbuilding industry makes up an important segment, has pulled many of Defense Secretary McNamara's slightly-scolded chestnuts out of the fire just in the nick-of-time in recent years. This is merely another example.

stepchild, doing nothing to replace obsolescent vessels with fast modern ships, or preventing our ships from joining the "runaway" armada.

To many Americans throughout the land National Maritime Day still has significance. In particular, there are many legislators, representing many hundreds of thousands of Americans, who have constantly battled for an expanded and upgraded merchant marine.

These legislators can only do so much, however. If the administration continues on its present course of indifference and outright hostility to the American maritime, there will not be much point in continuing to observe National Maritime Day.

House Approves Two FDL Ships Despite Strong Opposition Views

WASHINGTON—The Military Procurement Authorization Bill, (H.R. 9240), which will provide funds for the military for the fiscal year 1968 including money to build two Fast Deployment Logistic ships, has been passed by the House but not without the voicing of severe reservations by many Congressmen concerning the FDL ships provision of the bill.

The bill authorizes funds for the procurement of aircraft, missiles, naval vessels (FDL ships included) and other combat vessels to be purchased by the Armed Forces in fiscal 1968.

The FDL ships program is unpopular with many Congressmen

because they feel that the objective of the FDL ship program can be better achieved by an adequate merchant marine.

Representative Mendel Rivers, Chairman of the House Committee on the Armed Services said that the Department of Defense wants a program of building some 30 FDL ships, but his committee,

in dealing with H.R. 9240, had authorized only two FDL ships because the committee wanted to hold the program down to see what impact it may have on the merchant marine and shipbuilding industries.

In 1966, Congress authorized funds for the construction of the first two ships in the FDL program but, noted Chairman Rivers, the Defense Department has ignored using the funds and no work has been begun on their construction. When H.R. 9240 came to a vote, the Congressmen were reluctant to appropriate for a second and third ship when the first two were not even begun.

Representative Thomas Pelly (R-Wash.) said he voted for the bill but was strongly opposed to the appropriation of monies to build the FDL ships which he said would cost nearly \$50 million each.

"All I can say," said Pelly, "is I hope the Senate knocks the whole FDL Ships Program out."

Secretary McNamara keeps insisting that our merchant marine is adequate, said Pelly, but now he wants to build his own cargo ships. "What will happen to these McNamara supply ships when the Vietnam war is over? I would feel better if they were privately-owned and could carry our American commercial cargoes and help our balance of payments."

Speaking from the floor of the House during consideration of the bill Pelly said: "I favor keeping the Navy out of the Merchant Marine business. Let's maintain a fourth arm of defense for war or for peace that is a formidable fourth arm. This poorly considered FDL item should be stricken from this bill."

The cost of the 30 FDL ships proposed by the Defense Secretary is put at \$1 billion. If such a sum of money were spent in American shipyards scores of modern merchant vessels could be built which would serve both our commercial and military needs.

Chicago

Shipping is moving at a steady pace out of Chicago with most of the calls being for rated men. As predicted, those men who did not take advantage of the SIU's upgrading program during the winter months are awfully sorry because they now have to ship out in the lower-paying ratings.

Ed Worth, who ships as a porter, is now out of the hospital after undergoing surgery and is anxious to get back to work.

Duluth

Dave Brander and Sheldon Wilkinson are fit for duty and anxious to ship again. Steve Loffy, wheelman and Gilbert Porter, oiler, were on the rough trip that brought the barge Mitchell from the Soo to the Superior Stone Dock. Dave Jones, as oiler, just shipped out on the grain tanker, Trans Superior, which is bound for Bombay, India.

Shipping calls in the deck and engine departments are picking up, but the galley is still a little slow.

Alpena

Shipping is moving at a good pace in Alpena. The port agent in Alpena is urging all men with the required time for FOW or AB tickets to apply to the Coast Guard for them now.

Cargo is still being removed from the Nordmeer by the salvage company; it looks like the job will take some time.

The Great Lakes

by Fred Farnen, Secretary-Treasurer, Great Lakes



The Ohio House of Representatives will shortly consider House Bill #427. This bill is of great importance to Great Lakes District Seafarers since its passage would give them unemployment coverage during the winter months. We urge all seamen and their families to write to their representatives requesting them to vote for this bill. Petitions for Lakes Seafarers to sign have been sent to all SIU-contracted ships. After they have been signed they will be forwarded to the Ohio House of Representatives.

With our Algonac boat operation now officially opened, SIU agents from Duluth, Alpena, Chicago, and Buffalo are now servicing all vessels plying the St. Claire River between Algonac and Detroit. Nearly 70 vessels, both self-loaders and straight-deckers, will be contracted by SIU agents and patrolmen very shortly.

Negotiations with Checker Cab Co. have resumed in Detroit. The major issue at present is the union shop clause. SIU Vice-President Earl Shepard came in from New York to help out with the negotiations.

The new vacation plan will soon go into effect. All vessels will soon be notified as to the benefits and how they will apply.

The Medusa Challenger, the newest ship under contract to the SIU's Great Lakes District, has made her maiden voyage. We have signed a contract with the Cement Transit Co., who will operate the ship for the Medusa Cement Co. The ship is a multi-million dollar conversion of the Alex Chisholm. She has the fastest cement unloading system yet designed, which will enable her to unload 1,000 barrels an hour.

Frankfort

The MV Viking and the Grand Rapids will both be back in operation by June 1st after undergoing repairs.

Cleveland

With most ships now out on the grain trade, we have some members on the beach. Old timers Harold Carroll, Charley Miller and Clyde Raines are waiting for that certain ship. Chester Kaiser and Allen Sholette have shipped out. Sholette, sailing as a cook for a few seasons, decided to use his AB ticket. We hope things keep up this way for the rest of the season.

Buffalo

Shipping is moving at a steady

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

(This is the second and final part of a two part series)

By Sidney Margolius

As reported here previously, every year hundreds of thousands of moderate-income families, perhaps actually millions, are trapped into exorbitant overcharges and credit fees by sellers who deliberately take advantage of obsolete state credit laws.

These laws are the real reason why such widespread gouges as freezer plans, overpriced used cars and furniture, referral plans for fantastically-priced vacuum cleaners, and many others, have been able to flourish.

The chief tools of deception that give unscrupulous sellers the opportunity to milk working people, are state laws permitting garnishments and repossession. Often these two laws are used together as twin vices to grind buyers into continuing to pay big bills even after the goods have been repossessed or have proved defective. There have been such gouges as a man forced to pay over \$900 for a freezer he had returned to the seller; of a working woman paying \$800 for furniture that has been repossessed; of people paying several hundred dollars for TV sets that have been repossessed.

Many working people do not realize that the remaining balance on a debt is not wiped off simply by the return or repossession of the merchandise. In most states the debtor still owes the balance plus legal costs. This often amounts to as much as the original debt. If the outraged debtor refuses to pay, the finance company garnishes his wages. Often the threat is enough to make the debtor continue to pay, because he fears the loss of his job. In effect, the garnishee is used as a form of blackmail.

There is much bitter testimony in every part of the country that some of the more rapacious dealers and finance companies perform "wash sales" of repossessed goods, pretending that they have recovered only small amounts from the resale to be credited against the debt.

Junius Allison, Executive Director of the National Legal Aid Association, told the 1966 AFL-CIO Community Service Conference how it works: "The car is repossessed, 'sold' to an eager confederate for a token amount, and the finance company gets a judgment for an amount far greater than the worth of the car."

In Colorado, State Representative Gerald Kopel showed this reporter classified ads for repossessed vacuum cleaners and other goods. "They are sold, repossessed, and sold over and over," he said.

At the Inland Steel plant in Chicago where so many workers are garnished that the company has a special official just to handle garnishment cases, she told the Daily News that some car dealers build up deficiency judgments by attributing low resale recoveries to "depreciation." The dealer tells the debtor, "In the month you had the car you got it in such bad shape that it's now worth \$200 instead of \$1500," explained Dorothy Lascoe, the Inland official.

U.S. Senator Warren Magnuson, D., Washington, reports that in Washington, D. C., the FTC found, among other gouges, stores that would load the price of a set of furniture with so many hidden charges that they were able to repossess and sell it over and over. One store sold a single set a dozen times.

A Denver man was told by a salesman that if he would sign an application to determine if his credit was good, he could decide later if he wanted to place an order for a bedroom set he was considering, relates Franklin Thayer, Legal Aid General Counsel. The "application" turned out to be an order. The set first was refused but then delivered when the husband was away. The installment note the man unwittingly signed was turned over to a finance company and the man was sued. He did not use the furniture. But it was repossessed and resold for \$100. This poor fellow now must pay over \$300 for furniture he never bought, never used and does not have.

There are so many repossessions that in larger cities there even are "repossession agencies" which make a business of repossessing for lenders. Usually the licensed agencies are careful to stay on the lee side of the laws against breaking and entering. But sometimes the methods used by repossessing lenders or retailers are flagrantly deceptive, as in complaints from Baltimore, reported by Fairchild News Service, that agents of some sellers pose as sheriff's deputies to gain entrance to seize goods.

A survey by this writer finds that many Legal Aid attorneys are up in arms over the repossession gouges. For example, Arthur Young, Chicago Legal Aid Bureau Director, states: "Elimination of the deficiency clause if the property is repossessed, especially for autos, would be an effective deterrent to sellers who push articles that people do not want or at a price they cannot afford to pay."

California last year did enact a law preventing sellers and lenders from both repossessing and getting a deficiency judgment. They can go for one or the other, but not both.

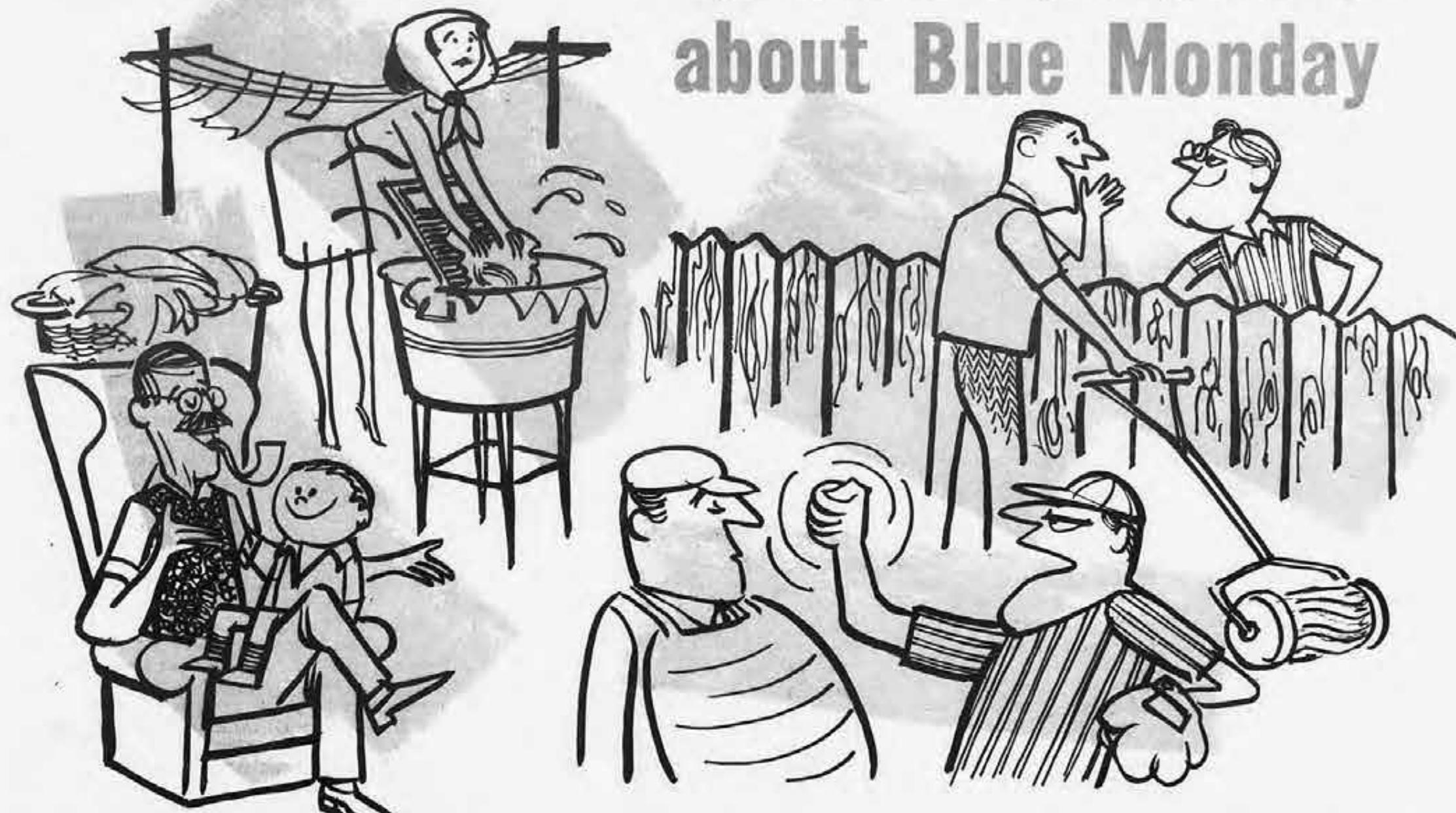
The other face of the vice is the state laws permitting wage garnishments. In a half a dozen states, unions are seeking to temper present garnishments by seeking laws preventing employers from firing if a worker is garnished. New York State last year did enact a mild reform which allows a worker one garnishee in 12 months before he can be fired.

President Johnson has ordered the U.S. Attorney General to investigate the nationwide abuses of garnishees by sellers and lenders, and to make recommendations for reform.

Actually there is no need for garnishees at all. "The remedy for the problems caused by garnishees is to make them unavailable to certain groups of creditors and retain their use for personal injuries and other torts," says Ronald Gevurtz, Portland, Oregon, attorney active in legal assistance.

Reputable sellers and lenders in those states which do not permit garnishees apparently suffer no greater losses than in other states. The Fort Worth Credit Bureau told me that Texas merchants have no greater credit losses than those in other states.

The Scuttlebutt about Blue Monday



IT is not surprising that a profession as old, widespread and stirring to the imagination as seafaring has had its effect on the language we speak, although most people have no idea that many of the words and expressions they use today originated in seafaring jargon.

The housewife who refers to washday as Blue Monday, the sufferer of unrequited love who tells the world he feels Blue, the angry man who threatens to Keelhaul someone, the suburban neighbors leaning on the back fence exchanging some juicy Scuttlebutt, the oldtimer puffing his pipe and Spinning a Yarn for his grandchildren—they are all using seafaring jargon, although they would be surprised at the fact and even more surprised at discovering to what these picturesque parts of their everyday speech originally referred to.

For instance, BLUE MONDAY is a phrase people frequently use to denote a day they are not enjoying or are not looking forward to with any expectations of enjoyment. But why Monday, such days can and often do fall on other days of the week? And why blue particularly, when there are so many other colors to choose from? The answers lie in the history of seafaring.

First BLUE. When we are depressed or worried or unhappy we often say we are feeling blue. The phrase goes back to the days of tall sailing ships. In those days, when the ship's master or another high officer died at sea, a blue funeral flag was flown at half mast and a blue stripe was painted fore and aft on both sides of the vessel as she began her homeward trip. All hands were expected to display, by their demeanor, their respect and sorrow for the departed. They were expected to feel and look BLUE because of what the blue flags and stripes represented.

The sadness and sorrow associated with the color blue became permanently attached to Mondays because that was the day of the week on which punishments, usually floggings, were meted out to seamen in the days of sail. The shipmaster was legally judge, jury and executioner in those days, and any unfortunate seaman who incurred his wrath dreaded the coming of Monday when, tied to the shrouds by his thumbs with only the tips of his toes touching the deck, he might be beaten

into unconsciousness with a cat-o'-nine tails—a short unhandled whip with nine long rawhide lashes with a hard knot tied in the tip of each lash. Thus, BLUE MONDAY was a very real day to oldtime seamen.

Although the flogging was cruel and inhumane punishment without a doubt, there were still worse punishments that were meted out to seamen in the old days—such as being KEELHAULED. To this day, when someone is making a general nuisance of himself or is guilty of some particularly unpleasant act, you may well hear a spectator comment "he should be keelhauled."

The term originated in the days of the square riggers, and was used as a form of punishment mostly in the British and Dutch navies during the 17th and 18th centuries and by pirates. In preparation for keelhauling someone, a line was lowered over the weather bow of the ship, passed under the vessel and brought up on deck on the lee bow. With plenty of slack it could then be worked back under the keel and passed through the blocks at each end of the main yard—which on a square rigger extended well out on either side of the vessel. The rest of the process can be imagined. Made fast to the bight of the rope, a man could be hauled down on one side of the vessel, under the keel and up the other side by a watch of men hauling on one side and slackening off on the other.

According to law, a man could be KEEL-HAULED "once, twice, or thrice," depending on the seriousness of the charges against him (although more often the severity of his punishment depended more on the whim of the captain than on anything else). A young seaman in good health could usually hold his breath long enough to make one trip under the keel with little difficulty, suffering little more than the loss of a few strips of skin to the barnacle-encrusted hull. A second trip around was, naturally, more difficult. A third might easily prove fatal.

When a keelhauling did prove fatal, the unfortunate seaman was enclosed in the canvas sack that made up his straw-filled mattress, weighted with ballast and buried at sea. In the ship's log his death was attributed to "an act of God".

Because KEELHAULING was by no means an everyday occurrence aboard ship, even with the worst master in the world, it undoubtedly provided some lively SCUTTLEBUTT for the crew.

We still use the term SCUTTLEBUTT to refer to gossip or rumors or simply idle chatter. In many places, much SCUTTLEBUTT is exchanged around the water cooler by office workers enjoying a brief respite from dull routine. Strangely, this is exactly as it was in the old days.

On sailing vessels the scuttlebutt was a cask of fresh water secured on deck for use by the crew. Then as now, many lively discussions developed among the men gathered around the scuttlebutt awaiting their turn at the community drinking cup. In time, the type of information exchanged around the water cask was itself referred to as SCUTTLEBUTT.

The scuttlebutt was no place to tell a really good sea story however, because, as every sailor knows, such tales must be developed carefully at a much more leisurely pace. A good sea story requires extensive documentation and great elaboration—in addition to considerable imagination. The scuttlebutt was no place for this, and since conversation while on duty was frowned upon by the officers because they thought it might lead to a lack of attention and sloppy seamanship, such stories were usually told while YARN SPINNING.

In the days of the windjammers, very little rope was wasted aboard ship. Little bits and pieces were saved, and during otherwise slack periods they were unwoven and twisted into a loosely woven yarn called "spun yarn" that was used for chafing gear. The process was called YARN SPINNING and was one of the few shipboard chores during which conversation was allowed to flow freely between the seamen. So many tales of seafaring derring-do were exchanged while spinning yarn that the process of storytelling finally became synonymous with that chore, until seamen as a group have become famous for their ability to SPIN A YARN—in more ways than one.

This feature is to be continued in the next issue of the SEAFARERS LOG.

| Name | Amount | Name | Amount | Name | Amount | Name | Amount | Name | Amount | Name | Amount | Name | Amount |
|---------------------|---------|----------------------|--------|----------------------|--------|---------------------|--------|----------------------|--------|----------------------|--------|------|--------|
| Adams, J. F. | \$ 1.28 | Clausson, Douglas E. | 2.02 | Fruge, C. | 12.84 | Jefferson, N. A. | 3.67 | Maldonado, P. T. | 2.93 | Price, J., Jr. | 2.85 | | |
| Adams, R. A. | 2.71 | Clay, Thomas | 3.96 | Fugisang, G. G. | 1.84 | Jenkins, H. | 5.43 | Maley, J. Richard | 2.03 | Princi, Paolo | 4.93 | | |
| Afford, Carmelo | 4.69 | Clement, A. J. | 4.93 | Fulco, J. A. | 2.20 | Jetten, Orville A. | 4.44 | Maloy, Richard J. | 8.86 | Prizmik, A. | 8.37 | | |
| Akers, W. D. | 7.85 | Clements, Thomas J. | 1.74 | Funkan, N. | 1.94 | John, Ward | 8.45 | Malone, Geo. E. | 1.47 | Prizmik, Antonio | 1.00 | | |
| Albright, R. H. | 3.15 | Cooley, B. F. | 14.81 | Funkan, N. | 3.66 | Johnson, C. W. | 24.74 | Malone, T. | 0.56 | Procell, J. | 9.85 | | |
| Albright, R. H. | 2.24 | Cobb, C. W. | 9.81 | Funkan, N. W. | 3.67 | Johnson, Charles W. | 2.51 | Mannette, J. S., Jr. | 8.22 | Procell, Jack | 15.88 | | |
| Alford, V. S., Jr. | 5.05 | Cobb, C. W. | 4.93 | Fuselier, E. L. | 4.93 | Johnson, Charles D. | 1.47 | Marino, William E. | 3.87 | Prusinski, S. | 13.80 | | |
| Alford, V. S., Jr. | 23.83 | Cobb, C. W. | 10.72 | Gagliano, J. | 11.97 | Johnson, Clarence | 12.96 | Marian, R. P. | 14.16 | Puras, E. | 2.27 | | |
| Alfred L. Eldness | 6.33 | Cobb, C. W. | 1.18 | Gaines, H. T. | 20.61 | Johnson, E. | 6.23 | Mark, R. C. | 6.23 | Questa, R. N. | 2.85 | | |
| Ali, A. | 44.62 | Coleman, R. P. | 7.48 | Gaines, H. T. | 13.44 | Johnson, G. D. | 15.84 | Marshall, L. T. | 17.57 | Quinn, C. | 31.76 | | |
| Allen, H. | 8.19 | Collins, James C. | 33.87 | Galardi, H. J. | 9.06 | Johnson, H. | 28.61 | Marshall, L. T. | 34.52 | Radich, T. J. | 49.70 | | |
| Allen, J. | 2.86 | Conforto, F. J. | 3.09 | Galardi, Harold J. | 6.93 | Johnson, H. A. | 2.85 | Martin, D. M. | 9.85 | Rainey, T. O. | 1.92 | | |
| Allen, J. L. | 1.43 | Connell, E. A. | 17.58 | Galli, V. J. | 24.69 | Johnson, L. S. | 4.45 | Martin, M. | 2.06 | Rainey, Thomas O. | 1.84 | | |
| Allen, J. L. | 2.85 | Connell, E. A., Jr. | 15.71 | Gardner, W. T. | 27.44 | Johnson, L. S. | 3.67 | Martin, M. M. | 13.24 | Ralph, J. J. | 3.09 | | |
| Allen, James | 136.43 | Connell, E. A. | 1.50 | Garn, Norman | 3.03 | Johnson, L. S. | 1.94 | Martinez, C. | 4.93 | Ralph, J. J., Sr. | 1.47 | | |
| Altamuro, A. N. | 12.36 | Connell, Emmitt A. | 15.95 | Garn Norman | 3.11 | Johnson, L. S. | 3.66 | Martinez, R. A. | 41.11 | Ramsey, D. A. | 24.78 | | |
| Altchaff, G. G. | 1.57 | Connell, G. E., Sr. | 3.84 | Garrison, C. W., Jr. | 17.45 | Johnson, R. | 11.68 | Martinez, R. G. | 2.85 | Rana, K. J. | 4.93 | | |
| Altschaff, George | 2.32 | Connelly, H. | .78 | Garrison, G. L. | 4.93 | Johnson, S. | 2.85 | Martinez, Santos E. | 12.87 | Ranou, Irvin, Jr. | 15.95 | | |
| Am, H. Simmons | 1.45 | Conom, Thomas | 1.47 | Gassard, C. H. | 2.86 | Johnson, T. | 8.07 | Marullo, Theodore J. | 5.32 | Rankin, James | 5.40 | | |
| Anderegg, F. T. | 7.74 | Corey, J. B. | 4.93 | Geo, W. N. | 5.86 | Jones, C. | 4.69 | Mathis, T. | 4.93 | Ray, G. | 7.51 | | |
| Anderegg, Frederick | 4.93 | Corlis, J. T. | 1.56 | George, J. J. | 15.71 | Jones, H. E. | 1.98 | Maudlin, J. B. | 6.67 | Rebone, A. J. | 3.52 | | |
| Anderson, Sid | 1.47 | Corlis, J. T. | 1.55 | Georgar, Chester A. | 4.94 | Jones, H. Jr. | 4.93 | Maudlin, J. N. | 9.14 | Read, F. | 1.28 | | |
| Anthony, W. | 4.95 | Cosipito, A. | 4.93 | Giardina, L. C. | 2.85 | Jones, J. S. | 6.37 | McGuffey, James E. | 8.83 | Reimondo, E. R. | 2.20 | | |
| Arcanouz, H. J. | 8.57 | Costello, C. N. | 5.48 | Giardina, L. C. | 10.07 | Jones, James | 7.66 | McKeithen, J. | 10.11 | Rihm, E. A. | 1.98 | | |
| Ardoinne, W. J. | 4.93 | Costello, C. N. | 2.93 | Ciercic, G. C. | 7.56 | Jones, K. W. | 6.22 | McLean, Jerry | 2.93 | Ritter, V. F. | 5.86 | | |
| Ardvine, S. J. | 7.51 | Cover, E. P. | 9.35 | Giesek, Chester W. | 6.57 | Jordan, B. C. | 2.98 | McNab, Earl | 2.82 | Rivera, A. H. F. | 150.00 | | |
| Armstead, M., Jr. | 15.77 | Cox, E. | 3.84 | Gilbert, E. Jr. | 4.93 | Jordan, Bernard C. | 10.63 | McNab, Earl | 10.13 | Roberson, L. M. | 1.98 | | |
| Arnold, Charles B. | 4.93 | Cox, E. E. | 4.93 | Gilliam, C. H. | 2.85 | Jordan, C. C. | 5.20 | McCullough, C. L. | 15.55 | Roberts, H. W. | 19.79 | | |
| Arnold, J. C. | 10.62 | Cox, Joseph | 2.93 | Gillier, Ed. | 12.36 | Jordan, C. C. | 13.07 | McCullough, L. | 15.95 | Roberts, J. | 21.11 | | |
| Athchaff, George | 4.84 | Craddock, Edwin C. | 1.99 | Gillies, Edward | 3.67 | Jordan, Carl C. | 4.04 | McDonald, E. | 4.93 | Roberts, James | 10.13 | | |
| Aubatsky, Ed. | 4.99 | Craddock, Ed. | 1.44 | Gilliken, N. D. | 3.01 | Jr. Crawford, James | 6.18 | McFarlin, J. | 16.28 | Robinson, E. | 1.93 | | |
| Avera, C. L. | 12.45 | Craft, J. W. | 4.93 | Gilliken, N. | 4.56 | Jr. Kelly, John T. | 6.09 | McGarry, F. J. | 2.97 | Robinson, J. T. | 4.04 | | |
| Ayala, R. | 14.98 | Grain, M. O. | 2.86 | Gomez, F. F. | 2.76 | Jr. Timm, Otto | 6.18 | McGee, Wm. | 3.11 | Robinson, T. A. | 26.23 | | |
| Babrala, S. A. | 16.30 | Crawford, J. A. | 41.75 | Gonzales, H. B. | 4.93 | Kara, V. E. | 15.84 | McCarthy, Joseph | 1.47 | Rocco, J. J. | 1.53 | | |
| Baldinelli, R. J. | 3.09 | Crawford, J. A. | 7.73 | Gonzales, H. R. | 3.73 | Kathe, A. F. | 5.40 | McCullough, Lawrence | 11.05 | Rocco, W. T. | 17.14 | | |
| Baldwin, B. W. | 16.06 | Creel, R. C., II | 2.24 | Graham, K. R. | 5.86 | Kennedy, G. | 4.93 | McDonald, E. | 4.93 | Rodriguez, A. | 3.30 | | |
| Ballard, Jerry C. | 4.93 | Crelan, E. R. | 6.37 | Granadas, J. | 3.30 | Kennedy, J. E. | 3.96 | McFarlin, J. C. | 9.85 | Rogers, Anthony P. | 1.99 | | |
| Bankston, A. M. | 6.45 | Cressy, Louis F. | 2.32 | Granados, J. | 5.51 | Kennedy, P. W. | 10.40 | McGarry, F. J. | 2.97 | Rogers, Robert | 9.60 | | |
| Baptiste, F. | 15.35 | Crosswell, John | 12.00 | Gray, O. R. | 1.47 | Kennedy, Y. A. | 16.82 | McGee, Wm. | 3.11 | Rojas, D. | 5.56 | | |
| Baptiste, F. | 15.36 | Crumpler, J. K. | 4.10 | Gray, O. R. | 1.00 | Kent, E. | 4.93 | McGovern, D. T. | 33.05 | Rosenberg, Olave W. | 11.05 | | |
| Baptiste, F. | 1.16 | Cruso, G. A. | 2.85 | Grebson, C. L. | 18.04 | Kerr, G. C. | 13.04 | McGregor, Kenneth C. | 12.00 | Ross, Gao, G. | 2.93 | | |
| Baptiste, F. | 3.54 | Cuelles, J. R. | 1.98 | Green, H. J. | 14.54 | Kerrigan, C. J. | 3.67 | McKay, W. J. | 11.44 | Rousseau, W. A., Jr. | 9.32 | | |
| Barfield, Vernon L. | 2.96 | Cuelles, J. R. | 5.94 | Green, J. L. | 5.34 | Kervin, W. K. | 3.52 | McKay, W. J. | 6.18 | Rush, G. J. | 4.64 | | |
| Barner, Wm. J. | 17.64 | Cunningham, A. | 33.24 | Green, Jesse T. | 2.73 | Kidd, T. Jr. | 4.93 | McPhee, J. | 16.28 | Sabathier, D. H. | 11.73 | | |
| Baugh, Geo. | 8.50 | Curry, H. | 13.45 | Greigoire, Jeffery | 3.67 | Kirkland, Glenn | 9.00 | McPhee, J. F. | 2.97 | Salterez, William | 14.37 | | |
| Baugh, Geo. | 4.94 | Curry, H. S. | 12.77 | Griffin, W. S. | 5.32 | Kisten, Joseph | 5.13 | McLaughlin, N. | 27.83 | Salvador, E. O. | 5.76 | | |
| Beading, R. V. | 1.41 | Dabney, M. W. | 15.11 | Grimes, R. C. | 3.05 | Klauber, P. M. | 1.34 | McLemore, Jimmy C. | 15.95 | Salvador, E. O. | 13.44 | | |
| Beasley, J. T. | 3.01 | Danne, A. L. | 13.49 | Grimes, Reamer C. | 15.95 | Klaus, W., Jr. | 4.93 | McMullen, John D. | 23.74 | Sanchez, J. N. | 77.53 | | |
| Beasley, James T. | 37.42 | Danne, Adolph L. | 1.56 | Gronberg, N. E. | 24.32 | Knott, Beni P. | 3.53 | McMullen, G. D. | 3.66 | Sansone, J. | 4.93 | | |
| Beavers, J. V. | 3.70 | Danne, Adolph L. | 1.56 | Guerin, L. R. | 14.58 | Koch, R. Jr. | 1.39 | McPhee, J. | 1.83 | Saramitus, Algen | 3.09 | | |
| Belcher, J. E. | 7.51 | Dansey, James | 8.79 | Davis, G. L. | 3.66 | Krause, W., Jr. | 13.32 | McPhee, J. | 4.46 | Sargent, O. E. | 12.05 | | |
| Benedict, J. | 9.60 | Darenburg, J. E. | 3.67 | Davis, G. L. | 2.85 | Kyle, H. L. | 1.70 | McPhee, J. | 5.71 | Sarver, J. R. | 3.66 | | |
| Bentley, Louis L. | 4.43 | Davison, B. C. | 1.89 | Davis, G. L. | 6.75 | Labilang, F. W. | 7.83 | McPhillips, R. | 15.71 | Sasseville, R. P. | 8.57 | | |
| Bergeron, L. | 8.07 | Davison, B. C. | 7.47 | Davis, G. L. | 1.00 | Lachapell, L. | 5.20 | Mache, R. J. | 2.85 | Satterwhite, Amsl | 3.09 | | |
| Berlier, M. M. | 2.85 | Davison, B. C. | 4.93 | Davis, G. L. | 14.54 | Lacy, James C. | 7.74 | Savoy, J. | 11.24 | | | | |
| Berthiaume, P. | 1.94 | Davison, B. C. | 1.94 | Davis, G. L. | 1.94 | Lamar, John | 12.32 | Spencer, R. O. | 5.07 | | | | |
| Binemanis, K. K. | 4.93 | Davison, B | | | | | | | | | | | |

Seafarer AB Johnny Lombardo Recalls Fight With 'Sugar Ray'

Twelve years ago a lithe, well-built man named Johnny Lombardo walked into the SIU's hall in New York and he told a Headquarters Representative "If you can use a good seaman, that's me."

In 1955, Johnny Lombardo was 27 years old, a contender for the middleweight crown, and, in the opinion of some sports writers, the finest boxer then fighting. He gave up his promising career as a fighter because he was convinced the odds were stacked against his attaining the middleweight championship because he "didn't know the right people." The SIU got a good man in 1955, and Johnny began his seafaring career.

"I fought all my life," Lombardo told the

LOG. At 13 he was out of school, fighting for a living by working in the coal mines near his hometown of Mt. Carmel, Pa. Except for the money his mother managed to bring home from a silk mill where she worked for a short while, and her mother's meager assistance allowance, his wages were the sole support of the family during those bleak depression years. In addition to his mother, the family also consisted of three brothers and three sisters.

Two years later, at the age of 15, Lombardo was a combat veteran. Lying about his age, he enlisted in the Navy. By the time his true age was discovered, he had been trained as a 20 mm. gunner, and had shot down a German fighter during the invasion of Normandy. "I was so hungry for action, I slept under my 20 millimeter," he explained. When his ship was attacked by the German plane, and "they called general quarters, I had it on fire before anyone got their guns on it," he related. After being mustered out of the Navy, Brother Lombardo—after trying and failing four times—managed to get into the Army. After a few months, however, his true age was again found out, and he was discharged at 16.

For two years he worked as a railroad carpenter's helper, living in Philadelphia. Having fought all his life, it was only natural that he kept fighting. "I got into lots of barroom brawls," he said. His friends told him, "since you like to fight so much, why don't you become a professional?" "So, finally I did." At the age of 18, he went to Washington, D. C., where he knew someone in the fight game, to begin his fight to the top.

Johnny lost his first fight, which took place in Washington's Turner's Arena. "I didn't know how important conditioning is," he says, explaining this loss. "Conditioning is 70 per cent in winning a fight," he says, "fighting skill is 20 per cent, and ten per cent is pure luck." The purse for his first fight was \$20, and Johnny ended up with \$6 of it.

Fought All Comers

Many fights followed, and Johnny fought all comers until he was fighting the men at the top. "I was never knocked out," he says. "In fact, I was never knocked off my feet in the ring."

During his eight-year career as a boxer, Lombardo fought in almost 70 matches and won all of them with the exception of fourteen losses and two draws.



Johnny Lombardo (right) deftly fends off a left jab as he closes in on Sugar Ray Robinson during their ten-round bout in 1955. Robinson won a split decision. Despite the fact that he came within a hairbreadth of victory, Johnny decided to give up boxing.

"Fighting is a lousy business, the way it's run these days," he says, with less bitterness than one would expect. "If it's run right, it could be a great business—where a poor kid can make something."

Though most professional boxers would consider Lombardo's record admirable, he himself feels it reflects many of the ills of the sport as it is practiced today and should have been much better. "Now, it's who you know that dominates," he says. "Talent doesn't mean anything. If you're run by the right people, you're in." Furthermore, with the advent of TV, boxing becomes "too much of an acting business."

On National TV

Lombardo went on his first national hookup in 1952, when he fought Rocky Castillani. Johnny knocked his opponent down for a count of nine in the first round, and knocked Castillani down again in the eighth round for a count of eight. And he beat Castillani "from pillar to post in the other rounds," he says. Johnny related how he was incredulous when the decision—against him—was announced. Sportswriters in newspapers across the country agreed that he had indeed been cheated out of a well-earned win.

Fights Sugar Ray

In 1955, at the age of 26, Johnny Lombardo fought Sugar Ray Robinson. Robinson was on the comeback trail, at the age of 35, trying to capture the middleweight crown. Before the Lombardo match, he had already knocked out Joe Rendome and beaten Gart Panther. "Even though I spotted him 15 pounds, I was sure I'd beat Sugar Ray," Johnny recounted. Although the record shows the fight went to Robinson in a split decision, Johnny is convinced that he won the fight. Two judges gave it to Robinson by one or two rounds each. "That fight really took the heart out of me," Johnny said.

One More Fight

Lombardo fought only once more after the Robinson match. In that match he knocked out "Wildcat" Phil Kim, an up and coming Hawaiian fighter who had TKO'd the lightweight champion, Virgil Aikins. It was on that program that Sonny Liston also fought—in a preliminary match for a purse of \$200. Johnny received \$3,000 for his last fight. He was contracted for one more fight, against the number one lightweight contender, Wallace "Bud" Smith. "For once I would have had weight on someone," says Brother Lombardo, who usually fought at 150 pounds, just three pounds over the middleweight minimum. "I'd have murdered him, and he knew it," Johnny relates. Smith, who went on to win the lightweight championship, "finagled his way out" of the contract and the match never took place. It was just as well as far as Johnny was concerned, as he already was looking for a way out of the fight game.

Two months after that bout, Johnny Lombardo had hung up his gloves for good, retiring from boxing to become a seafarer.

A Yen for the Sea

Ever since his Navy days, Lombardo had a yen for the sea. During most of his boxing career, he and his wife made their home in Miami Beach, as close to the water as they could get.

"The SIU is the greatest," says Brother Lombardo of his union. "I wouldn't change it for the world. The men who run it are the best people in the world."

Brother Lombardo, who now holds an AB's rating, has sailed mostly for Sea-Land on the European run. "I've seen enough of the world," says Johnny, "and I like coast-wise runs and Puerto Rico." "But," he adds, "I'll take anything."

FINAL DEPARTURES

Arthur Caruso, 60: Brother Caruso died on April 4 at the USPHS Hospital, San Francisco, after a brief illness. He was a native of Pennsylvania and lived in San Jose, California. Caruso joined the SIU in the port of Mobile

and sailed as an AB. He served in the Army from 1942 until 1945. Brother Caruso is survived by his daughter, Mrs. Muriel Chairavella of San Jose, Calif. He was a widower. Burial was in Golden Gate National Cemetery.

Anthony Kowalski, 47: Death claimed Brother Kowalski, Jan. 22, at Mercy Hospital, Bay City, Mich. A native of Michigan, he was a resident of Rogers City and joined the SIU Great Lakes District in the port of Detroit. He sailed in the Deck Dept. and was last employed by Huron Portland Cement. Kowalski is survived by his wife, Marjorie. Burial was in Mt. Calvary Cemetery, Bellknap Township, Mich.

Arthur Johnson, 58: A heart attack caused the death of Brother Johnson on April 22, in Bayfield, Wisc. A member of the SIU's Gt. Lakes District, he sailed as a deckhand. Born in Michigan, Johnson made his home in Cornucopia, Wisc. He joined the Union in Duluth, Minn. Surviving is his wife, Elizabeth of Cornucopia. Burial was in Herbster Community Cemetery, Herbster, Wisc.

John Caldwell, 66: Seafarer Caldwell died in Nuevo Laredo, Mexico, March 7.

He was on an SIU pension at the time of death. Seafarer Caldwell sailed in the Steward Department and joined the SIU in New Orleans. He made his home in that port and was a native of Washington, D. C. Caldwell's last ship was the Del Mar. Seafarer Caldwell was in the Air Force during World War Two. Brother Caldwell was buried in Mexico.

Ira Driessen, 65: A coronary thrombosis claimed the life of Brother Driessen in Bayfield, Wis., April 6. He sailed in the SIU's Great Lakes District as an oiler. Born in South Dakota, he made his home in Port Wing, Wisc.

Brother Driessen joined the Union in the port of Detroit. Surviving is his wife, Evelyn of Port Wing.

Burial was in Herbster Community Cemetery, Herbster, Wisc.

Charles Nuber, 71: Seafarer Nuber died on March 14 in New Orleans. He was on SIU pension at time of death. Brother Nuber joined the Union in the port of New Orleans. A native of that city, he made his home in Waveland, Miss. Nuber sailed in the Deck Department as a Bosun. Surviving is his wife, Una F. Nuber of Waveland, Miss. Burial was in Waveland Cemetery, Waveland.

Eros Cox, 52: Seafarer Cox died in Hancock General Hospital, Bay St. Louis, Mississippi, on March 26 from a cardiovascular collapse. He was born in Arkansas and lived in Bay St. Louis. Cox joined the Union in New Orleans. A member of the Engine Department, he shipped as FOWT, deck engineer and pumpman. His last ship was the Del Mar. Cox is survived by his wife, Catherine of Bay St. Louis. Burial was in Lakeshore Cemetery, Lakeshore, Miss.

Thomas Allen, 44: A heart attack took the life of Brother Allen on Feb. 3 in Baltimore. A native of New York City, Allen lived in Baltimore. He joined the Union in New York and was a member of the Steward Department. His last vessel was the Bradford Isle. Surviving is his sister, Jane A. McGahan of San Diego. Allen was buried in St. John's Cemetery, Long Island, N.Y.

Charles Dowling, 46: Pneumonia claimed the life of Brother Dowling Feb. 20, while sailing as chief cook aboard the Volusia. Born in Mobile, he was a resident of New Orleans. Brother Dowling joined the SIU in that port and held the rating of Chief Steward. Surviving is his wife, Rita Dowling, of New Orleans. Burial was in Magnolia Cemetery, Mobile.

Francisco Rodriguez, 39: Brother Rodriguez died April 13, in St. Mary's Hospital, Hoboken, N.J., from pneumonia. A member of the Steward Department, he shipped as Messman. A native of Puerto Rico, he lived in Hoboken and joined the Union in the port of San Francisco.

From the Ships at Sea

A good time was had by all during the fitout party for the Diamond Alkali (Boland & Cornelius), Meeting Chairman Harry L. Stockman reports. "We had a wonderful time and we invited our fellow Seafarers from the Arthur K. Atkinson. A good time was had by all," writes Stockman. Stockman was elected deck delegate and reported that things are going fine in his department. The fellows are "getting the wrinkles out after a stay on the beach," Stockman said. Charles

Murphy is the new steward's delegate and the Engine Department will be represented by Guy Burke. Burke suggested that crew members contribute to the ship's fund. Meeting Secretary Jesse Bostic writes that crewmembers "wished to take time out to praise the galley crew for a job well done." They did an exceptionally fine job at the fitout "when all the fellows eat at the same time and it puts a strain on the porters and cook. So thanks again fellows for a job well done."



"This trip has been a success and all the Union Brothers cooperated just fine. I hope on the return trip, I, or the next ship's delegate can send in the same report," reported Curtis Ducote aboard the Robin Trent (Robin Line). Meeting Secretary Orville Payne reported that Brother Ducote was given a vote of thanks.



A ship's fund was started aboard the Oceanic Tide (Trans World Marine). Meeting Chairman Wilburn Dodd reports. No treasurer has been elected yet. Meeting Secretary Elmer E. Graff reports that the Chief Cook did an exceptional job. Graff reports that some Sea-



Dodd

farers were hospitalized on this voyage. When the trip is over, the vessel will head for a checkup at the shipyards.



During the good and welfare portion of a meeting aboard the Amerigo (Management & Shipping), writes Meeting Secretary William Schneider, the crew resolved that "all hands clean their own quarters upon leaving the ship so the next crew will find a clean ship to take over." Also during the good and welfare part of the meeting presided over by Meeting Chairman John Hoggie, the Steward Department was asked to make available more peanut butter and second helpings on some desserts. The crew was asked to make a better effort in keeping the messhall and pantry clean at night.



Ira Brown, Steward on the Fairisle (Pan Oceanic Tankers) promised his fellow Seafarers that a special dinner would be served while the ship was at anchor in Viet Nam. **Ralf Huddleston**, who was elected ship's delegate by acclamation, reported that "everything is going along smoothly." Crewmembers were reminded to handle all beefs "in the SIU manner, through the department delegates. A ship's fund was started to purchase a television set and all hands pledged money for the TV. Huddleston wrote that "a good payoff" was enjoyed in Portland, Oregon, before the ship left for Viet Nam.

Lifeboat Class No. 177 Shoves Off



Having attained their Coast Guard lifeboat endorsements, the SIU's 177th regular lifeboat class poses for its graduation picture. Seated in the front (l-r) are: S. Carr, A. Casano, W. Napier, and V. Stamatou. Standing in the back row are: Instructor Dick Hall, J. Kelly, R. Slaughter, S. Loston, and SIU Senior Instructor Arni Bjornsson.

Housekeeping duties aboard the Sagamore Hill (Victory Carriers) were assigned in a way that might prove useful to the crews of other SIU-contracted ships, writes Meeting Secretary Francis R. Napoli. The chores were allocated in the following way, during a meeting presided over by Meeting Chairman Milton Trotman: All hands will try to keep the messroom and pantry clean. The Wipers will clean the laundry. The Ordinaries are to clean the slop sink, and the Bedroom Steward was assigned to clean the recreation room. The men feel that this new arrangement will make the ship one of the cleanest SIU ships.



Trotman

Bosun's Wife Writes Congressmen On Social Security—With Results

The SIU, like other AFL-CIO affiliated unions, has been asking its members to actively fight for a stronger Social Security Law. The SIU has pointed out that the proposed legislation will benefit all, not merely the aged, and has asked all its members and their families to do what they can to support its fight for better Social Security.

"I am grateful to your views and will keep them very much before me as this legislation is considered in the Senate."

Representative Jacob H. Gilbert, a Democratic, and a member of the House Ways and Means Committee, wrote his fellow New Yorker: "This legislation has my strong support and, in fact, I would like higher benefit increases and higher benefits than proposed in the President's Bill. My committee is now holding hearings and I assure you my efforts will continue toward the enactment of adequate increases and needed improvements in Medicare."

Another reply came from Representative Theodore R. Kupferman, Republican, of the 17th District of Mrs. Ziereis' Borough of Manhattan. "As you know," he told Mrs. Ziereis, "I have been very much interested in helping senior citizens and in the Social Security system."

If anyone has doubts that the individual can influence our legislators, Representative Kupferman's closing paragraph should remove them: "I shall continue to follow up in order to be helpful and will keep your suggestions in mind as a way to do this."

SIU ARRIVALS

Steven Baker, born February 22, 1967, to the Maynard L. Bakers, Marine City, Michigan.



Issac Bertran, born December 22, 1966, to the Rafael Bertrans, Brooklyn, New York.



Leslie Corron, born December 13, 1966, to the Jerome Corrons, Baltimore, Maryland.



Tonka Kay Lial, born February 17, 1967, to the Candido C. Lials, Houston, Texas.



Robert Trent Bright, born May 3, 1966, to the Robert D. Brights, Norfolk, Va.



Melansea Toy Williams, born December 16, 1966, to the Richard Williams, Brooklyn, New York.



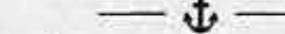
Dennis Evans, born January 16, 1967, to the Arnold Evans, Flora, Alabama.



Andrew McMillan, born March 29, 1967, to the Donald C. McMillans, Philadelphia, Penna.



Patricia Wrenn, born April 15, 1967, to the Ronald A. Wrenns, Jersey City, New Jersey.



Wilma Ivette Ayala, born April 21, 1967, to the Ramon Ayalas, Santurce, Puerto Rico.



William Kleman, born March 24, 1967, to the Robert Klemans, Bay City, Michigan.



Crystal Medice, born March 20, 1967, to the Larry Medices, Gretna, Louisiana.



Karol Williams, born March 29, 1967, to the Carmond L. Williams, Metairie, Louisiana.

Betty Stiner, born November 27, 1966, to the Donald L. Stiners, Tampa, Florida.



Angela Willis, born March 11, 1967, to the Melvin G. Willis, Marshallberg, N. Carolina.



Rigal Baptiste, born April 1, 1967, to the Roland Baptistes, Brooklyn, New York.



Nicholas Vain, born April 14, 1967, to the Henry E. Vains, Baltimore, Maryland.



Cynthia Gibbs, born March 27, 1967, to the Leslie W. Gibbs, Galveston, Texas.



Jonathan Abrams, born March 23, 1967, to the John Abrams, Bronx, New York.



Michael Berry, born February 6, 1967, to the Claude D. Berrys, Lucedale, Mississippi.



Karen Nolan, born April 14, 1967, to the Jeffery Nolans, Houston, Texas.



Candace Tucker, born February 6, 1967, to the H. L. Tuckers, Prichard, Alabama.



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

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Welcome Into The Seafarers Family

To the Editor:

I would like to thank the union for its letter congratulating us on the birth of our son, Walter Erik, and also for the Savings Bond for \$25.

I would also like to thank all the members for welcoming him into the Seafarers family.

I am sure if he should decide to be a seaman one day, he will choose the SIU before any other.

Marlene De Dios



Retired Seafarer Thanks Union

To the Editor:

As you know, I have just received my disability pension. I would like to take this opportunity to tell you I am grateful for having the privilege of belonging to this great union, the SIU, and am deeply appreciative of being a member under its most able leadership.

These blessings will help me to adjust to the future and the heartbreak of never sailing again.

F. P. Hartshorn



Build Up Fleet Instead of FDL

To The Editor:

I am amazed at the lack of understanding on the part of many Government officials about the urgent need for a large, modern American merchant marine fleet. Fortunately, however, there are also many who do understand what the merchant marine is all about.

It is interesting to note that most of the Congressmen who consistently champion the merchant marine in Congress are dead set against Secretary of Defense MacNamara's Fast Deployment Logistic Ship proposal.

Sharp criticism of the Defense Department's Fast Deployment Logistic Ship proposal and a call for revitalization of the American-flag merchant fleet instead, have been the keynote of statements made by these knowledgeable legislators, in contrast to Government officials who have been asking for the Fast Deployment Logistic Ships.

I think it is important to note that these Congressmen stressed that not only are the proposed FDL ships expensive white elephants, but that an increased American merchant tonnage capability is indeed needed—in the form of fast, modern conventional ships.

Martin Hoffman



Urge Instruction In Labor History

To The Editor:

As 1968 elections approach, what SIU President Paul Hall said in his column in the April 28th issue of the Seafarers Log about the need to educate young union members struck me as being worthy of repetition and, if I may, some elaboration.

President Hall said that "there is no question that the biggest

single problem faced by unions in the area of political education is the education of its younger members."

The battles won by organized labor in the thirties are something that fewer and fewer workers can remember. More and more of them as the older workers are replaced by the young, have no conception of what is meant to fight for the right to have a union.

Programs of union education, such as the one offered by the SIU, are of special importance if labor is to present a united

LETTERS To The Editor

front against its enemies. Before a union member can establish a real identity with his union, he must have some understanding of its origins and what the struggle for unions was all about.

Lawrence Ricketts



Shipmates Help In Time of Grief

To The Editor:

My wife and I want to give thanks to the crew of the Clamborne for the way they joined in our sorrow over the loss of our daughter, Elsie, her husband, Israel, and our grandchildren, Wilson and Vivian, who died in a fire last month in New York. Only Jasmin, four years old, survived the blaze.

Also, I want to make special mention of the Bosun, James Dixon, Ship's Delegate Edward Kelly Sr. and the department delegates, David Ramirez, Marvin E. Howell and A. G. Milne.

Marie Luisa and Teddy Ruiz



Oldtimer Recalls 1907 Oil 'Tankers'

To The Editor:

In my good old days of sail, in 1907, the steamboats carried crude oil in 50-gallon drums, and kerosene and gasoline in five-gallon cans. Then the old, dismasted iron sailing ships were used as oil barges.

When the romantic sail was dying, the owners of steamboats began raising freight rates. The housewives living in homes near the waterfront did not like the steamboats that smoked and blew soot against their windows and dirtied the curtains.

And now comes an American supertanker registered under the Liberian flag and crewed by incompetents. Loaded low, it strikes a rock in daytime and commits an act of criminal negligence, letting the oil flow like a curse, killing the fish and fowl and polluting the beaches far and wide. Many more beaches will be polluted in the time to come.

And what do our Congressmen do? They talk. And so nothing is done, and nothing will be. The foreign tankers are outside of the law. Even our own are operating as Liberian and doing it with the support of our lawmakers.

We will have more disasters to be sure.

Capt. R. J. Peterson

Seafarer Pron Goes Where Needed As He Readies for 6th Viet Trip

(With scores of SIU-manned vessels making the Vietnam run with supplies for the military operations, Seafarers are keeping the ships sailing on time. Phil Pron, one of the many SIU men sailing regularly to the war zone—he's been at for the past two years—recently completed his fifth voyage to the Southeast Asia trouble zone. As he prepared to make his sixth trip on the same run, Pron told a LOG reporter of some of his experiences and offered some advice to Union Brothers who may be Vietnam-bound for the first time—Editor.)

It was a warm, sultry evening and the Albion Victory was heading in to tie up at Pier 1 on the Saigon River. As Seafarer Phillip Pron stood on deck on this, his fifth voyage to Vietnam, he could see the lights of downtown Saigon reflected on the surface of the river, while overhead, U.S. patrol planes flew in low over the harbor and headed inland.

Hundreds of tiny fishing boats were crowded tightly together on the river. Alongside the huge cargo ships lying at anchor were piers piled high with materiel for the U.S., South Vietnamese and other allied forces.

This picture of Saigon Harbor at night, stands vividly in the memory of Brother Pron, 41, a native of Secaucus, New Jersey, and a 21-year veteran of the SIU.

Knows Saigon Well

Phil knows Saigon well and he has met many Vietnamese. He finds them to be a decent, friendly people who know that the Americans are helping them maintain their freedom. He says that Americans are welcomed and treated well by most of the Vietnamese, but as is the case in any country living under wartime conditions, there are dangers present.

Phil knows this. He learned it after his first voyage, but he continues to make return trips. Pron related several incidents to the LOG which point up the tense situation which exists in Vietnam.

The ships anchored in Saigon Harbor are well guarded, Pron said, to prevent Viet Cong divers from planting explosives on moored ships.

Almost Mistaken

"One night as we were returning to the Albion Victory on a civilian boat," Pron related, "the Marine guards fired warning shots over our heads. We waved our arms and hollered back something you might say to a baseball umpire, and they decided that we weren't going to blow up our own ship."

Not all the hazards are on water, Seafarer Pron pointed out. "On land you have boys who come up and offer to shine a man's shoes; but when the customer puts



Philip Pron (extreme left) talks with some shipmates on the deck of the Albion Victory while the ship plies waters off Viet Nam.

his foot on the shoeshine box, it explodes. The shoeshine boy offers an excuse to walk away before the trap goes off."

Phil's description of the black market operating in Saigon is one of crowded sidewalks lined with little stands that openly display for sale stolen army rations, uniforms, canned goods, and other supplies.

Beware of Bad Liquor

Many well known brands of American liquor are also on display. "But the seals on the bottles are often broken," Pron pointed out, indicating that the bottles are filled with bogus "Saigon Tea," or worse yet, wood alcohol.

"When I was in Qui Nhon," Phil said, "I saw kids washing empty liquor bottles in street water. If the poison in the liquor doesn't kill you, the stuff in the street water will."

Phil offers the following hints to

fellow Seafarers who ship out to Vietnam:

- Be careful what you buy as souvenirs to send back home. Explosives have been found in dolls, statues, and figurines that have been offered for sale to Americans.

- Don't buy from the black market; some of the money involved finds its way to the Viet Cong.

- Don't sleep on shore at night; always go back to your ship to spend the night.

- Don't walk the streets at night, and wherever or whenever you sightsee, walk with shipmates.

- Watch what you eat and drink. Much of the liquor sold is wood alcohol or is mixed with polluted water.

- Don't deal with Vietnamese who offer to take you to places where you can buy bargains in jewelry and the like. They will lead you to side streets and trouble.

Getting all the materiel our men need over to them is a tremendous job, Pron emphasized.

A Job To Do

Commenting on the morale of U.S. forces in Vietnam, Phil said that "It's high. Those kids certainly don't enjoy being where they are, but they know they have a job to do. It's something like the position I'm in; I know these Vietnam runs can be dangerous, but, it's part of my job too."

Phil feels that with ships carrying 98 percent of the supplies going to Vietnam, the merchant marine is again demonstrating that it is a vital part of the nation's defense and security. And with scores of SIU-manned ships plying to and from Vietnam, Pron pointed out that Seafarers are again proving that they are always ready to sail where they are needed. That's why, he adds, he'll continue to ship on vessels headed that way as long as the need exists.

Entry Rating Lifeboat Class No. 4

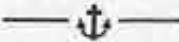


The fourth class of graduates of the SIU's Entry Rating Training Program Lifeboat Plan have completed their course of instruction. Seated (l-r) are: J. Yelich, C. Holton, R. Foster, W. Smith, T. Stanley, R. Siderchuk, and R. Armstrong. In the middle row are: Instructor Dick Hall, J. Prendergast, J. Ryan, R. Wylie, W. Shiflett, G. Restrepo, T. Fahy, T. Coggins, and SIU Senior Instructor Arni Bjornsson. Standing in the back are: G. F. Born, J. Joyce, H. Grimes, H. Harris, L. Swiney, W. McCarron, A. Flores, and G. Williams.

UNFAIR TO LABOR

DO NOT BUY

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



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



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



Jamestown Sterling Corp.
(United Furniture Workers)



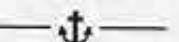
White Furniture Co.
(United Furniture Workers of America)



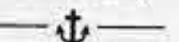
Genesco Shoe Mfg. Co.
Work Shoes . . .
Sentry, Cedar Chest,
Stoller
Men's Shoes . . .
Jarman, Johnson &
Murphy, Crestworth,
(Boot and Shoe Workers' Union)



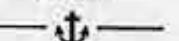
Baltimore Luggage Co.
Lady Baltimore, Amelia Earhart
Starlite luggage
Starflite luggage
(International Leather Goods,
Plastics and Novelty Workers
Union)



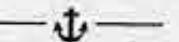
"HIS" brand men's clothes
Kaynee Boyswear, Judy Bond
blouses, Hanes Knitwear, Randa
Ties, Boss Gloves, Richman
Brothers and Sewell Suits,
Wing Shirts
(Amalgamated Clothing Workers
of America)



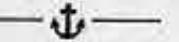
R. J. Reynolds Tobacco Co.
Camels, Winston, Tempo,
Brandon, Cavalier and Salem
cigarettes
(Tobacco Workers International
Union)



Peavy Paper Mill Products
(United Papermakers and
Paperworkers Union)



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



Antonio Perelli Minetti & Sons
Ambassador, Eleven Cellars
Red Rooster, Greystone, Guasti,
Calwa, F. L., Tribuno Vermouth,
Aristocrat, Victor Hugo, A. R.
Morrow Wines and Brandies.
(National Farm Workers
Association)

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.

RETIRING 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.

FORTALEZA (Motorships). March 19—Chairman, C. E. James; Secretary, M. Fay. Two men were hospitalized in Japan. No beefs and no disputed OT were reported by department delegates.

CITIES SERVICE BALTIMORE (Cities Service). March 30—Chairman, J. W. Mullis; Secretary, Walter Ballou, Jr. Some disputed OT in deck department. Motion was made to raise OT rate to \$2.00 per hour. This to be included in new contract coming up in August.

ROBIN LOCKSLRY (Moore-McCormack). March 19—Chairman, Orrie Price; Secretary, Luther Gadsen. \$8.50 in ship's fund. Ship's delegate reported that everything is shipshape so far, and no beefs were reported by department delegates. Brother S. Bergeris was re-elected ship's delegate.

TRANS BURON (Hudson Waterways). March 19—Chairman, J. Bogstrom; Secretary, B. Costello. Ship's delegate had nothing much to report. Everything is going along fine up to now. Conditions satisfactory. Some disputed OT in deck department. Motion was made that negotiating committee meet with contracted companies and negotiate for new retirement plan. Vote of thanks to steward department messman.

ABERION VICTORY (Bulk Transport). March 26—Chairman, M. H. Cross; Secretary, J. H. McElroy. One AB missed ship at Dunsan. Disputed OT in deck and steward departments. Matter of poor menu will be discussed with patrolman.

ROBIN TRENT (Robin). March 5—Chairman, Charles H. Bramble; Secretary, Orville Payne. Brother Curtis Duncote was elected to serve as ship's delegate. He expects this to be a good voyage as there is a good crew aboard. Vote of thanks was extended to the steward's delegate who in turn thanked the crew for their cooperation. No beefs were reported.

FENN VICTORY (Waterman). March 26—Chairman, Jack Bentz; Secretary, Hugh T. Roughton. No beefs were reported by department delegates. Vote of thanks was extended to the steward department for a job well done.

DEL ALBA (Delt). March 31—Chairman, Paul J. Franco; Secretary, John Butler. No beefs reported by department delegates. Crew was requested to keep pantry clean at all times, and to be quiet in passageways.

TRANSEASTERN (Hudson Waterways). March 19—Chairman, Albert Ayler; Secretary, M. B. Elliott. Five hours disputed OT in deck department to be taken up with patrolman in Japan. Brother J. H. Thomassen resigned as ship's delegate and Brother R. Schwartz was elected to serve in his place. Motion made to have air-conditioning installed on all SIU-contracted ships.

WESTERN CLIPPER (Western Tankers). April 8—Chairman, J. Bennett; Secretary, S. Escobar. \$6.41 in ship's fund. No beefs reported by department delegates. Vote of thanks was extended to patrolman Pete who came aboard from Yokohama.

DETROIT (Sea-Land). April 6—Chairman, John A. McLaughlin; Secretary, Frank Zobair. Beef in deck department regarding foodie arrangement. Motion made to stand letter to Bill Bell asking him to meet ship upon arrival at Edgewater, New Jersey.

ROBIN GOODFELLOW (Moore-McCormack). April 8—Chairman, Bill Hand; Secretary, T. Faulkner. \$6.41 in ship's fund. Repair list turned in. Water aboard ship is rusty and there is a shortage.

COSMOS MARINER (Amanthos Shipping). February 12—Chairman, C. E. Miller; Secretary, G. P. Thib. Ship's delegate and the chief electrician took care of all repairs. Brother C. E. Miller was elected to serve as new ship's delegate. Steward asked the crew to cooperate with his department and keep the ship clean.

HENRY (Progressive). March 25—Chairman, Paul G. King; Secretary, Grady Beasley. No beefs reported by department delegates. Awning on boat deck is not complete. Crew requests painting of chief cook's room this trip. Vote of thanks was given to the cook for a job well done.

Schedule of Membership Meetings

SIU-AGLIWD Meetings

New Orleans June 13—2:30 p.m.
Mobile . . . June 14—2:30 p.m.
Wilmington June 19—2:00 p.m.
San Francisco

Seattle . . . June 23—2:00 p.m.
New York . . . June 5—2:30 p.m.
Philadelphia June 6—2:30 p.m.
Baltimore . . . June 7—2:30 p.m.
Detroit . . . June 9—2:30 p.m.
Houston . . . June 19—2:30 p.m.

Great Lakes SIU Meetings

Detroit . . . June 5—2:00 p.m.
Alpena . . . June 5—7:00 p.m.
Buffalo . . . June 5—7:00 p.m.
Chicago . . . June 5—7:00 p.m.
Cleveland . . . June 5—7:00 p.m.
Duluth . . . June 5—7:00 p.m.
Frankfort . . . June 5—7:00 p.m.

Great Lakes Tug and Dredge Region

Chicago . . . June 13—7:30 p.m.
+Sault Ste. Marie
June 15—7:30 p.m.
Buffalo . . . June 14—7:30 p.m.
Duluth . . . June 16—7:30 p.m.
Cleveland . . . June 16—7:30 p.m.
Detroit . . . June 12—7:30 p.m.
Milwaukee . . . June 12—7:30 p.m.

SIU Inland Boatmen's Union

New Orleans June 13—5:00 p.m.
Mobile . . . June 14—5:00 p.m.
Philadelphia June 6—5:00 p.m.
Baltimore (licensed and
unlicensed) June 7—5:00 p.m.
Norfolk . . . June 8—5:00 p.m.
Houston . . . June 19—5:00 p.m.

Railway Marine Region

Philadelphia
June 13—10 a.m. & 8 p.m.
Baltimore
June 14—10 a.m. & 8 p.m.
*Norfolk
June 15—10 a.m. & 8 p.m.
Jersey City
June 12—10 a.m. & 8 p.m.

United Industrial Workers

New Orleans June 13—7:00 p.m.
Mobile . . . June 14—7:00 p.m.
New York . . . June 5—7:00 p.m.
Philadelphia June 6—7:00 p.m.

UIW *

Mobile . . . June 14—7:00 p.m.
New York . . . June 5—7:00 p.m.
Philadelphia June 6—7:00 p.m.

DIRECTORY of UNION HALLS

SIU Atlantic, Gulf, Lakes & Inland Waters

Inland Boatmen's Union United Industrial Workers

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NEW YORK A Busy Port

When a LOG photographer went to Port Elizabeth early this month to record the payoff aboard the Summit (Seastrain), he found himself a very busy man, for two other SIU contracted ships docked nearby, the Mayaguez (Seastrain) and the John B. Waterman (Waterman), were also in the process of paying off. This represents only a small part of the activity in the Port of New York which really keeps SIU patrolmen hopping.



Chief Steward L. B. Moore (R) discusses the recent Mayaguez voyage to Puerto Rico with Headquarters Representative Bill Hall. Ship was at Port Elizabeth, N.J.



Mayaguez payoff finds [L-R] Allen Raymond, Luis Santiago and Mercelino Valentin gathered around Patrolman Ken McGregor and Rep. B. Hall.



G. Gonzales empties his locker after Mayaguez completed trip. Gonzales was the Chief Cook and Seafarers said he turned out good chow.



Seafarer Steve Kadziora and A. Rodriguez relax in messroom aboard the Summit after the Sea-Land ship docked in Port Elizabeth. Heavy storm off Cape Hatteras caused some damage to the vessel's container cargo.



While fellow Seafarers wait for payoff, Pedro Padro helps prepare lunch in Summit's galley. Steward department did a fine job keeping crewmen well supplied with soup and sandwiches during the voyage's recent storm.

Seafarers can get out of touch with union news during a long voyage, so C. Rooks catches up with the Seafarers Log. Sailing as Chief Cook on the John B. Waterman, Rooks completed a very eventful trip to the Far East.



F. C. Cooper of Deck Department has book stamped by patrolman K. C. McGregor during John B. Waterman payoff. There were a number of SIU veterans aboard the ship, who reported that storm off Cape Hatteras was rough.



C. Merritt (l) sailed in engine department of John B. Waterman. Merritt is an oldtimer who has seen many payoffs. Seated is J. Calamia of the engine department and SIU representative Eric Klingval. Calamia was department delegate during recent voyage.





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

APPLY FOR ENGINEERS LICENSE TRAINING



More and more SIU members are availing themselves of the opportunity to earn engineer ratings by applying for enrollment in the engineers training school which is operated jointly by the SIU and the Marine Engineers Beneficial Association, District 2 in New York.

Qualified Engine Department Seafarers who are interested in this program, but have been putting off sending in their applications to the school, should delay no longer. There are already 146 men who have obtained their engineer's licenses through this unique school.

Seafarers who enroll are guaranteed full credit and complete protection for all pension benefits accumulated under the SIU pension plan and their SIU pension will be supplemented by an approximately equal amount by the MEBA, District 2 pension plan while they are sailing as engineers. Also, under the reciprocal agreement between the SIU and the MEBA, men who sail aboard ships contracted to the MEBA, District 2 after obtaining their licenses, will not have to pay the \$1,000 MEBA initiation fee and will not be forced to drop their SIU membership unless they want to. Welfare benefits are also completely covered.

In order to qualify for training in the engineers school—at no cost to yourself—you must be a citizen of the United States, be at least 19 years of age and have completed 18 months of watch-standing time in the Engine Department.

Your period of instruction can be as little as 30 days or as long as 90 days, depending entirely on your own knowledge and ability. While attending the school, your hotel lodging and meals will be provided and you will receive \$110 each week in subsistence payments. When you get your license you will be able to sail immediately as engineer.

Listed below are the names of the latest group of Seafarers whose applications have been accepted and approved for the upgrading school.

| | | |
|------------------|----------------------|--------------------|
| Willis Addison | Edmund Len | Joseph Bekerczky |
| Edgar Armstrong | Lucas Lopez | Juan Gomez |
| Raymond Bowman | George McAlpine | Isabel Hernandez |
| Joe Atchison | Joseph McLaren | Ronald Hosford |
| Jose Castell | Lawrence Mays | Charles Hooper |
| John Burchinal | Clifton Mainers | Leonard Amos |
| Jochim Cirrello | George H. Malinowski | Leon Canfield |
| Antonio Cruz | Juan Medina | David Wilson |
| William Conners | John Morrison | Gustavo Osuna |
| James Cline | Robert O'Brien | Bernard Cassada |
| Ezekiel Daniels | Odd Olsen | E. R. Connolly |
| Hector Duarte | Andrew Ravettini | Alfred De Argo |
| Melvin Eickmeier | Thomas Raines | Raul Estrada |
| Armond Dunn | Raymond Riemer | Jasper Farr |
| William Dyal | Jose Rivera | Edward Futch |
| Roy Fifthen | James Roberts | Louis Malta |
| Jose Gomez | Herbert Rolen | Harold Middleton |
| John Gala | Kenneth Peden | Lauri Ovaska |
| Stanley Gondzar | Spiridon Perdikis | Rudolph Poletti |
| James Hale | Robert Pionk | John Preston |
| Leonard Higgins | Walter Pritchett | Charles Rodela |
| Vernon Keene | Frank Travis | Clarence Riggins |
| John Lasky | Alberto Velez | James Reume |
| Francis Keeley | Walker Ward | Vincent Torregrose |
| James Kellogg | Clark Wood | Harry Watts |
| Joshua Langston | Robert Wroton | Francis Weatherly |

Members whose names appear on this list—as well as others who are being accepted almost daily for the engineer's license training program can begin classes at their earliest convenience. If your name is included you should get in touch with the school promptly so that your schedules can be arranged. Write to: The Harry Lundeberg School of Seamanship at 675 Fourth Ave., Brooklyn, N. Y. 11232. Or, if you prefer, telephone the school at (201) 499-6565.

Any other members who are interested in obtaining their engineer's licenses and can meet the requirements as outlined above can get further details and additional application forms at any SIU hall or by writing to the school.

An application is printed on this page for your convenience. Fill it in now and send it in if you wish to upgrade yourself.

HARRY LUNDEBERG SCHOOL OF SEAMANSHIP

APPLICATION FOR TRAINING FOR ENGINE DEPARTMENT LICENSE

Name: _____

Book No. _____ Z Number: _____

Address: _____

Date Joined SIU: _____ No. Years Seafaring: _____ Years in Engine Dept: _____

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

Rating: _____

Signature: _____