

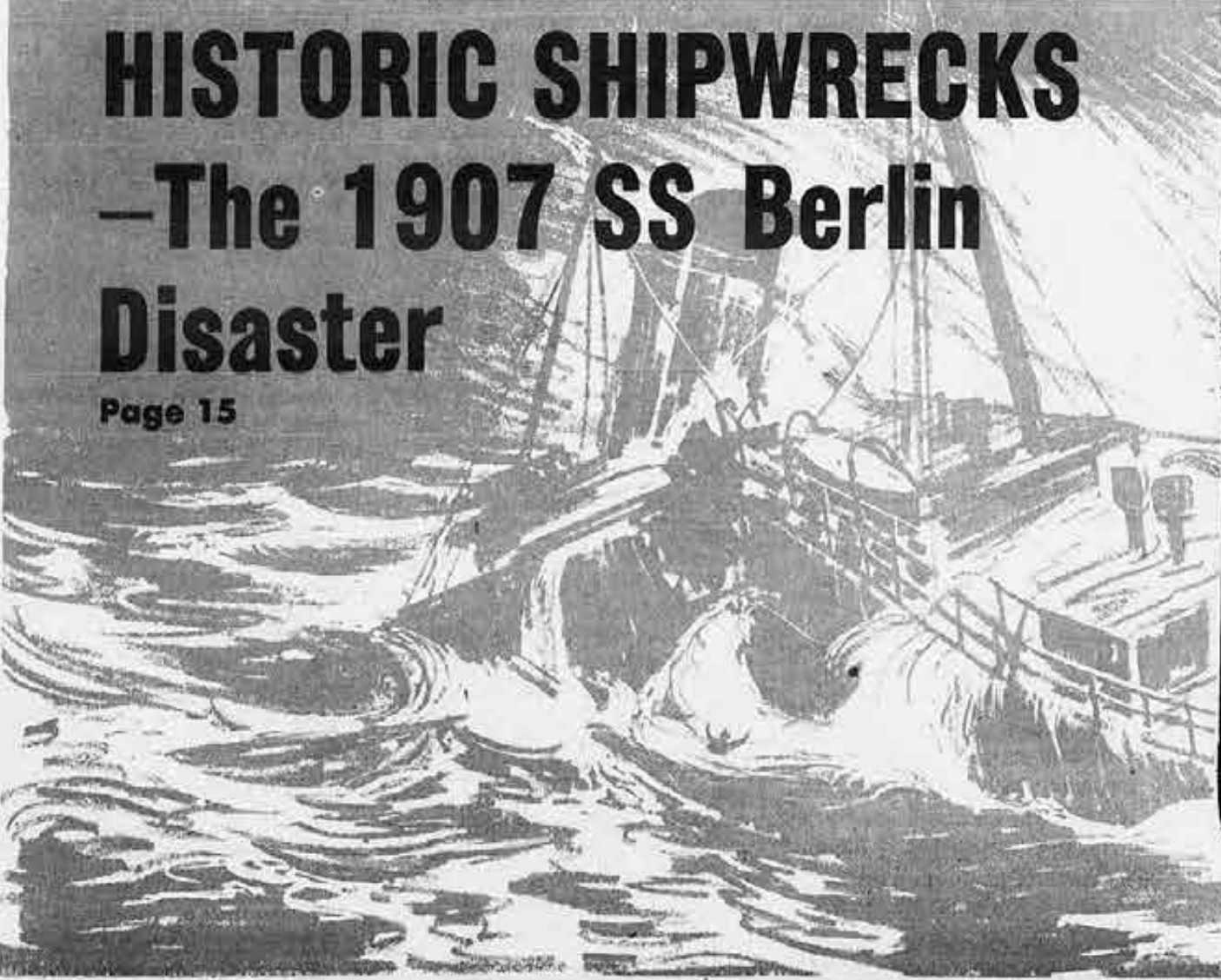
THE NATION'S HEALTH CRISIS

Centerfold



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Council Concludes Winter Session

AFL-CIO Exec. Council Plots Course For Labor's Programs in 1967

BAL HARBOUR, Fla.—The trade union movement took a long, hard look at the challenges and problems of 1967—internationally, at home and within organized labor—and came up with a carefully-planned program designed to insure progress on all three fronts.

In a week of intensive and highly productive sessions, the AFL-CIO Executive Council plotted the course for organized labor for this year and the years beyond, with particular attention to improving the quality and standard of life for all Americans and assuring that all workers secure a fair share of the fruits of their labor.

And despite an all-time record high membership at the end of 1966, the council stressed the need for a continuing emphasis on organizing and updating the policies of the federation in the fields of political action and education and public relations.

AFL-CIO President George Meany characterized the mid-winter sessions at the Americana Hotel here as "very, very productive . . . a fine meeting," with the discussions intensive and at a high level.

In its final sessions the council continued to receive detailed briefings from the top leaders of the Johnson Administration, holding a 90-minute meeting with Vice President Hubert H. Humphrey on foreign policy matters, with emphasis on Viet Nam, and with Treasury Secretary Henry H. Fowler on the general state of the economy.

Earlier it had met with Labor Secretary W. Willard Wirtz, Budget Director Charles L. Schultze, White House Assistant Joseph A. Califano, Jr., and Federal Mediation Director William E. Simkin.

Pollock Elected

The council filled the vacancy in its ranks caused by the resignation of Auto Workers President Walter P. Reuther by electing Textile Workers Union of America President William Pollock. It named Steelworkers President I. W. Abel to head up its Economic

Policy Committee.

Meany told reporters at a press conference that in terms of the overriding issue of labor unity he hoped that the UAW would not leave the AFL-CIO and that he would prefer to have Reuther back on the council.

In a series of statements on domestic policies and legislation the council took the following action:

- Reaffirmed its deep commitment to the war on poverty, sharply repudiated attacks designed to cripple or destroy the program and rejected the "mythology" that the nation cannot afford it.

- Pledged to do everything in its power to translate President Johnson's civil rights program into law, terming his proposals "sound, sensible and achievable."

- Called for "immediate and extensive attention" to problems of the American consumer and urged legislation and investigation in six major areas.

- Urged amendment of the present draft law to remove inequities and discrimination and proposed an 8-point program of revisions.

- Recommended postponing a decision on the need for a tax increase until current uncertainties in the economy are resolved in the next few months.

- Called for wage increases through collective bargaining to bolster consumer buying power, noting that extraordinary profits and rising productivity made such wage hikes possible without increasing the general price level.

Tried to Save Shipmate

MSTU Seafarer Wins Award For Daring Rescue Attempt

San Francisco—An SIUNA Military Sea Transport Union member received a Coast Guard Lifesaving award on March 2nd for an act of bravery that occurred in March a year ago when he attempted to save a fellow shipmate from drowning.

Barstle V. Cross, deck delegate aboard the MSTU transport USNS General Edwin D. Patrick, jumped into 48-degree water at an anchorage in Yokohama, Japan, in an effort to save the life of fellow crewman Felipe S. Santos on March 28, 1966. Brother Santos had fallen into the water while attempting to climb a Jacob's ladder from a liberty launch.

Although Brother Cross was not successful in saving the life of Brother Santos, he did everything possible to rescue Santos until he became exhausted from the cold.

Rear Admiral Theodore Fabik, Commander 12th Coast Guard District, made the presentation to Brother Cross, while his wife, Alvina, looked on. Cross was then handed an encased letter of commendation from the Secretary of the Treasury Henry H. Fowler.

The Secretary of the Treasury commendation read as follows:

The Secretary of the Treasury takes pleasure in presenting the Silver Life-Saving Medal to Barstle Virgle Cross for acts as set forth in the following CITATION:

"For hereto action on the evening of March 28, 1966, when he attempted to rescue a fellow crewman from drowning in Tokyo Bay, Yokohama, Japan. On returning to the anchored USNS Patrick, a crewman slipped from a Jacob's ladder and fell into the frigid water. Mr. Cross saw his shipmate tiring and despite the cold and choppy water, jumped from the launch to swim to his rescue. While grasping his shipmate



MSTU Seafarer Barstle V. Cross displays C. G. Lifesaving Award, received for valiant and daring effort to save drowning shipmate.

and holding his head above water, Mr. Cross attempted to secure him with a life preserver and line. After securing himself to a second line and while being repeatedly immersed by the turbulent water, both men were pulled back under the Jacob's ladder. Exhausted by the ordeal and debilitated by the water, Mr. Cross was assisted aboard ship and released to medical authorities. Mr. Cross displayed outstanding initiative, courage and fortitude in this valiant attempt to save the life of a shipmate. His exemplary service is in keeping with the highest traditions of the sea."

The MSTU will honor Brother Cross with a plaque for his act of courage, it was announced by Secretary-Treasurer Joseph J. Leal.

Report of International President

by Paul Hall



The AFL-CIO Executive Council recently called on President Johnson to issue an executive order to bar government contracts from going to notoriously anti-labor corporations—and in this manner virtually subsidizing their anti-labor practices.

The very need for such demands on the part of organized American labor is a sad and shameful commentary on the contracting policies of the U.S. Government.

The fact of U.S. Government support for anti-labor firms is clear. During the past five years the share of U.S. military contracts going to companies located in the South Central States has nearly doubled. Of the eight South Central States five are "right-to-work" states. During the same period the eight South Atlantic States, five of which are also "right-to-work" states, have boosted their share of military contracts by over \$2 billion.

One of the worst anti-labor companies in the entire nation is located in this area, and it is doubly tragic that this company is also one of the biggest receivers of Defense Department contracts. This is the infamous J. P. Stevens Company, which is perhaps the nation's biggest producer of U.S. military uniforms.

The anti-labor practices of J. P. Stevens' management have been so blatant and consistent that a National Labor Relations Board trial examiner recently noted that "it begins to appear doubtful" that any legal remedy can right the wrongs done to Stevens employees. He blasted J. P. Stevens management for not only repeatedly violating employee rights but also for setting policies that led many company supervisors to lie on the witness stand. Yet the Federal Government continues to reward Stevens with fat government defense contracts, paid for with the tax dollars of American workers.

Another way in which our tax dollars are wasted to support anti-labor employers is through the issuance of tax-exempt industrial bonds which serve in many cases to induce companies to violate their union contracts and run away to states offering them the protection of anti-labor "right-to-work" laws.

A vigorous attack on this tax-dodging scheme was made recently by the Assistant Secretary of the Treasury. He charged that these industrial development bonds were being used more and more by the states to lure financially strong corporations, that are fully able to obtain funds through normal channels, into their area where they can enjoy the further benefits of "right-to-work" statutes.

These practices of awarding government contracts to anti-labor companies and of allowing many of these same companies to take advantage of these tax-exempt bonds to increase their profits are just two areas in which the U.S. government will have to revise its present policies before it can truly say it is fulfilling its obligations to the American worker.

Nominating Period Begins For SIU Convention Delegates

The nominating period for delegates to represent the SIU Atlantic, Gulf, Lakes and Inland Waters District Deep Sea Membership at the Internationals 13th biennial convention will open on March 20. Twenty-seven delegates are to be elected.

Complete information on the nominating procedures, along with election details and the president's recommendations, which had been approved by the membership at the regular March meetings, were mailed directly to all AGLIWD deep sea members by SIU President Paul Hall, in accordance with the Union Constitution, Article XIV, Section 3.

As approved by the membership meeting, the president recommended that the district send to the convention the 27 delegates "to which we are entitled." The notice pointed out that "any full book member in good standing, may nominate himself for convention delegate."

All those members who are nominated and wish to accept such nomination, or who wish to nominate themselves, shall submit such notifications of their nomination or acceptance by wire, registered letter or in person. Such acceptance or nomination shall contain the book number and address where the nominee can be reached during the period of nominations and appeals which commences on March 20, 1967 and ends on April 3, 1967, the notice said.

Nominations and acceptances shall be submitted to Al Kerr, secretary-treasurer, Seafarers International Union of North America Atlantic, Gulf, Lakes and Inland Waters District, 675 Fourth Avenue, Brooklyn, N.Y. 11232 and must be received at headquarters no later than the close of business on March 24, 1967.

The mailed notice pointed out that "in accordance with Article XIV, Section 3, in the event the number of all qualified nominees is equal to or does not exceed the number of delegates to be elected, then such nominees shall be deemed to be elected as convention delegates. Should the number of all qualified nominees be greater than the number of delegates to be elected, a secret vote on the delegates will be held in all ports on April 17 between 9:00 A.M. and 5:00 P.M."

Similar notices are being sent to all members of the districts Inland Boatmen's Union, United Industrial Workers and Great Lakes Seamen for the designation of their respective delegations to the convention of the Seafarers International Union of North America which will be held in Washington beginning June 21.

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Upgrades to FOWT Rating



Great Lakes Seafarer David Jones (left) looks over brand new FOWT ticket with Port Agent Jack Hall at the Duluth SIU hall. Jones, along with many other Seafarers, upgraded his rating this winter by successfully completing the course of study being offered at the Union's FOW school in Duluth. Port Agent Hall directs school.

Three Additional Seafarers Win Deck Officers Ratings

NEW YORK—Three Seafarers have become the second, third and fourth men to obtain deck officer's licenses after preparing for their Coast Guard examinations at the SIU's Harry Lundeberg School for Seamanship in the training program jointly sponsored by the SIU and the American Maritime Officers Union.

Winning certification as Third Mate on Steam and Motor Vessels were Kevin Skelly, Frank Myatt, and John Thompson, who successfully completed the intensive course of study at the SIU-AMO school as well as the Coast Guard examinations.

Forty-four-year-old Kevin Skelly joined the Seafarers in 1961 and went to sea as AB and as bos'n before acquiring his newly-earned rank of third mate. Skelly is from Parma, Ohio.

Frank Myatt of New York is 40 years old and has been with the SIU for ten years, shipping out during that time as AB until advancing to his third mate's rating. John Thompson hails from Essex, Maryland, and is an SIU veteran of 22 years who shipped out as AB and as bos'n before winning his third mate's license.

The training program, operated

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

This in-training assistance is the same as available to engine department Seafarers who are enrolled in the union training program to prepare engine department men for their licensed engineers examination.

In order to qualify for the training course, Seafarers must:

- Be nineteen years of age or over;
- Have 24 months of watch standing time in the deck department and an AB endorsement on their seamen's papers.

In addition to achieving its objective of assisting qualified deck



Skelly

Thompson

under a reciprocal agreement between SIU and the American Maritime Officers, is the first of its type in the maritime industry.

Applicants can begin receiving instruction at any time. The period of instruction will be determined by each member's individual ability and knowledge, and the instructors' satisfaction of his readiness to take the examinations.

The training program was instituted in line with the SIU's objective of encouraging and assisting unlicensed personnel to upgrade themselves.

Seafarers can participate in the course of instruction at no cost to themselves. They will be pro-

AFL-CIO Rallies Public Support In Drive for New Social Security Bill

President Johnson, Vice President Humphrey and overflow crowds at rallies throughout the nation helped launch the AFL-CIO's drive to demonstrate massive public support for the Administration's social security bill. The rallies were held in 14 major cities on Mar. 12.

"Too many citizens have been left behind by the progress they helped build," Johnson declared. "Our effort to guarantee dignity and a decent income to every worker still has a long way to go... I am counting on you to help in this great effort."

Johnson and AFL-CIO Pres. George Meany appeared together in a special film show at 14 week-end rallies sponsored by local central labor councils with strong support from senior citizen organizations. Humphrey headed the speaker list at the Oklahoma City rally and senators, congressmen, union leaders and Administration officials addressed mass meetings in other cities.

SIU President Paul Hall went to New Orleans to spur labor's campaign there. He was the principal speaker at the New Orleans rally which was held in the SIU hall. The meeting was given widespread television coverage which relayed the highlights of Hall's talk and the meeting throughout the community.

Tens of thousands of petitions were distributed at the rallies, which Meany stressed were "only the beginning" of the campaign. He urged those attending to:

"Write to your congressman and your senators. Visit them...

"Talk to your friends and neighbors—to your church and school groups, to your fellow club members. Get them to read the literature we have prepared and to write their congressmen and senators. Get everyone you can to sign your petition."

"That is how progress is made. That is how laws are passed. It is really up to us."

Humphrey touched on the same theme in a rousing speech to the enthusiastic Oklahoma City rally.

"The success of any legislation," the Vice President stressed, "begins right here at the grass roots when people like yourselves, many miles away, start the groundswell that eventually touches Capitol Hill in Washington."

Enthusiasm was the keynote of all of the meetings—flowing back and forth between speakers and audiences, demonstrated by standing room only crowds in most of the cities lining the sides and rear

of the auditoriums and crowding the entrances.

In Boston, center of the New England area rally, a second hotel ballroom even bigger than the one originally scheduled was quickly rented and speakers shuttled back and forth between the two halls—with standees in each. Paul Jennings, president of the Electrical, Radio & Machine Workers, was the principal speaker.

In New York, a capacity crowd attended the meeting, which was held in the NMU hall.

Representative Jacob H. Gilbert (D-N.Y.), a member of the House Ways & Means Committee which

(Continued on Page 6)

Four More SIU Men Win Licenses As Engineers—Total Is Now 128



Sanicola

Kazar

Adams

Hartman

The jointly-operated SIU-District 2 MEBA School of Engineering actively continues to upgrade the skills and ratings of Seafarers.

Four more men have advanced through the program and achieved Coast Guard certification as Engineers. A total of

128 Seafarers have now received engineer's licenses since the school began its program last year.

The newly-licensed engineers

sailing or about to sail in berths aboard American-flag ships are Frank Sanicola, John Kazar, Thomas Adams, and John Hartman, Jr.

Newly-licensed third assistant engineer Frank Sanicola is 49 years old and makes his home in Brooklyn, New York. Brother Sanicola has sailed as FOWT.

Forty-year-old John Kazar is a 23-year veteran who's sailed in FOWT slots before earning his third assistant engineer's license. Brother Kazar hails from Scranton, Pa.

Thomas Adams, 44, also sailed as FOWT before winning his third assistant engineer's license. Brother Adams joined the SIU in 1961.

John Hartman, Jr., is an old-timer of 21-years SIU-standing who also sailed as FOWT before acquiring his third assistant's license. Brother Hartman, 43 years-of-age, is, like Brother Kazar, from Scranton, Pa.

The joint SIU-MEBA District 2 upgrading school offers Seafarers and Engineers qualified instruction in preparing for their Third Assistant Engineer, Temporary Third Assistant Engineer or Original Second Engineer's licenses in either steam or motor vessel classifications.

SIU engine department men who have the necessary requirements and who want to enroll in the school can obtain additional information and apply for the course at any SIU hall or write directly to SIU headquarters at 675 Fourth Avenue, Brooklyn, New York 11232. The telephone number is HYacinth 9-6600.

Representative Dingell Speaks at MTD Meeting

House Maritime Committee Member Warns of Soviet Sea Dominance

WASHINGTON—The Soviet Union will become the dominant maritime power in the world if the United States doesn't become more competitive in the rebuilding of a strong merchant marine, Representative John D. Dingell (D-Mich.) warned those in attendance at a meeting of the AFL-CIO Maritime Trades Department here last week.

Dingell, a member of the House Merchant Marine and Fisheries Committee and the House Commerce Committee, in his talk to representatives of labor, industry and government, emphasized the need for legislative authorization in allocating funds needed to rebuild our merchant fleet and upgrade shipyard capabilities. It should not be left to the Budget Bureau or the Appropriations Committee to handle the maritime fiscal requirements needed, he said.

A strong merchant marine is not only vital to serve the nation's defense needs but to serve its commerce as well, the congressman continued. "Our Balance-of-Payment difficulties would also improve considerably with American vessels on the trade routes of the world," he pointed out, adding however, that recent suggestions from the new Department of

Transportation that old rust-buckets and obsolete Liberty Ships be used to revitalize the American Merchant Marine was hardly an answer to this need. He said the use of these old ships represents a danger to both crew and cargo as well as making U.S. efforts in the maritime field a laughing stock among "foreign shipowners."

Dingell again stressed the need for continued efforts by all concerned toward the establishment of an independent Maritime Administration and alluded to the recent success of maritime unions and much of management in preventing MARAD from being made a part of the Transportation Department.

"We won that battle," he said, but reminded his listeners that "we have yet to accomplish the objectives sought" and a major effort will be required to reverse the long period of unconcern for the Amer-

ican merchant marine.

SIU-President Paul Hall, who is also president of the Maritime Trades Department, reaffirmed his confidence in bi-partisan cooperation as the best hope for solution of industry problems and the revival of our American merchant marine program.

Hall also called for some attention in Congress to the decline of American shipping on the Great Lakes.

Attending the luncheon in place of Senator Everett Dirksen, who was ill, Senator Thomas Kuchel (R-Calif.) voiced his concern for the condition of the maritime fleet. He said that on a recent visit to the Persian Gulf he had seen the vessels of Japan and the Soviet Union which deal with free nations, and became convinced that "this administration has not done for the United States what is needed by the maritime industry."

Six Additional Seafarer Veterans Join Growing SIU Pension Roster



Resquites

Wood

Sillin

Fisher

Escandell

Albanese

Six additional names have been added to the ever increasing list of Seafarers collecting a pension from the SIU. Newcomers to the pension ranks include: Sal Resquites, Cedric Wood, Earl Sillin, James Fisher, Francisco Escandell and Rocco Albanese.

Sal Resquites was born in the Philippines and joined the SIU in New York. A resident of San Francisco, he sailed as a cook. His last vessel was the Steel Age.

Cedric Wood was a member of

the Steward department and joined the union in the port of New York. Born in the British West Indies, he now lives with his wife, Inez, in South Ozone Park.

New York. Wood last sailed aboard the Executive.

Earl Sillin last shipped on the Del Monte. A member of the Engine department, the Seafarer sailed as FWT and oiler. He joined the union in Jacksonville. Born in Arkansas, Sillin lives in Tampa, with this wife, Eva.

James Fisher sailed as AB and joined the SIU in the port of Seattle. He lives with his wife, Frances, in Campbell, Calif. The Seafarer was born in Boston. Fisher's last ship was the Choctaw Victory.

Francisco Escandell was born in Spain and resides in New York with his wife, Milagros. He joined the SIU in Baltimore. A member of the Steward department, he sailed as chief cook. His last ship was the Rice Victory.

Rocco Albanese was an AB and bosun. He was born in New Jersey and lives in Lyndhurst, N. J., with his wife, Emily. Albanese joined the union in New York. His last ship was the Gray.

The Great Lakes

by Fred Farnen, Secretary-Treasurer, Great Lakes



SIU members have kept the Port of Detroit busy for the last two weeks with crews reporting to various vessels in the area. At present three cement boats, the Inglehart, Paul Townsend and S. T. Crapo are fitting out. Crews have already reported to the U.S. Gypsum, Ben W. Calvin, Adam E. Cornelius and Consumers Power. The Tug Dean and Barge Maida are also fitting out.

All SIU men clearing in Detroit have taken their physicals. We urge all members who have not gone through the Union clinics to do so promptly so that the processing of clearance cards can be speeded up when men report to ships.

With the cutbacks in automobile production and the possibility of an auto strike this year, things in the shipping industry could become slack. But there should be plenty of jobs — especially for rated men — and the Union is making every effort to assist members in obtaining their ratings.

Your Secretary-Treasurer and other Union officials attended a membership meeting of Checker Cab drivers held at the Retail Clerk's hall to advise the more than 250 drivers present of the proposals presented to the Company. Guest speakers were Mike Novak, president of the Wayne County AFL-CIO, and Johnny Schreier, Regional Director of the 11th Region AFL-CIO.

John Weaver, President of Local 10, Transportation Services and Allied Workers, Seafarers' International Union, AFL-CIO, told the TSAW members that negotiations will begin March 15. The negotiating committee was introduced to the membership which then went on record to grant it full authority.

Members of the committee include four drivers (representing three garages), your Secretary-Treasurer, John Weaver, Jack Bluit and Vic Hanson.

After using every legal gimmick in the books and stalling for the last five years, we can expect the Company to be just as hard-boiled during these negotiations. However, we have confidence that we will get the best contract possible.

Cleveland

The Lakes Ice Committee came up with a very discouraging ice

report at its first meeting. Aside from the operation of a few self-unloaders, indications are that the rest of the ships will not get going on the season until about two weeks later than they did last year. The next formal meeting of the committee is not scheduled until March 26.

Frank Kalicky, who is reporting back to his job as porter on the Paul Townsend, was the first member to get his callback this season.

Hedgefence Shoal Guides Fishermen Of New Bedford

NEW BEDFORD—"Hedgefence"—this well known name might be taken by an outsider to be a disparaging remark about some girl's lack of a beautiful face.

But actually it's a reference by SIU New Bedford fishermen to Hedgefence Shoal, a fishing ground off Nantucket. Someone once said the shoal looks like a hedgefence.

Other fishing grounds visited by local fishermen bear such names as "Banana," "Lumps," "Bight of Clark," "Iron Ore," and "Rose and Crown."

A majority of the fishermen know these locations but the U.S. Bureau of Commercial Fisheries often has trouble pinpointing the exact spots.

John V. Mahoney of the BCF office in New Bedford says the government wants to get specific locations so the grounds can be evaluated, future stocks estimated and management and conservation policies can be recommended.

MCS Re-elects Ed Turner to Top Union Post

SAN FRANCISCO—The Election Committee of the SIUNA-affiliated Marine Cooks and Stewards Union has completed its official count of ballots cast in the recent MCS election of officers and has announced the results.

Results of the official tally were concurred on by the membership at monthly membership meetings.

The official tally shows election of the following officers:

Ed Turner, Secretary-Treasurer; Frank Gomar, Assistant Secretary-Treasurer; Elmiro LaRue, Headquarters Dispatcher; Mathew G. Bayless, Robert D. Bessette and Pendleton D. Thompson, Headquarters Patrolmen; Charles W. Green, Seattle Port Agent; John Stathis, Portland Port Agent; Joe Goren, Los Angeles Port Agent; Wilder Smith, New York Port Agent; and Emil Lee, Honolulu Port Agent.

Elected as SIUNA Convention Delegates were Ed Turner, Joe Goren, Wilder Smith, Charles Green, John Stathis and Earl Lee.

For the first time in MCS history, the absentee ballot was available in every port except San Francisco, as previously authorized by the membership. The elections committee report noted that use of the absentee ballot had proved a complete success, enabling more eligible voters than ever before to register their tallies.

The Atlantic Coast

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



New York

Rudolph Evans was by the hall checking the boards for a bedroom steward's job like the one he held down for three months recently aboard the Burbank Victory.

Frank Maldonado, off the Long Beach after a brief 26-day stint as oiler, is checking the boards once more for any Sea-Land ship, preferring an oiler's spot.

Troy Smith recently concluded his trip after 6 months aboard the Steel Designer. Troy is seeking for his next run a Far East tripper as oiler.

Raymond Lewis likes to ship: Period. So he'll take any ship anywhere. Raymond last held down the galley utility spot aboard the Wacosta for two months.

Peculiar weather has been making itself felt around the headquarters hall. Seafarers coming by in the A.M. with scarves and fur-lined jackets can, by noon, get sun tans outside the hall. On some days, that is.

Boston

Twenty-year SIU member Arthur Vogel is ready for the first job to be put on the board after enjoying a few weeks at home with his family. Art last sailed as a wiper on the Robin Goodfellow.

Henry Martin is raring to go on any ship. The 25-year SIU veteran's last job was as Chief Cook on the Malden Victory.

Another 25-year man, John "Fish" Rubery, is holding down the hall for the first bosun's job to be posted. The Bertha Ann was his last ship.

Shipping has been slow this period but we expect it will be somewhat better before the next report.

Norfolk

Two 20-year-veterans of the SIU are back in town after extended absences. David Berger finally found his way home after three years on the West Coast. He's now registered in Norfolk and looking for a bosun's job.

Randolph Archer signed off the Baltimore for a couple of weeks leisure. He just picked up a sizeable vacation check and means to make the most of it before looking for another wiper's job.

Philadelphia

Funeral services for oldtimer, Edmund Brett were held on March 8 at the Nulty funeral home here. Ed passed away on March 5.

Shipping in the Philadelphia area has been only fair this period.

William Smith is ready to go again after getting off the Columbia due to a death in the family. Billy sails in the Deck department.

Ed Dacey and Joseph Werselovich are both watching the board for jobs in the Steward's department. Ed recently got off the Fort Hoskins. Joe's last ship was the Merrimac.

Joseph Doyle, last on the Fort Hoskins, is registered and ready to take the first Engine department job that comes up.

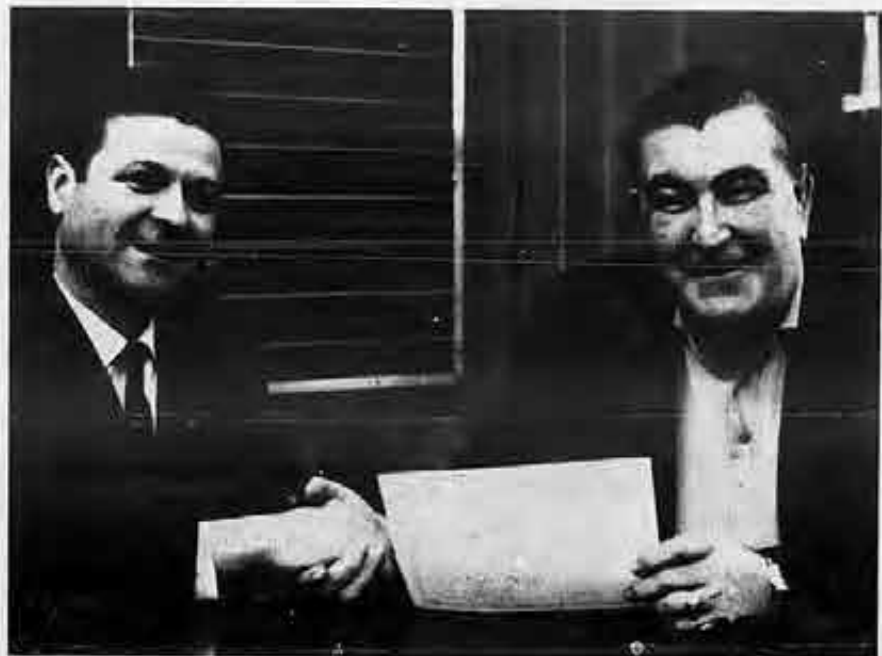
Baltimore

Shipping has been good here and prospects for the next period look the same. In port with no crews are the Almar, Losmar, Ohio, Maine, Hercules, Victory and Seatrain's Washington. Ships crewed this past week were the Seafarer and the Jasmina. Three paid off, 4 signed on, and 5 were in transit during the past two weeks.

Kenneth Bane is happy over the many benefits he's received over the last 18 years as an SIU brother. Ken's last vessel was the Kenmar, which returned recently from a one-year run. So he's just taking it easy for a while, but will join up again soon, this time on a European run.

Puerto Rico

Old timers seen around the hall include Cliff Mainers, who is leaving the island to enroll in the SIU's Engineers Upgrading program, and Eddie Castro, who will follow Cliff up north very shortly. Joe Wohletz, a pensioner, is recuperating from a recent eye operation.



Frank R. Myatt (left), second Seafarer to receive deck officer rating after completing upgrading training at joint SIU-AMO Deck Officer Training School, receives certificate and hearty congratulations from SIU vice-president Earl Shepard. Myatt won third mate's ticket.

The Gulf Coast

by Lindsey Williams, Vice-President, Gulf Area



The Greater New Orleans AFL-CIO elected officers at its meeting held February 23. Officers reelected were: A. P. Stoddard, president; Davy P. Laborde, vice president; Buck Stephens secretary-treasurer; and Roy Klung, sergeant-at-arms. Members of the executive board reelected were: Peter Babin, Jr., Edward Bertoneau, Ernest Colbert, Clarence Henry, M. E. Joseph, John M. Kelly, Jr., Robert Lewis, Edward Shanklin, Nick Tadin, Sal Tardo, Joseph Usner, C. V. Utter, John W. Whalen, Jr., myself and Jules Zuberbier.

The tug Whiteman No. 10 sunk in the Mississippi River after a fire broke out in the engine room. The tug was owned by the SIU-IBU contracted George Whiteman Towing Co., Inc. of Gretna, La. Danger of an explosion lasted for an hour due to the highly inflammable nature of the tug fuel. Harbor police fireboats worked nearly three hours to douse the flames. Fortunately all five crewmen escaped injury.

Representative Eddie L. Sapir was victorious over his Republican opposition in the February 28 general election for the city council seat. It was his third contest within two months. His victory represents a hard-fought triumph for all of New Orleans labor.

New Orleans

Seafarer **Tim Holt** has just completed a very unusual trip to Karachi. Holt was injured on the *Ramban* while sailing as an AB. He was sent to a Karachi hospital—a maternity hospital.

Off the *Overseas Joyce* after a tour of the Far East is **Dave Albright**. Dave has been relaxing with friends in the hall. He generally sails as baker and is presently looking for a three month stint going anywhere. **John Richardson**, meanwhile, is scouting a summer run to Europe. His last ship was the *Warrior* as FOWT. John's a native of North Carolina.

Anything that comes along will suit **J. A. Tadlas**. The *Del Monte* was his last salt water billet. He was an AB on that one. Electrician **Gorham Bowdre** last sailed on the *Alcoa Voyager*. Bowdre claims not to be choosy as to his next selection, but expresses a preference for Northern Europe or Japan as the destination. He makes his home in Baltimore.

After an extensive Viet Nam run as chief steward, **Homer Ringo** has retreated to his summer home on the Mississippi Gulf Coast, where he plans to relax before setting out to sea again. Ringo is well-known for both his fairy tales and hush puppies.

Houston

Richard Torrealba recently piled off the *Keva Ideal* for a very special reason: It seems that Dick recently became a grandfather, and is anxious to begin spoiling his newly arrived granddaughter. **James M. Sammon** decided to take advantage of the SIU Upgrading Program in Houston, and that he did. Sammon was not satisfied with merely one or two endorsements. Through diligent study he managed to get six: Machinist, refrigeration engineer, a new endorsement as engineman, junior engineer, deck engineer, and last but not least, electrician. Sammon is a good example of just what determination can accomplish.

Mobile

Back from a fast trip to Viet Nam, chief cook **Robert Spencer** had nothing but praise for his last ship, the *Linfield Victory*. Spencer characterized her as an "oldie but goodie." **Joseph Green** is most familiar with the island runs, but recently he made a rapid run to Israel with a load of grain on the *Tamara Guilden*. Joe makes his home in Mobile. While on the *Minot Victory*, deckman **William E. Smith** suffered burns and had to be repatriated to the States. Smith has shipped from the Gulf area for over twenty years. After he recuperates, Brother Smith is looking forward to getting back in harness.

Seafarer **John D. Hunter** just finished a nice long trip as bosun on the *Neva West*. He got off recently to go into drydock and after some minor repairs will be back looking for another long stay. Hunter makes his home in Mobile with his wife and family.

Fire Claims SIU-IBU Manned Tug, All Crewmembers Escape Unharmed



SIU-IBU manned Whiteman Towing Co. Tug. No. 10, which burned and sank near New Orleans.

NEW ORLEANS—A sudden fire claimed the SIU-IBU manned Whiteman Towing Co. Tug No. 10 recently in the Mississippi River near here. Fortunately, none of the tug's four-man crew suffered any injuries.

The SIU Inland Boatmen's Union-contracted vessel, named the *Cosa Nostra*, was towing a derrick barge when the fire broke out.

Two Coast Guard vessels and two New Orleans harbor police fireboats poured streams of water into the flames for more than two and a half hours after the blazing tug ran aground at Law-

rence Street in Algiers, but the boat finally went under.

Because the tug carried highly flammable fuel, fire fighters feared an explosion, but managed to prevent that from happening.

The four crewmembers aboard the tug were SIU-IBU members **Floyd Koenig**, Captain; **Leonard Koenig**, Engineer; **Claud Koenig** and **Bennie Stewart**, both deck hands. A fifth man, aboard the derrick at the time of the fire, also escaped uninjured.

Report Indicates Continued Increase

Medical Costs Creating 'Hardships' U.S. Govt. Agency Report Reveals

WASHINGTON—Soaring prices for medical care are causing "severe hardships" to people who need doctors or hospital services and are inflating the cost of government-financed medical care programs, the Dept. of Health, Education & Welfare reported to Pres. Johnson recently.

The government study predicted that medical costs will continue to rise. But it stressed that the rate of increase can be slowed by measures to make more efficient use of medical resources and bring down the cost of drugs. Physicians fees and hospital charges led to an explosive rise in

medical costs during 1966.

Fees charged by doctors shot up 7.8 percent, more than double the 1965 increase and the biggest one-year rise since the government began collecting statistics on medical costs 40 years ago. The study also showed a long-term trend indicating that doctors are spending less time on each patient as well as charging bigger fees.

Hospital costs jumped 16.5 percent last year to an average charge of about \$45 a day, with no sign of a letup.

While drug prices did not rise markedly during the past year, they are an important factor in the high cost of medical care and the report recommended steps to lower prices of prescription drugs.

Many of the report's findings and recommendations paralleled a statement by the AFL-CIO Executive Council at its recent meeting.

The HEW study recommended "an intensive examination of frequently prescribed drugs" to compare the effectiveness of more expensive brand name products with unbranded equivalents so that doctors can be authoritatively assured if the two are equal in value. It asked that the Food & Drug Administration provide unbiased information to doctors about the efficacy of drugs.

The Executive Council had

urged consideration of such a listing by the Food & Drug Administration.

Both the report and the council statement called for consideration of the efficiency of hospital and nursing home facilities in determining the amount of reimbursement under the medicare program.

A council proposal for grants-in-aid "to stimulate the growth of consumer-controlled comprehensive health plans" was matched by an HEW recommendation for encouragement of group practice and federal "seed money" to encourage the start of group practice prepayment plans.

Zip Code Needed for Foreign Allotments

Seafarers who desire to send foreign voyage allotment notes to their families or to an American bank are requested by the Coast Guard to have in hand the complete name and address of the allottee, including Zip Code number, for presentation to the Shipping Commissioner at the appointed time the vessel's crew signs on Shipping Articles in the presence of the Shipping Commissioner.

Del Mundo Crew Wins Safety Award



Capt. M. L. Leger of the SIU-contracted Delta Line's cargoliner *Del Mundo* happily accepts Jones F. Devlin Safety Award from company Safety Director Capt. C. P. McFaull. L-R are: Seafarer Walter Dunn, steward; Homer Gill, first asst. engineer; Captains McFaull and Leger; Robert Horodecky, chief engineer; Philip Parish, purser. Award is issued by National Safety Council's Maritime Section to American-flag ships achieving operation records of two full years without any lost-time accidents to its crew members.

AFL-CIO Rallies Public Support For New Social Security Measure

(Continued from Page 3)

is currently considering the legislation, was given an ovation punctuated by cheers and shouts of approval as pledged "full support" to the Administration's bill "as a bare minimum" to meet the need for improved social security. Besides helping the elderly, Gilbert pointed out, the President's proposals would, if enacted, be worth \$200,000 in insurance to a 35-year-old man with a wife and two children.

Meany called for the same type of effort that led to the enactment of medicare. He stressed that labor regards the pending bill as "a down payment" on a needed 50 percent increase in social security payments, with government contributions added to the social security tax paid by workers and employers.

In Los Angeles—another standing room only rally—heard Rep. Philip Burton (D-Calif.) stress the importance of a boost in social security benefits.

Up the coast, at Seattle, rally sponsors lugged in 200 extra chairs but many still had to stand to hear Rep. Lloyd Meeds (D-Wash.) speak intently of the urgent need to improve social security, "the only reliable protection for most Americans in their old age."

At Denver, Social Security

Commissioner Robert M. Ball not only spoke; he threw the meeting open to questions on all phases of social security.

At Milwaukee, the overflow crowd cleaned out every available literature kit and petition and gave a big hand to Senator Gaylord Nelson (D-Wis.), the principal speaker.

Senator Vance Hartke (D-Ind.) was the featured speaker at the Indianapolis rally, but Senator Birch Bayh (D-Ind.) and Indiana Congressman William G. Bray (R), Andrew Jacobs, Jr. (D) and Richard L. Roubush (R) were among those to greet the standing-room audience.

The Cincinnati audience heard from the man regarded as the nation's leading expert on the social security system—Wilbur J. Cohen, under secretary of the Dept. of Health, Education & Welfare.

Overflow Crowd

They were standing in the aisles at Cleveland to hear Representative Charles A. Vanik (D-Ohio) and Machinists Sec.-Treas. Matthew DeMore, who returned to his home town to help labor's drive for the 20 percent social security raise.

In St. Louis, Representative Richard Bollins (D-Mo.), a leader of the liberal Democratic bloc in Congress, gave the principal address.

THE INQUIRING SEAFARER

QUESTION: What's your favorite ship or favorite line when making a run?

Harry Abrahamian: I like to go to the Far East on American President Lines. I know a lot of people there in the Far East ports, even more than I know here in New York. American President Lines usually has Mariners on that run. They're a new type of ship, a passenger-merchant vessel combination.



Stanmore Bell: I've been sailing for a good twenty-four years and in that time I've learned at least one thing, and that is that as long as you have a good crew you have got a good ship. Usually for the seaman, though, his favorite ship is the one he signs on! No, it doesn't matter where she goes, as long as she gets you there!



Ruben Llauger: They're all my favorite ships. I sail as A.B., period! A ship is a ship, that's all there is to it. When I come to the hall, I come to ship out. I don't believe in just doing favorite runs. Why anyone would really want to be so fussy, I just couldn't say. Hell, a ship is a ship and the sea is the sea.



Ralph Dougherty: I like the coast-wise tankers of Cities Service best. Usually I sail with them out of New Orleans. When you sail with them you're able to be at home more often and I like a balanced life at land and at sea. Another reason I enjoy this run is that it pays well. Good money with good overtime. Oh yes, I sail as an A.B.



Vincent Vanzenella: I like the Trans-Globe best of them all. I just got off her after a solid year on board. During that time she sailed back and forth, and back forth between Okinawa and Saigon. Generally, I would say, I enjoy anything that is a foreign run.



Ramon Quintanilla: I don't care what ship I'm on. What makes it go is the crew, the team. I have a lot of favorites that I can remember. Among them are the Fort Hoskins and the Cities Service Miami. I just got off a swell ship, the Joplin Victory. What a ship must have is a good captain, a good engineer, and a good crew. They make or break the trip. A bad crew is a bad ship.



DISPATCHERS REPORT Atlantic, Gulf & Inland Waters District

February 25, 1967 to March 10, 1967

DECK DEPARTMENT

Port	TOTAL REGISTERED All Groups		TOTAL SHIPPED All Groups			REGISTERED on BEACH All Groups	
	Class A	Class B	Class A	Class B	Class C	Class A	Class B
Boston	15	14	16	14	6	91	36
New York	61	24	42	13	9	218	95
Philadelphia	16	5	1	2	2	19	7
Baltimore	14	12	16	14	6	91	36
Norfolk	5	3	8	9	3	18	12
Jacksonville	3	3	8	2	5	9	7
Tampa	7	1	4	2	2	7	3
Mobile	32	14	4	17	5	81	29
New Orleans	31	27	25	10	5	158	92
Houston	31	24	28	18	7	158	93
Wilmington	9	5	7	5	2	43	5
San Francisco	82	60	85	53	58	80	25
Seattle	13	5	11	9	17	44	7
Totals	319	197	255	168	127	1,021	447

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	17	17	10	6	6	55	42
New York	60	46	32	25	22	147	106
Philadelphia	12	6	3	4	1	23	6
Baltimore	17	17	10	6	6	55	42
Norfolk	3	9	6	5	6	19	13
Jacksonville	8	1	5	2	8	7	1
Tampa	7	0	3	2	0	9	1
Mobile	25	9	6	12	6	55	20
New Orleans	43	24	24	20	10	107	73
Houston	27	25	18	28	2	85	78
Wilmington	9	1	9	4	8	29	6
San Francisco	61	41	62	27	96	44	10
Seattle	8	7	13	7	16	24	9
Totals	297	203	201	148	187	659	407

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	21	14	10	6	7	64	33
New York	41	12	28	9	20	134	33
Philadelphia	18	3	5	2	2	20	8
Baltimore	21	14	10	6	7	64	33
Norfolk	2	6	4	1	13	7	15
Jacksonville	2	2	2	3	9	2	1
Tampa	7	0	2	1	0	8	0
Mobile	30	9	7	16	7	71	14
New Orleans	23	35	26	12	1	135	96
Houston	36	21	31	17	7	94	50
Wilmington	9	4	6	3	3	19	9
San Francisco	77	28	74	29	70	60	12
Seattle	17	3	5	9	9	25	3
Totals	304	151	210	114	155	703	307

RR Rates Designed to Destroy Competition

Great Lakes Ship Operators Blast New Rate-Cut Scheme by Railroads

The Lakes Carriers Association and nine of its member steamship companies recently charged that eight railroads serving the Great Lakes area were using illegal means in an attempt to deprive steamship carriers of a fair share of the 55 million ton annual traffic market.

In a complaint filed before the Interstate Commerce Commission the Association asked that the railroads be ordered by the regulatory agency to provide service to Lake Erie ports at rates comparable with those charged to destinations where no connection with a lakes carrier is necessary.

James A. Hirshfield, president of the Lakes Carriers, which represents 26 companies operating 200 vessels on the Great Lakes, claimed abuse of power by the railroads. "As a sole supplier of service," he said, they "deny to the consumer freedom of choice of an equally efficient, or more efficient, rail-water competitive routing."

Hirshfield pointed out that the so-called "unit train" rate charged from Sunnyville, Ohio, to Essexville, Mich., a distance of 366 miles, is only \$2.20 a ton. But the rate for a mere 177 miles from Sunnyville to Toledo, where connections can be made with lake carriers, is \$2.35 a ton.

A fairly new development of the railroads, the unit train may consist of 100 or more cars specially designed to haul a single

commodity between two points on special delivery schedules. The Lakes Carriers agree with the unit train in principle but want comparable rates to lakehead ports where they can share the traffic.

Loss of Revenue

The association says that as things stand now, the loss in revenue to lakes carriers would be severe enough to force them out

of business unless the railroads set rates to lakehead ports which are comparable to their longer distance all-rail rates.

Hirshfield said the railroads "have complete control of the means of transportation from inland mines to the lake ports" and that "by refusing to publish comparable rates... they are refusing to provide service at all."

SIU WELFARE, VACATION PLANS

January 1 - January 31, 1967

	Number of Benefits	Amount Paid
Hospital Benefits	6,452	\$ 66,967.25
Death Benefits	37	78,445.08
Disability Benefits	880	166,778.00
Maternity Benefits	39	7,810.00
Dependent Benefits	469	94,803.56
Optical Benefits	100	1,498.46
Out-Patient Benefits	4,348	32,402.00
Summary	12,325	448,704.35
Vacation Benefits	1,711	730,970.25

TOTAL WELFARE, VACATION BENEFITS PAID THIS PERIOD 14,036 \$1,179,674.60

Meany Voices Labor's 'Horror' Over Natchez Rights Murder

WASHINGTON — AFL-CIO President George Meany expressed labor's "sorrow and horror" over the murder of Wharlest Jackson, a Natchez, Miss., union member and civil rights worker and called on Attorney General Ramsey Clark to investigate the killing and prosecute those guilty.

Jackson was killed Feb. 27 when a bomb exploded in his car as he drove home from work at the Armstrong Rubber Co. plant. A member of Rubber Workers Local 303, Jackson had just begun a job formerly held by a white man, wire services reported.

Meany said, in a message to the National Association for the Advancement of Colored People, that the AFL-CIO joins with its affiliate, the URW, in expressing its indignation and expects the Dept. of Justice to "investigate this atrocious act, arrest the guilty and prosecute them to the full extent of the law."

The AFL-CIO, he added, "will continue its fight for stronger federal legislation against crimes like this and we will not rest until discrimination and prejudice are driven from every place in America." A copy of the message also went to Clark.

URW President Peter Bommarito sent a message of sympathy to the family declaring that "this unnecessary and unfortunate event should impress every God-fearing person with the evils of discrimination, hatred, bigotry and prejudice."

The union, Bommarito said, "will exert every possible effort to bring those responsible for this cowardly act to justice."

Natchez civic authorities assured the Negro community they would continue to seek the killer of Jackson, who was active in the NAACP and other civil rights groups.

NAACP Director Roy Wilkins called on Congress to enact new laws to facilitate federal prosecution in civil rights slayings.

Wide grassroots support for the Administration's social security improvement proposals could be the way to their enactment, an AFL-CIO spokesman observed in a network radio interview.

Bert Seidman, director of the AFL-CIO's Dept. of Social Security, noted that the mobilization of such support is the object of a major drive undertaken by the federation.

Social Security, Seidman said, "has always been a popular program both on Capitol Hill and in the country at large." If people will tell their congressmen that they are in favor of the President's proposals, "the chances of congressional approval this year will be enhanced," he added. His statements came on Labor News Conference, a weekly public affairs feature on the Mutual Broadcasting System.

Seidman called attention to the series of rallies being sponsored by the AFL-CIO across the country to help promote President Johnson's social security improvement plan. Most of the rallies will be held Sunday, March 12.

He said that civil rights and minority groups, church organizations, senior citizens clubs and others who have "worked in their own communities for better education and for social welfare" are cooperating in the rally effort. He added that support from organizations like these will give a big boost to "advancing the cause on Capitol Hill."

LABOR ROUND-UP

TV viewers in Detroit will have a chance to see the weekly television series based on President Kennedy's book, "Profiles in Courage" because of the sponsorship of Local 876 of the Retail Store Employees Union. The local arranged for the program to be shown in the area on station CKLW.

Ralph Williams, president of the Vermont Labor Council, said State employees won't appear before a legislative committee considering a law to allow them to organize and bargain because "if their employer finds out about it, they have no job tomorrow." Williams told the investigating committee salaries are so low that hundreds of jobs go begging.

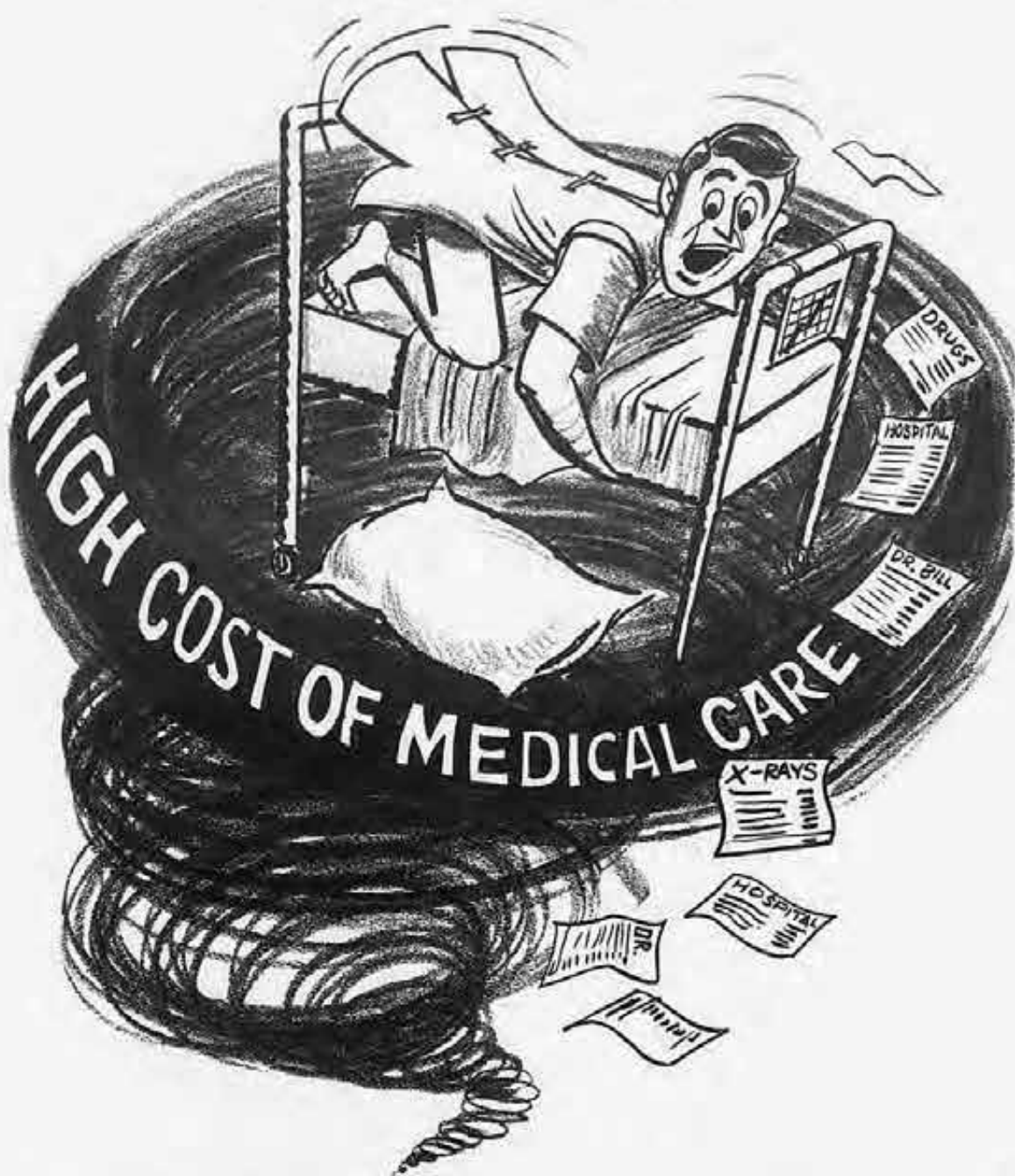
The Georgia Commissioner of Labor has for the first time in the history of the state released unemployment figures covering both insured and uninsured workers. The 1966 statistics show a 3.4 percent unemployment rate while the insured unemployment rate was 1.3 percent. The figure still does not include those classified by the State as "untrainable or unemployable."

At a meeting on consumer packaging held in Washington, D. C., Acting Secretary of Commerce Alexander Trowbridge told 350 businessmen that they act to advance their own voluntary standards for honest packaging before the Department finds that there is a proliferation of sizes in any one product line and opens hearings to set standards.

Bernice Honaker, a member of Retail Clerks Local 324 in Los Angeles has learned it pays to be union. When she was unfairly discharged from her job at a supermarket the local took her case to arbitration. She was awarded \$5,303.87 in back pay and payment for all hospital, dental and prescription bills she incurred as a result of loss of the union-negotiated health plan.

The Redstone Arsenal here went union in a big way in Huntsville, Ala., when government workers voted 3,993 to 879 for the American Federation of Government Employees. The new exclusive recognition gives AFGE the largest bargaining unit in the Department of the Army.

'On The Way Up!'



Good Health Is Expensive

As if they were not already high enough, medical costs took another massive jump during 1966. Doctors' fees went up a whopping 7.8 percent in just one year—the biggest single annual increase since 1927 when such records were first kept. Hospital charges went up even more during last year, chalking up a 16.5 percent hike.

The high cost of medical care has become so critical so suddenly that the President has called a national conference to study the situation and possibly do something about it.

Like the weather, everyone seems to complain about the skyrocketing medical costs but no one has yet done anything about them—although some, like the American labor movement, have been trying for years.

Although the President's conference has yet to meet in its attempt to discover why medical costs have climbed so high, the answer is actually quite evident.

AFL-CIO Community Services Department Director, Leo Perlis, laid the facts on the line recently when he bluntly accused

organized medicine of "trying to wreck" the Medicare program.

Medicare went into effect at the beginning of 1966. During that year the nation's doctors hiked their fees more than they had in the previous 40 years and hospitals upped their rates more than they had in the previous 18 years.

The U.S. Secretary of Health, Education and Welfare has made a number of recommendations designed to bring down medical costs by increasing the efficiency of the American medical industry. He includes a call for greater group practice among doctors, Federal aid for training doctors' assistants to do work which doctors need not do personally, the creation of health centers and the modernization of hospitals.

To these recommendations we would add another—probably more important than all the rest. That is a new code of ethics for the nation's doctors and hospital administrators—a code that would place service to the sick and injured at least on an equal footing with the fees charged to patients.

Electricity Is No Bargain

In the wake of continued periodic rate increases that are heaped by the privately-owned power companies upon the already overburdened consumer of electricity, it is high time for the Federal Government to take a good close look at this thinly-disguised piracy and demand some straight answers from these insatiable giant utilities.

Each time the power companies get the word from their research people, lobbyists and other well-placed feelers of the nation's pulse that the time looks right, they soak their captive customers with another increase. And nobody in authority ever says more than a barely audible, completely sterile "boo."

Without federal restrictions or even an informal government yardstick by which to evaluate these arbitrary surcharges on an everyday necessity, you and we and everyone who turns on a light at night are forced to

pay—and pay—and pay again the next time. We can all approach most other things on a take-it-or-leave-it basis. Electricity we must take on whatever terms it's offered.

It can be argued that there are agencies and government departments on varying levels about the country whose declared purport it is to keep such practices from going too far but too few of them dare come right out and say how far "too far" is.

Occasionally someone in public office shows the courage to raise a small voice in the wilderness and point out the facts. Such a man is Senator Lee Metcalf (D. Mont.) whose outspoken book, "Overcharge" (See March 3 issue of LOG) illustrates the power fleecing graphically and offers vivid prophecies of the future unless something is done soon. We can only hope that his fellow legislators will acknowledge the wisdom of his words and act.

The Nation's Health Crisis

By any reasonable standard of measurement, public health care service in the United States is deficient in almost every category. Public health facilities are few, terribly overcrowded and totally inadequate for the nation's needs. Private facilities are also few, and so expensive that they can serve the health needs of only certain segments of the population. In some areas of this vast nation, health services are almost totally lacking.

Among doctors, the general practitioner, who has traditionally been the main line of defense for the health of moderate income people, is rapidly disappearing from the scene. His replacement by specialists of all sorts may be laudable on technical grounds, but specialists tend to practice only in urban centers, thus leaving large areas of the nation without doctor availability, and because of the extra training required by specialists their services are usually more expensive than that of general practitioners, making it doubly difficult for people of moderate means to utilize their services.

In American hospitals, a veritable "crisis of manpower" exists. Because of the abysmally low wages which hospitals, both public and private, deem to pay nurses, nurses aides, medical technologists, orderlies and other workers, these institutions are chronically understaffed. Life and death situations are often placed in the hands of people who are not truly qualified to undertake such responsibility and will admit it. Because recruitment of personnel is so difficult service is poor, the available staff is harried and overworked, and it is the patients—the sick, weak and helpless, who suffer.

If the hospitals are in a state of crisis, American nursing homes, especially those for the elderly, are in a state of disaster. In a nation where the percentage of elderly persons in the general population is rising rapidly, nursing facilities are unbelievably scarce, expensive, poorly run, poorly administered, poorly regulated—and because nursing homes generally pay their workers even less than hospitals—they are even more poorly staffed.

A classic measurement of the quality and sufficiency of a nation's medical facilities is the so-called "infant mortality rate"—the percentage of newborn who survive the first year of life. Based on this vital statistic alone, the quality of U.S. health services can be judged inadequate for a nation of such wealth. With its high infant mortality figures, the United States trails behind most of the industrialized nations of Western Europe and behind many other, less industrialized nations as well. (And this figure is an average. The infant mortality rate among America's negro citizens is so much higher than the national average that it is far worse than many of the new "emerging" nations.)

By far the greatest deficiencies in American public health services stem from lack of facilities and lack of manpower. This has come about through many years of almost total neglect of public health needs on all levels of government—city, state and national. Health and medical care were thought of as a business. The product of this business was health—and, as with any other product of business, those who couldn't afford to pay for it just didn't get it.

It was this state of affairs that led many labor unions, such as the Seafarers International Union, to

set up clinics of their own to help assure their members adequate diagnostic facilities when it was needed. Employer contributions to health and welfare funds became a part of many union contracts as another method of providing for the high costs of decent medical service.

Although union clinics, health and welfare funds, health insurance and other measures helped alleviate the problem for many, millions of American citizens remained outside this protective umbrella—including the elderly, the poor, the unemployed, etc.

Thanks in great measure to vigorous campaigns waged by the American labor movement and other groups for many years, the U.S. has recently begun to take a new look at the health and medical needs of its citizens and how poorly they are being met. Recently-passed Medicare legislation is designed to alleviate the economic burden of adequate medical and nursing care for the elderly. This new realization of the need for ensuring adequate medical care for all Americans will undoubtedly, with the continuing support of American Labor and others, lead to further health and medical care legislation.

To provide such improved care however, the nation must first solve a two-fold problem—providing sufficient modern health, medical care and nursing home facilities, and seeing to it that there is sufficient well-trained manpower—nurses, nurses aides, orderlies, medical technicians, etc.—to utilize such facilities to the fullest.

FACILITIES

It is customary to refer to hospital and nursing home facilities in terms of the number of "beds" available per 1,000 persons of the total population. During the past decade and a half, the number of hospital beds per 1,000 persons has actually declined from its already inadequate level. The population is actually growing much faster than are facilities for serving its health needs. The picture is actually even worse than it at first appears. A relatively larger portion of our increasing population is made up of the elderly—who quite naturally require more health care than the young. An increasing population also means that the number of people of modest means is also increasing, and this is the group on which the high costs of medical treatment have always brought the most difficulty. In short, the United States has been losing ground for many years in terms of adequate medical facilities and the problem promises to grow much worse in the future. The problem is: How can this shameful trend be reversed?

To begin such a reversal, the U.S. Government must harken back to the Preamble to the U.S. Constitution which includes promoting "the General welfare" among the responsibilities of government. Tax monies could not be better spent than in the construction of modern hospital and nursing facilities. In addition, there are many ways in which the Government can spur the growth of medical facilities short of actually constructing them itself. Tax advantages, low cost loans, technical assistance, coordinating assistance and administrative studies, etc., are all tried and proven methods which could be put to use.

Above all, the idea that adequate medical care is not a business proposition to be governed by the laws of supply and demand and ability to pay the price must become a part of general Government policy.

Such a popular mandate goes back to the very beginnings of our nation, when it was stated clearly in the Declaration of Independence that all men are created equal and have inalienable rights—including life, liberty, and the pursuit of happiness. To deny American citizens their health is therefore to deny them these other rights of the nation's most famous and revered document, and the fact that many Americans have been denied health in the past is no reason why such a shameful condition should be allowed to continue.

HEALTH MANPOWER

PHYSICIANS—In recent years the number of physicians in private practice has actually declined in proportion to the U.S. population. At a time when the proportion of elderly citizens in the total population is on the rise and the aspiration toward higher health standards is on the increase, this is a serious dilemma. The picture would be even worse were it not for the fact that many of the physicians serving in U.S. hospitals are trained in foreign nations or at the expense of foreign Governments.

The fact is that the U.S. does not train nearly enough new physicians to keep up with its needs. To alleviate this serious situation the high costs of medical training—in both money and time—must somehow be absorbed or reduced so that many young people who would like to study medicine but cannot afford the high costs of training could do so. Medical training in the U.S. has traditionally been for the sons and daughters of the wealthy, and this tradition must be abandoned if we are to have the doctors we need. Medical school scholarships should be established by the public, private and governmental sectors of the nation to make it possible for young people to begin a career in medicine who could not otherwise afford to do so.

To keep pace with the increased enrollments this would bring about, more medical training facilities must be established and more staff procured to train students. Such a goal is not impossible, because other nations have succeeded in training the doctors they need.

Nurses and other hospital workers—American hospitals and nursing homes are plagued with an extreme inability to get and keep trained nurses and lesser-trained hospital workers. In 1966 there was an estimated shortage of at least 125,000 registered nurses. By 1970 this shortage is expected to grow to over 300,000, leading to even more dangerously understaffed wards and operating rooms. Hospital administrators talk continuously of an immediate, desperate need for nurses. So many untrained and unqualified personnel are presently doing nurses' work in hospitals that one hospital administrator recently admitted "it would be difficult to even estimate how many positions we have open."

This is the fault of the hospitals themselves, because they are unwilling to provide decent wages, hours and working conditions. The hospitals are in effect asking their workers to subsidize the industry by accepting poor pay, long hours and substandard conditions. A recent survey of hospital workers showed that:

- Over 25 percent of registered nurses were earning less than \$80 per week.
- Nearly 30 percent of hospital clerical staffs were earning less than \$60 per week.

- About 32 percent of nursing aides and practical nurses were earning under \$50 per week.

- About 40 percent of service workers—laundry and kitchen help and janitorial workers—were earning less than \$1.20 per hour or, on a 40-hour week, less than \$43 per week.

A survey of nursing homes painted an even more dismal picture.

- Registered nurses were averaging just over \$90 per week.

- Nurses aides were averaging \$1.08 per hour.

- Maids and porters were averaging \$1.09 per hour.

- Laundry workers were averaging \$1.09 per hour.

- In addition, more than one-third of the service and maintenance employees in nursing homes were scheduled for more than 40 hours per week but only one-fifth of these establishments had any provisions for paying overtime.

Over 50 percent of private hospital non-clerical and non-professional employees received only six paid holidays or less. Among nursing home employees the overwhelming majority—62 percent—received not a single full-day paid holiday per year.

For these reasons, America's private hospitals and nursing homes have been losing workers to other industries at an alarming rate. It is for these reasons also, that trained nurses who do not wish to abandon the area in which they are needed most and can perform the greatest service to mankind, have been organizing to collectively secure the wages, hours and working conditions that will make it possible for them to continue their desperately needed services.

For non-professional hospital workers, recent revisions of the minimum wage provisions of the Fair Labor Standards Act will provide some relief by giving them coverage for the first time. By today's cost of living standards however, the mere minimum wage is still totally inadequate to meet the needs of the vast majority of hospital and nursing home workers, and the hospital industry will continue to lose them to other industries at an unacceptably high rate.

More and more of these hospital workers are turning to unionization as the only answer to their chronic problems. Although most hospitals continue to fight vigorously against every unionization attempt by their workers, increased unionization will in the long run help them every bit as much as it does the workers themselves. As the workers win better wages and conditions, hospitals and nursing homes will be in a better position to obtain the manpower that will be attracted by a decent wage. This will in turn allow the industry to engage in more and better in-service training and upgrading to vastly improve the quality of service it provides.

These then, are the basic problems facing the American health care industry today and some possible solutions to those problems. The solutions suggested here are not necessarily the only possible avenues of attack on these growing problems. Much more serious study must be given to this area of our economy, and much fresh thinking must be applied.

One thing is certain. The growing trend toward poorer and poorer health care for the citizens of the world's richest nation must be reversed. It is inconceivable that this condition be allowed to continue.



A critical shortage of skilled nurses, technicians and non-professional personnel exists in the nation's hospitals. The basic cause of the shortage is low wages. More and more, nurses, technicians and hospital helpers are unionizing to obtain just compensation for their training and for the long and intense hours they put in every working day.



Testifies Before House Committee

Meany Urges Congress to Approve 20% Hike in Social Security Benefits

WASHINGTON—AFL-CIO President George Meany called on Congress to write a new ending to the "grim story" of poverty among millions of elderly Americans subsisting on inadequate social security benefits.

Meany told the House Ways & Means Committee that President Johnson's proposals for a 20 percent average benefit hike, coupled with major improvements in other sections of the program, "are a long step toward the kind of social security system the American people should have."

The Administration bill, he said, would bring the nation closer to the era "in which old age is a promise instead of a peril, in which illness or premature death are personal tragedies rather than family catastrophes."

Labor regards the proposed 20 percent rise as "a substantial down payment" towards a needed 50 percent increase, he said.

Meany spoke and answered questions for more than an hour as the first public witness at the Ways & Means Committee hearings.

"Social security is not just an old folks' program," he noted. "It protects the widows and children of breadwinners who die. It protects the younger worker who is disabled and those who have depended upon his earnings. These are vitally important safeguards that are too often overlooked,

especially by the younger generation of workers, who need them most."

Meany stressed, however, that it is the elderly retired workers and widows struggling to get by on benefits of \$20 a week or less who make up "the great majority of the 22 million Americans now dependent upon social security."

He spoke of the 5 million elderly persons on the social security benefit rolls—35 percent of the total—who are living below the Social Security Administration's own definition of poverty.

"According to that definition," Meany noted, "a single worker isn't poor if he has an income of \$1,500 a year. A couple isn't poor if they have \$1,900 a year coming in. It seems to me that this is about as poor as you can get."

Even catching up to this poverty level would allow only 22 cents a meal for each person based on a Dept. of Agriculture "economy food plan," intended for "temporary or emergency use when funds are low."

"Imagine that," Meany told the committee, "22 cents. And since

they came up with this figure, living costs have risen over 5 percent. So the social security poverty standard today isn't even enough for a 'temporary or emergency' period. Yet for millions, it is not temporary; it is permanent."

Labor is "most enthusiastic" about the President's proposed 59 percent increase for the 2.5 million persons now receiving minimum benefits of \$44 a month, Meany said.

He strongly supported the proposed three-step increase in the taxable wage base—to \$10,800 by 1974. It would bring the system closer to the social insurance principle on which it started in 1935, he said, when the \$3,000 ceiling covered virtually all wage-earners.

He assured the committee that AFL-CIO members are prepared to "pay their fair share toward a better social security system."

In the long run, however, further improvements the AFL-CIO considers necessary should be paid for in part by general revenue rather than the "regressive" payroll tax.

"We are not asking for this now," Meany told the committee. "But we will be back."

Republicans have proposed an 8 percent increase in social security benefits, with an escalator covering future cost of living increases.

"Its inadequacy is appalling," Meany said of the GOP plan.

He said labor is not opposed to some form of escalator clause for social security benefits. But he stressed that mere adjustment of rates to living costs is not enough.

"Older Americans are entitled to do better than just keep pace with the cost of living in a society where the standard of living is steadily rising," he said.

N. Y. District Atty's Office Employees Vote For Union

Queens District Attorney Thomas J. Mackell and Local 1070 of the American Federation of State, County and Municipal Employees, AFL-CIO, made City labor history on Jan. 16 when Mackell issued the first collective bargaining certificate ever granted by a District Attorney's office.

A majority of the employees (actually close to 100 per cent) of the District Attorney's staff had joined Local 1070 and signed the green checkoff cards.

Nat Lindenthal, representative of District Council 37 of the union, hailed Mackell as having "led the way in recognizing majority unions for employees of D.A. offices."

District Attorneys are elected officials and their agencies do not come under any Mayoralty executive order, such as former Mayor Robert F. Wagner's famous Executive Order No. 49, which established bargaining rights for City employees.

YOUR DOLLAR'S WORTH

Seafarer's Guide to Better Buying

The widespread protests, boycotts and picket lines across the U.S. and Canada show the public's deep resentment against high food prices. In one public opinion poll in New York State the majority even said they wanted a Federal stabilization board to regulate food prices.

Almost every major city and many smaller towns now have seen spontaneously-organized groups of housewives parading in front of supermarkets. The protests and letters from working people show anger especially towards trading stamps; supermarket lottery games; the fantastic prices of some processed foods, and concealed price increases affected by reductions in contents of packages.

At least some working people are getting wise to what's happening and are beginning to figure out how much they really pay for processed foods. "My daughter bought a six-ounce box of Puffed Rice for 45 cents," writes Thomas Lundy. "That's 7½ cents an ounce, or \$1.20 a pound. This label I'm sending you shows what they are charging for four sugar buns—69 cents. I have seen bread for 59 cents a loaf."

The public also is angry about the current tendency of many food manufacturers to hide price rises simply by giving you less. "In September I purchased two packages of M.C.P. Jam and Jelly Pectin at two for 35 cents," reader Bert Halpin writes. "My wife still had a package bought in June at two for 33 cents. If not for that, we might not have noticed that the old package was three ounces, and the new one two. This is an increase of more than 54 per cent!"

This kind of concealed price rise, in fact, is one of the main reasons why consumers wanted the "truth in packaging" bill to include some provision for standardized weights. But this provision was eliminated by Congress. So now you have to be on your guard and not depend on the same brand providing the same net weight each time you buy it.

Among many examples cited by consumer spokesmen, one leading brand of instant mashed potatoes kept the same price but reduced its contents three times; manufacturers of paper goods have reduced the count of towels and tissues without announcement; manufacturers of cooking oils reduced contents from a quart (16 ounces) to 14 ounces; contents of frozen vegetables in packages, originally a pound, gradually were cut to 14 ounces, 10 and now even 9.

In reality, the food manufacturers are even more responsible than the stores. But the supermarkets are trying hard to dodge their share of the responsibility. If extra services such as check-cashing, carryout boys and night openings were discontinued, retail prices could be brought down 6 to 9 per cent, the President of the National Association of Food Chains commented. But, he said, the public wants these services. Furthermore, he pointed out that supermarket profits are only about 1.3 cents of the dollar you pay for food.

This is where they're dodging. It's not their percentage that hurts as much as the money they waste—your money—to achieve their dollar profits.

The fact is, supermarkets have joined in the food manufacturers' modern game of pushing at you a host of highly-advertised processed food products whose prices have little relation to their actual value.

To a noticeable extent, television advertising, with its ability to command a huge audience, has made retailers as well as consumers its captives. Any product that can be advertised on television in a dominating way now is able to force its way onto supermarket shelves simply by its ability to develop demand.

One result is that modern large supermarkets now carry 8000-9000 items, compared to the 3000 or 4000 that used to be considered a big stock. The proliferation of items, brands and sizes, many only slightly different or merely under different names, has helped to thwart the early promise of supermarkets—that they would reduce the cost of bringing food from farm to consumer.

Both business and government officials often argue that this wide variety of brands and items is a benefit to consumers. In actuality, it has become a major source of shopping confusion and one of the reasons why food prices have gone up in our time more than any other commodity, and why much of the benefit of automation on the farms and in the supermarkets themselves, has been lost to consumers and farmers.

When the first supermarket started in the big depression of the 1930's, in an abandoned garage in Jamaica, New York, it had only pineboard tables with cases cut open so shoppers could serve themselves. The original super operated on a retail margin of 10 per cent; that is, it took only 10 cents of the food dollar for all its operating expenses and profit.

By the 1940's the supermarket margin had crept up to 18 per cent. Now it is often 21-22 per cent.

Cutting down some services, including trading stamps and bingo games which together can take 2½ cents of your food dollar, could cut prices. Some stores already have cut out stamps as the result of the recent boycotts and picket lines.

But the best boycott you can make is to refuse to buy the processed and ready-to-eat foods priced out of all proportion to their value. Kellogg's already has had to discontinue the costly "Corn Flakes with Bananas" because the public turned thumbs down after a first rush to buy.

Also beware of supermarkets and service stations offering bingo and sweepstakes games such as "Bonus Bingo" and "Match and Win". The number of winners is controlled. Some newspapers in the Midwest areas have been full of classified ads from people seeking other people who might have the matching half of a number needed to win a prize. So you can see that your chances of winning even a small prize, let alone \$1000, is slight.

Meanwhile you can be misled into buying at more expensive stores, and buying costlier products.

The Pacific Coast

by Frank Drozak, West Coast Representative



The SIUNA-affiliated International Union of Petroleum Workers are boycotting Standard Oil and Chevron stations throughout California. Members of the IUPW along with many Seafarers are maintaining informational pickets in front of Standard of California's main office in downtown San Francisco and at key service stations. The informational pickets are passing out handbills to the public telling of Standard's refusal to bargain in good faith.

Bay area shipping continued at a fast pace this period. The greatest demand is for Oilers, FWT's and Electricians and these jobs are being snapped up fast.

Brother R. Steward, who hails from South Bend, Ind., is a proud man this week. He just received his full book and is awaiting his certification for a Steward's endorsement.

Seattle

Shipping is still good here for rated black gang jobs and prospects for the coming period look good for all rated men.

Payoffs and sign-ons for the current period included the Yaka, Express Virginia, Seattle, Whitehall and Anchorage.

In transit this period were the Calmar, Seamar, Tucson Victory and the Cosmos Trader.

Two SIU old timers were on the beach here at this writing. Brother Angelo Z. Debeza, who last sailed as Chief Steward on the Mauldin Victory, is waiting for the first steward's job to hit the boards. William McBride, last on the Minot Victory as Bosun, is biding his time until he can take another Bosun's job. Angelo and Bill are both 20-year men with the Union.

Vincent Lawsin got off the Seattle for a special reason. He was

around the hall with a smile a yard wide and passing out cigars to honor the arrival of a brand new baby son. Vince sails as an oiler.

Payoffs and sign-ons during this period included the Steel Vendor, Los Angeles, Jefferson City Victory, Del Alba, Selma Victory, DePaw Victory, Steel Flyer, Citadel Victory and the Beaver Victory.

The Beloit Victory, Mayaguez and Marymar were in transit.

Dave "Philadelphia" Archie is eagerly awaiting the next Chief Steward's job to hit the board. Brother Archie, a member of the SIU since its inception, just got his fit for duty slip from the Marine Hospital and is raring to go.

Wilmington

The last couple of weeks have been slow for shipping with only five ships in transit. Shipping is expected to pick up within the next few days as the Young America and Mankato Victory are due to pay off. When jobs did come up this period, they rarely remained on the board for more than one call.

Walter Jones, last paid off from the Enid Victory, has returned from his vacation and is on the beach here waiting for the first AB's job to hit the board.

Ed Mitchell is also back from a short visit at home and ready for the first FWT job that comes up.

Defense League Was Long Needed

To The Editor:

I think the establishment of the Maritime Defense League is one of the best things that the SIU has been connected with in many years.

Needless to say such action by the SIU, and by other unions, has been sorely needed since the passage of the Landrum-Griffin Act of 1959, which prohibits unions from lending legal aid to their members.

I wonder how such legislation was passed, with subsequent court decisions upholding and enforcing it, when private corporations are permitted to maintain large legal departments which enable the companies to acquire other companies and yet skirt anti-trust laws, to set up their accounting system to circumnavigate tax laws, and to acquire monopolies on the marketplace by buying and taking out patents? The passing of the law can be explained by the decidedly pro-business and anti-labor tenor of the Eisenhower administration. But it is hard to understand why Federal judges kept on denying the right of unions to provide legal counsel during the Kennedy and Johnson administrations. Federal judges, of course, are appointed for long terms, and, being human, could not be expected to change mental gears overnight.

With the possible exception of medical care, no professional services cost more than legal services. And corporate executives are in a much better position to pay these costs than are working men. Yet, generally the law says that corporate executives are entitled to legal assistance from their companies while union members are not entitled to the same services from their unions.

Well, the SIU has found a way around this unjust law, by helping to found and to finance the Maritime Defense League.

Let's all get behind the Maritime Defense League, for it is a great step forward.

Shepard Wren

Seafarer Lauds Fine Skipper

To The Editor:

I know that all my fellow crew members on the S.S. Inger (Reynolds Metal) have found Captain Larry Dyre to be a fair and efficient skipper. I want my shipmates to know that he is that and so much more—I mean I want them to know of his kindness and thoughtfulness to a member of the crew who needed help.

During my illness on board ship from December 16 to January 26, Captain Dyre did everything he possibly could on my behalf. Therefore, I say Hats Off to such a fine captain and fair man.

Cecil N. Lewis

SIU Would Be Union for Him

To The Editor:

I just want to say I enjoy the Logs you send me. I was

never a member of the SIU, but I would be proud to be one. Your organization is doing its share to preserve our Merchant Fleet, and to make our Merchant Marine tops in the world again.

I first went to sea in 1943 as a Messman. Then I went into the Coast Guard and sailed on cutters until after World War II. I did some more sailing. My last job was in 1952, on a tug out of Brooklyn.

I was born and raised in Brooklyn's Bay Ridge section, but for family reasons I now live in North Carolina. I love the sea and would be lying if I didn't miss it. That's why I enjoy your publication and hope you will continue to send it to me.

I don't sail now, but I have a validated certificate for OS. I like to build ship models because it keeps me as close as possible to the thing I like to do.

In closing I would like to say that I hope the SIU will

LETTERS To The Editor

continue to fight for a modern Merchant Marine. If I ever decide to ship out again I would be proud to be an active member of the SIU.

Al Kaurin

Seagoing Smokers Shouldn't Suffer

To The Editor:

At the last shipboard meeting aboard the S.S. Commodore a motion was made and seconded that concerned the discriminating order of no smoking on the bridge.

While other seagoing outfits are permitted to send up a smoke screen that could put some Indian tribes to shame, the SIU sailor hears that old refrain which prevails on most of our contracted ships—"Sorry Joe, no fume on the bridge."

This outmoded order not only should be abolished but also put in print at the next meeting of the Contract Committee. Thank you and smooth sailing.

Eddie Kresz

Seafaring Steward Honored by Crew

To The Editor:

We, the crew of the Linfield Victory (Alcoa), who are now returning from the Viet Nam run, would like this letter published on behalf of our most wonderful Steward, William "Andy" Anderson. This brother gives unselfishly of his time to see that this vessel is rated as one of the best feeders in the SIU.

It is not unusual to have ice cream four and five times a week, twice a day.

We, the crew of the Linfield Victory, think so highly of this brother that we have, without his knowledge, collected a fund so that we may show our true feelings. We intend to buy him an engraved watch.

"Whitey" Duff

Five on Becalmed Sailing Vessel Saved by SIU-Crewed Del Mundo

The sharp eyes of Seafarer James H. Loe saved five people, including a young mother and her baby, from perishing on the high seas. The incident was reported to the Log by the Del Mundo Ship's Delegate, Joseph N. Powers.

Brother Loe, an AB, was on watch on Christmas Eve aboard the Del Mundo (Delta), which was bound for South America had just crossed the Tropic of Cancer into the Tropics. At about 1:00 p.m. Brother Loe sighted an object on the horizon. Using binoculars he was able to see it was a small vessel. It was not moving and was raising and lowering what seemed to Loe to be a red sail.

Realizing the boat was in distress, he reported his sighting to the officer on watch, Second Mate E. J. George. Mr. George, in turn, notified the Captain, M. L. Leger, who immediately went to the bridge and took over operations.

Maneuvering closer to the little vessel, she was seen through binoculars to be raising and lowering an upside-down British ensign as a signal of distress. It was the inverted Union Jack that Brother Loe had at first taken to be a red sail. As the Master guided the Del Mundo still closer, two men jumped from the small boat into a rubber life raft and paddled alongside the Del Mundo. They shouted to Captain Leger that they had run out of food five days before and had not eaten since, and asked if the ship could help them.

Captain Leger ordered the two men helped aboard the Del Mundo. One of them identified himself as the Captain of the Albatross, Barry Goddard. Captain Leger and Steward Joseph N. Powers, who is also SIU Ship's Delegate, attended to getting the needed food and supplies. Crew members carried everything on deck, including 350 pounds of food, and lowered the stores into the rubber raft.

The Albatross is an auxiliary motor yacht of 24 tons, 45 feet long and having an 18-foot beam. Registered in London, she is "a very fine looking and well-kept vessel," according to the report sent by Brother Powers.

Bound for Antigua

Captain Goddard, who owns the boat, had sailed from Casablanca with his wife and one-year-old infant son and two crew members. They were bound for the island of Antigua in the West Indies. When the vessel was sighted by Brother Loe, they had been at sea for 40 days and were about 700 miles from their destination.

The little vessel had been becalmed for two weeks, causing an unestimated delay in her voyage. When they realized that their food supply was running out, Captain Goddard and his crew tried to catch fish, but



The Albatross is sighted by Seafarer James Loe. The five persons aboard the stricken vessel, including a mother and her infant son, had not eaten for five days when help came.



Captain Leger of the Albatross and a crew member jumped into a rubber raft and paddled alongside the Del Mundo as the ship maneuvered closer, shouting to the ship for aid.



The Del Mundo's crew members lower food and supplies into the Albatross's pontoon raft. Besides necessary food and supplies, crew members gave cigarettes, candy and potables.



The bearded captain of the Albatross, Barry Goddard, is flanked by Joseph Powers (left), Steward and SIU Ship's Delegate, and Del Mundo's Chief Officer, George J. Stauffer.

with no success.

Besides the necessary food and supplies, Captain Goddard was given cigarettes, candy and potables by some of the crew members and officers of the Del Mundo.

After the supplies had been

transferred to the Albatross, and as he was leaving to board his own vessel, Captain Goddard thanked the crew of the Del Mundo for their kindness and the gifts and said: "Now I really believe there is a Santa Claus."

From the Ships at Sea

The **Del Norte** (Delta) is due in Rio de Janeiro tomorrow, March 18, due in Buenos Aires on March 25, due north in Rio de Janeiro on April 5, due Caracas April 12, due in Houston April 16, and due in New Orleans to payoff April 19. Ship's Delegate **Ruben Belletty** reports that **E. R. "Buck" Solomon** was hospitalized in the port of Buenos Aires.

The ship picked up one repatriated seaman, **Lee Smith**, in Montevideo, and another, **Joe Riley**, in the port of Rio de Janeiro. Both repatriated seamen were given ten dollars each from the Ship's Fund. "Buck" Solomon was given \$50 from the Ship's Fund when he left the vessel to enter the hospital in Buenos Aires. At the end of his report, recorded by Meeting Secretary **Bill Kaiser**, Brother **Belletty** said that

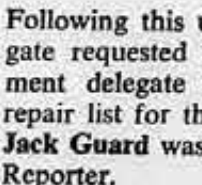
he wished to "thank all for their help in making the Ship's Delegate job an easy one." He also gave a "vote of thanks to the men in the Bakery, in the Galley, and in the Pantry for doing a real good job." During the meeting, presided over by Meeting Chairman **Robert Callahan**, Movie Director **Maurice Kramer** reported that 15 pictures had been ordered from Houston. It was agreed that if the ship is laid up for repairs that the projector along with the Movie Fund of \$605.85 will be put in the care of Treasurer **Bill Kaiser**. During the good and welfare portion of the shipboard meeting, Brother **Nick Pizzuto** warned his fellow Seafarers about sticking their heads out through port holes when the ship is docking or undocking. "If a line parts," he said, "one is in danger of losing his head."

The crew of the **Del Rio** (Delta) elected a new Ship's Delegate, **N. G. Savole**, reports Meeting Secretary **Robert Merritt**. At a meeting presided over by Meeting Chairman **E. S. Harris**, crew members voiced some dissatisfaction about the way the ship's laundry was being done. The crew was requested by the Stewards to bring coffee mugs and water glasses back to the pantry. They were also asked to bring read books back to the library. They also decided that no one would allow natives inside the messroom or quarters.



Harris

Brother **Frank Feld** was elected new Ship's Delegate aboard the **Hattiesburg Victory** (Alcoa), after his predecessor, **Charles M. Bean**, requested that a replacement be named. Brother **Bean's** last act as Ship's Delegate was to turn in all repair lists. Following this up, the new Delegate requested that each department delegate make up a new repair list for the current voyage. **Jack Guard** was elected Secretary Reporter.



Guard

Del Aires (Delta) Meeting Chairman **Nils Eric Grinberg** was elected new Ship's Delegate. The crew gave the previous Delegate a vote of thanks for "a good job well done." The delegates from each of the three departments, writes Meeting Secretary

Alf Tolentino, gave the same wonderful report: "Everything is running smoothly and there are no beefs." Each crew member on Voyage 10 will be given a safety award by the company, it was announced during the good and welfare portion of the meeting.

Meeting Secretary **S. Escobar** reports that Brother **C. Goidts** was elected Ship's Delegate of the **Western Clipper** (Western Agency). During the good and welfare portion of the shipboard meeting presided over by Meeting Chairman **Fred Gentry**,

the crew resolved not to leave dirty clothes in the laundry room and not to enter the messroom unless properly dressed.

Brother **Nick Sabin** was elected to serve for the next two months as Ship's Delegate on the **Floridian** (South Atlantic and Caribbean). At a meeting presided over by Meeting Chairman **Anthony C. Aronica**, **Mason R. Scott** resigned as old Ship's Delegate. Meeting Secretary **S. Rosoff** writes: "The entire crew appreci-

ates the good job that Brother **Scott** did during the last two months." Brother **Rosoff** also reported that the Chief Steward is very cooperative, supplying plenty of boiled eggs, tuna fish, salmon and sardines at night.

Kim R. MacConnel, Meeting Secretary aboard the **Vantage Progress** (Pioneer Maritime) reports that a letter of commendation from the Master of the ship was mailed to SIU headquarters that praised an act of extraordinary courage by Brother **Vincent Louis Frisinga**. Ship's Delegate **Edgar Mitchel** reported that the crew will clean its quarters before the pay-off, eight days after the meeting. During the good and welfare portion of the meeting, presided over by Meeting Chairman **Patrick Conley**, it was reported that the problem of dishes and utensils in the crew's messhall had abated since the issue was brought up at the last meeting. The arrival pool was won by **Bruce Churchman** for Yokohama. An arrival pool for San Francisco is under way.

A fire broke out in the hold of the **Oceanic Cloud** (Oceanic Ore Carriers) while the cargo was being unloaded in Viet Nam. The Log received a report of the mishap from crew member **Carlos Sy**. According to Brother **Sy**, the fire occurred at 2316 (11:16 p.m.) on Jan. 16. At the time, the night crew of American soldiers were in the process of unloading the Army cargo in the port of Newport, Saigon.

Lifeboat Class No. 171 Weighs Anchor



HARRY LUNDEBERG SCHOOL OF SEAMANSHIP
LIFEBOAT CLASS
CLASS NO. 171 GRADUATED
JANUARY 24, 1967

This group of graduates of the SIU's Lifeboat School have completed the 10-day course that will lead to endorsement as Lifeboatmen. In the front row (l-r) are: **Robert DeTempo**, **Ernest Oxendine**, **Ronald Gaffrie** and **Jose Rodriguez**. In the middle row (l-r) are: **Frank Morongello**, **Alphonse Bambase**, **Angel Rodriguez** and **James Tucker**. Standing (l-r) are: **Alfred Joaquin**, **Vaino Hakkarainen**, **Frank Noble**, **Jim Kennedy** and school instructor **Arni Bjornsson**.

PERSONALS

Joseph Carron

Get in touch with the law firm of **Newton B. Schwartz** at your earliest convenience. The address is 500 Branard at Garrott, Houston, Tex. 77006. Phone JA 8-2863.

Grover C. Turner

Two income tax return checks are being held for you by **Jack Lynch**, Room 201, SUP Building, 450 Harrison St., San Francisco, Calif. 94105.

Thomas E. Tucker

An income tax return check is being held by **Jack Lynch**, Room 201, SUP Building, 450 Harrison St., San Francisco, Calif. 94105.

Frank Kumiego

Please contact Mrs. **Charles Slater**, 1854 Annunciation, New Orleans, La. Phone 522-4318.

Bill Hart

Please contact **Carl Wayne**, 25 South St., New York, N.Y. 10004, as soon as possible.

Stefan Goscinski

Jack Lynch is holding your income tax return check. Contact him at Room 201, SUP Building, 450 Harrison St., San Francisco, Calif. 94105.

William Sharp

Please contact Mrs. **Charles Slater**, 1854 Annunciation St., New Orleans, La. 70130. Phone 522-4318.

Jimney Hamilton

Please get in touch with **Tim McCarthy**, Box 142, RFD 2, Reeds Ferry, New Hampshire, as soon as you can.

Charles E. Switzer

Please contact **Jack Lynch**, Room 201, SUP Building, 450 Harrison St., San Francisco, Calif. 94105. He has an income tax return check for you.

Dominic J. Fuschello

Please contact Mrs. **Charles Slater**, 1854 Annunciation St., New Orleans, La. 70130. Phone 522-4318.

Frank Holland

Please contact Mrs. **Charles Slater** as soon as possible at 1854 Annunciation St., New Orleans, La. 70130. Phone 522-4318.

Thaddeus J. Loboda

Please contact your sister, **Marion**, at Duplex Building, first floor apt., 145 E. Allegheny Ave., Philadelphia, Pa. 19134, in regard to a legal matter that requires your signature.

John Seaman

Please get in touch with Mrs. **Charles Slater** at 1854 Annunciation St., New Orleans, La. 70130, as soon as possible. Phone 522-4318.

Edwin S. La Plante

Please contact your wife, **Mary**, 508 Willard St., Houston, Texas 77006, as soon as possible.

SIU ARRIVALS

Jimmy Cheatham, born December 15, 1966, to the **Jim D. Cheathams**, New Madrid, Mo.

John Charles Steeber, Jr., born December 21, 1966, to the **John C. Steebers**, Irvington, N. J.

Melondie Loumakis, born January 10, 1967, to the **Peter Loumakis**, Tampa, Florida.

Flora Durning, born January 13, 1967, to the **Ivan A. Durnings**, New Philadelphia, Ohio.

Roy Evan Todd, born December 24, 1966, to the **Ralph K. Todds**, Ovett, Miss.

Denise Ann Froloff, born February 5, 1967, to the **John Froloffs**, Jersey City, N. J.

Ellen Gilmore, born January 22, 1967, to the **James Gilmores**, Blackwood, N. J.

Roy James Ebersole, born January 23, 1967, to the **Lester Ebersoles**, Union City, N. J.

Terry Huntley, born December 20, 1966, to the **Everett D. Huntleys**, Bronx, New York.

Marvin Robinson, Jr., born December 6, 1966, to the **Marvin Robinsons**, Mobile, Ala.

Charles Moore, born February 8, 1967, to the **Charles C. Moores**, Jacksonville, Fla.

Theresa Axline, born September 20, 1964, to the **Leroy Axlines**, Thompsonville, Mich.

Todd William Charters, born November 6, 1965, to the **Robert Charters**, Frankfort, Mich.

Patricia Ann Dougherty, born February 3, 1967, to the **Ralph Doughertys**, New Orleans, La.

Alexis Velez, born February 11, 1967, to the **Porfirio Velezs**, Rio Piedras, Puerto Rico.

Shane Brent O'Brien, born December 12, 1966, to the **George E. O'Briens**, Springfield, La.

Jeffrey Bruce Day, born November 5, 1965, to the **Alfreddy Days**, Mobile, Alabama.

Walter DeDios, born December 11, 1966, to the **Fidel V. DeDios**, San Jose, California.

FINAL DEPARTURES

Adolph Martin Bellande, 45: Brother Bellande died of pulmonary complications brought on by Hodgkin's Disease. He passed away in the Veterans Administration Hospital in New Orleans. Previously, he had sailed in the Deck Department. He joined the SIU in his native city of New Orleans in 1947. He was a WW II veteran of the Navy.

Raymond T. McGrane, 56: Brother McGrane died of a cerebral hemorrhage. A resident of Brooklyn, New York City, he died in St. John's Hospital, New York. A tugboatman, he was employed by the Erie-Lackawanna Railroad as a Floatman. He worked for Erie since 1934. He is survived by his wife, Anna, and a son, Raymond.

Emile J. Stevens, 59: Brother Stevens died of heart failure in the USPHS Hospital in New Orleans. He sailed in the Steward Department, and was a member of the SIU since 1951. He joined the Union in the city of his birth, New Orleans. Married, he resided in New Orleans. He is survived by his wife, Betty.

Leonard G. Kropp, 63: Brother Kropp passed away at the USPHS Hospital in Staten Island, New York City. Born near New York City, in Oyster Bay, N.Y., he spent most of his life in New York. He resided in New York's Borough

of Queens, and joined the SIU in New York. He sailed in the Deck Department, as an AB. He was a WWI veteran of the Navy. Single, Brother Kropp is survived by a brother, Rupert Kropp of New York.

Honorio B. Gonzales, 57: Brother Gonzales suffered a heart attack aboard the Del Sud (Delta), while the ship was tied up at the Galves Street Wharf in New Orleans. A steward, Brother Gonzales had been sailing for over 25 years. Born in the Philippines, he resided in New Orleans. He is survived by his wife, Magdalen, and four children.

Florencio Letie, 66: Pneumonia claimed the life of Brother Letie. He died in Boston City Hospital, after an illness of several days. A resident of Dorchester, Mass., he sailed out of Boston. A member of the Steward Department, he had a rating as Cook-Baker. Married, Brother Letie was born in Portugal and was a U.S. citizen. He joined the SIU in 1947, in the port of Boston.

James Edgar Johnson, 58: Brother Johnson died of a heart attack while aboard the Norina (Marine Corp.), while sailing the Azores. Brother Johnson sailed in the Engine Department as both an Oiler and an FWT. Born in Alabama, he was a resident of Port Arthur, Tex. He is survived by his sister, Mrs. Marie Myers of Port Arthur, and a son, James Carroll Johnson of Houston.

Journey's End



A Seafarer who had spent most of his life sailing was buried at sea recently. Bosun John McLemore, 55, suffered a fatal heart attack aboard the Lucile Bloomfield on January 22. His family requested a burial at sea. After Captain Elsensohn conducted an Episcopal burial service all hands were led in the Lord's Prayer. After a minute of silence for the repose of his soul, Brother McLemore's body was committed to the deep in the Philippine Sea.

Seafarer Knee-Deep in Viet War As He Plies South China Sea in Tug

Seafarer Howard L. Thompson, 56, known to most of his fellow Seafarers as "Tommy" Thompson, had the unique experience of spending five solid months in Viet Nam. Working as a deep sea tugboatman, he got a chance to get to know Viet Nam, its people and its waters.

In the fall of 1965 while he was working for the SIU Inland Boatmen's Union contracted Gulf-Atlantic Towing Co., he volunteered to work for a year aboard a deep sea tug in Vietnamese waters.

He soon found himself aboard the Gulf-Atlantic's M/V H. G. Williams, a 150-foot long Diesel-powered vessel. At the beginning of her career, the H. G. Williams was an Army steam tug. When Gulf-Atlantic acquired the vessel, she was converted to Diesel. Brother Thompson served as a Messman during the five months he was aboard the vessel.

The boat plied the waters of the South China Sea, towing barges full of military cargo from Singapore and Saigon to Camranh Bay and Qui Nhon.

Camranh Bay, now a large port, Army base and staging area, has become important only since the vast American build-up in Viet Nam. It is about 200 miles north of Saigon, and about 100 miles south of the port of Qui Nhon in northern South Viet Nam. It is about 575 miles across the open sea from the seaport of Singapore to Camranh Bay. Singapore, the largest seaport in the area, is a British colony on a small island off the southern end of the Malay Peninsula.

Though often in Camranh Bay, the crew of the H. G. Williams was not allowed ashore there. The only ports where they were permitted ashore in Viet Nam were Saigon and Qui Nhon. Saigon, says Brother Thompson, was by far the better port.

"In Saigon," he said, "no one looks as if they were hurting." Thompson, who hails from Charleston, S.C., like many other Southerners, likes to talk and peppers his speech with homey similes. Continuing to talk about the people of Saigon, he said, "They are as full of ticks and as fat as butterballs. They were all fatter than I am."

The city of Saigon seems untouched by the war, Thompson said, except for the presence of large numbers of American soldiers. Many of them are out of uniform, allowable under current Army regulations, but they stick out like sore thumbs. "They are all waiting for the day when they'll go home and get discharged," Brother Thompson says.

Rickshaws In Use

Warned about the danger of eating local food or drinking water, the American in Saigon is unable to patronize any refreshment spot except to drink beer in the numerous bars. Brother Thompson's favorite recreation in Saigon was walking the city's thronging streets. "Ninety per cent of the transportation in Saigon is by rickshaw," he said, and he often traveled by that method when his feet began to tire. "If

the rickshaw boy grins at you, you know you've paid him enough," Thompson told the Log wryly. Commenting further on prices in Saigon, he said: "There are two prices for everything—one for Americans and one for Vietnamese." Needless to say, the American pays the higher price.

Nevertheless, it is a pleasure to go walking the streets, Seafarer Thompson said, as there are street vendors everywhere, and they sell everything from toothpaste to cameras. The toothpaste and other toiletries and amenities are American, while most of the small manufactured goods are Japanese.

"There might be poverty in the capital area, but I didn't see any," said Brother Thompson. However, he admits, "I might not have been in the interior to see it."

Choked with Mud

Qui Nhon, however, is an entirely different story. Brother Thompson's five months in Viet Nam were during the rainy season, and the streets of that northern port were choked with mud the entire time he was there. "The mud stuck like glue," and it made everything seem drab.

The many refugees living in Qui Nhon made a deep impression on Brother Thompson. "They live in cardboard boxes," he said, "or in shelters made out of any rub-

bish they can pick up. Everyone in the refugee camp was dressed in rags, but then," he added, "that's all you need in that climate." He explained that aboard the H. G. Williams he himself wore only a pair of bathing trunks.

In Qui Nhon, unlike in Saigon, the war is close at hand. Fighter-bombers and artillery pound away at Viet Cong strongholds in the surrounding hills. The hills are close to the city. "You hear the blasting in the hills all the time," says Brother Thompson.

Thompson told the Log that he never saw a war casualty in Qui Nhon. He surmised that the native villagers receive medical attention near their hillside homes, while wounded American soldiers are sent directly to military hospitals.

After a year in Viet Nam, Brother Thompson flew back to the States last April.

Brother Howard Thompson first went to sea at the age of 17. He then worked for a federal agency, the Lighthouse Department of the Department of Commerce, that has subsequently been eliminated.

It maintained lighthouses, light boats, and planted and maintained buoys. These functions are now performed by the Coast Guard.

Money Due

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

Name	Ship	Claim
Edward Jensen	Hercules Victory	Disputed overtime
Robert Smith	Hercules Victory	Disputed overtime
James R. Boone	Natalie	One day's wages
Frank G. Valerie	Natalie	One day's wages
Earl H. Beamer	Penn Carrier	Disputed overtime
Calvin Smith	Transwestern	Disputed overtime
Daniel McLaren	Transwestern	Disputed overtime
Clyde Greeson	Transwestern	Disputed overtime
Thomas E. Hanson	Valient Hope	Transportation
Donald Kershaw	Valient Hope	Transportation
Warren Weiss	Niagara	Lodging
James Gleason	Seatrains New York	Disputed Lodging
Fred Patterson	Seatrains New York	Disputed Lodging
Joseph L. Chapeau	Kent	Lodging
Cyril Gauthier	Kent	Lodging
Andrew Lewis	Sea Pioneer	Lodging
J. Walsh	Midlake	Standby wages
D. Shattuck	Midlake	Standby wages
Carlos Ruiz	Bonanza	Wages
William L. Robinson	Bonanza	Wages
Edgar Lee Faison	Alcoa Master	Transportation
Bobby V. Carter	Alcoa Master	Transportation
David J. Flynn	Alcoa Master	Transportation
G. Bertrand	Rambam	Retroactive wages
J. Rose	Rambam	Retroactive wages
C. Cummings	Rambam	Retroactive wages
A. Samawi	Rambam	Retroactive wages
J. Smith	Rambam	Retroactive wages
L. Childress	Rambam	Retroactive wages
D. Jus Tian	Rambam	Retroactive wages
R. Cantu	Rambam	Retroactive wages
J. Saunders	Rambam	Retroactive wages
E. M. McCay	Rambam	Retroactive wages
Ian O. Robertson	Western Hunter	Unclaimed wages
Ruben G. Ruttkay	Seatrains San Juan	Unclaimed wages
Roy L. Frank	Seatrains San Juan	Unclaimed wages
Neil Napolitano	Seatrains San Juan	Unclaimed wages
Louis Eggleston	Young America	Overtime

Schedule of Membership Meetings

SIU-AGLIWD Meetings

New Orleans Apr. 11—2:30 p.m.
Mobile Apr. 12—2:30 p.m.
Wilmington Mar. 20—2:00 p.m.
San Francisco Mar. 22—2:00 p.m.
Seattle Mar. 24—2:00 p.m.
New York .. Apr. 3—2:30 p.m.
Philadelphia Apr. 4—2:30 p.m.
Baltimore ... Apr. 5—2:30 p.m.
Detroit Apr. 14—2:30 p.m.
Houston Apr. 10—2:30 p.m.

Great Lakes SIU Meetings

Detroit Apr. 3—2:00 p.m.
Alpena Apr. 3—7:00 p.m.
Buffalo Apr. 3—7:00 p.m.
Chicago Apr. 3—7:00 p.m.
Cleveland ... Apr. 3—7:00 p.m.
Duluth Apr. 3—7:00 p.m.
Frankford ... Apr. 3—7:00 p.m.

Great Lakes Tug and Dredge Region

Chicago Apr. 11—7:30 p.m.
†Sault Ste. Marie
Apr. 13—7:30 p.m.
Buffalo Apr. 12—7:30 p.m.
Duluth Apr. 14—7:30 p.m.
Cleveland ... Apr. 14—7:30 p.m.
Toledo Apr. 14—7:30 p.m.
Detroit Apr. 10—7:30 p.m.
Milwaukee ... Apr. 10—7:30 p.m.

SIU Inland Boatmen's Union

New Orleans Apr. 11—5:00 p.m.
Mobile Apr. 12—5:00 p.m.
Philadelphia Apr. 4—5:00 p.m.
Baltimore (licensed and
unlicensed) Apr. 5—5:00 p.m.
Norfolk Apr. 5—5:00 p.m.

Railway Marine Region

Houston Apr. 10—5:00 p.m.
Philadelphia
Apr. 11—10 a.m. & 8 p.m.
Baltimore
Apr. 12—10 a.m. & 8 p.m.
*Norfolk
Apr. 13—10 a.m. & 8 p.m.
Jersey City
Apr. 10—10 a.m. & 8 p.m.

United Industrial Workers

New Orleans Apr. 11—7:00 p.m.
Mobile Apr. 12—7:00 p.m.
New York .. Apr. 3—7:00 p.m.
Philadelphia Apr. 4—7:00 p.m.
Baltimore ... Apr. 5—7:00 p.m.
†Houston ... Apr. 10—7:00 p.m.
†Meeting held at Labor Temple, Sault Ste. Marie, Mich.
*Meeting held at Labor Temple, Newport News.
†Meeting held at Galveston wharves.

DIRECTORY of UNION HALLS

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

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HE 2-1754
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CE 1-1434
TAMPA, Fla. 312 Harrison St.
Tel. 229-2788
WILMINGTON, Calif. 505 N. Marine Ave.
834-2528

ROBERT D. CONRAD (Maritime Operations), February 26—Chairman G. B. Gapac; Secretary, L. A. Lamphore. Brother Steven Mooney was elected to serve as ship's delegate. Some disputed OT in deck department. Awaiting clarification of OT for work done in scientific spaces, i.e. painting and chipping. Also 4-8 watch tieing up before 8 A.M.

COEUR D'ALENE VICTORY (Victory Carriers), February 3—Chairman T. H. Holt; Secretary, Johnny W. Givens. No beefs reported by department delegates.

DIGEST of SIU SHIP MEETINGS

LOS ANGELES (Sea-Land), January 28—Chairman, Ralph H. Smith; Secretary, Thomas Thompson. Brother Delmar Craig was re-elected to serve as ship's delegate. Crew requested to donate fifty cents to ship's fund.

TRANSWESTERN (Hudson Waterways), February 5—Chairman, T. Cummings; Secretary, F. Fletcher. \$2.02 in ship's fund. No beefs reported by department delegates. Brother Ruel N. Lawrence was elected to serve as ship's delegate. Ship to be fumigated on return to States.

STEEL VENDOR (Isthmian) January 22—Chairman, Fred Shaia; Secretary, Elliott Gorum. \$27.40 in ship's fund. Motion made to send wire to Union asking them to contact the Company and authorize the Captain to allow draws on week-end OT. It was also suggested that this week-end OT be included in the contract by negotiating committee. Motion that all draws be given in American money and discontinue issuing travelers checks. Vote of thanks was extended to the steward department for the good food and service.

CALMAR (Calmar), February 5—Chairman, E. Hogge; Secretary, V. Douglas. No beefs reported by department delegates. Brother J. Corder was elected to serve as ship's delegate. Discussion about getting better grade of food. Motion made to have all B and C men get off as per contract.

LUCILE BLOOMFIELD (Bloomfield), January 26—Chairman, Heacock; Secretary, McGrawie. No beefs reported by department delegates. Brother McGrawie was elected to serve as ship's delegate.

COEUR D'ALENE VICTORY (Victory Carriers), February 3—Chairman, T. H. Holt; Secretary W. Givens. Crewmembers were requested to keep the mess hall clean.

VANTAGE PROGRESS (Pioneer), January 31—Chairman, Patrick Conley; Secretary, K. R. MacConnell. \$10.00 in ship's fund. Ship's delegate stated that there would be no payoff until the patrolman boards vessel and ship is cleared for payoff. Motion made that a letter of commendation for Vincent Louis Frizinga, PB 30414 is mailed with recommendations to headquarters from Yokohama, Japan. Request for clarification on B and C card shipping time from patrolman in San Francisco, before payoff in Long Beach. No patrolman was used in Yokohama because of greater problems aboard another ship in Yakuska. Ship's delegate O.K'd it with patrolman upon arrival though.

HATTIESBURG VICTORY (Alcoa), January 17—Chairman, Robert A. Kongelbak; Secretary, R. H. Simpson. Brother Frank Feld was elected to serve as ship's delegate. Ship sailed short one oiler and one messman.

ASBURY VICTORY (Bulk Transport), February 5—Chairman, C. D. Anderson; Secretary, J. Doyle. Motion made to have the Union send ballots to all members on ships, in order to be able to vote in all elections. No SEAFARERS LOGS received this trip. Mail service is very poor.

LINFIELD VICTORY (Alcoa), February 5—Chairman, T. J. White; Secretary, D. Waskie. Crewmembers were asked to observe safety rules and to leave rooms clean at payoff. Request made that Earl Shepard meet ship if at all possible. Vote of thanks to the steward department particularly the chief cook for an excellent job. The crew thanked the captain, chief mate and steward for a great Christmas party. One man hospitalized in Cochín.

DEL MONTE (Delta), February 4—Chairman, Wm. Parker; Secretary, A. G. Eapenada. Ship's delegate reported that everything is in good order and no beefs were reported by department delegates. One man missed ship in Paranagua, Brazil. \$2.00 in ship's fund. Crewmembers recommended a 20-year bust out for retirement, 12 years sea time or 20 years with the Union, regardless of age. Vote of thanks was extended to the ship's delegate and the department delegates for a job well done.

DEL MAR (Delta), February 12—Chairman, W. Whalen; Secretary, V. Alford, Jr. Brother Joe McLaren was elected to serve as ship's delegate. Vessel won the yearly Safety Award for passenger ships. \$6.90 in ship's fund. No beefs reported by department delegates. Everything is running smoothly.

LINFIELD VICTORY (Alcoa), December 17—Chairman, T. S. Kline; Secretary, R. A. Domboski. Brother R. "Whitey" Duff was elected to serve as ship's delegate. No beefs reported by department delegates.

LYNN VICTORY (Victory Carriers), January 22—Chairman, Wm. McDermott; Secretary, Matt Guidera. Brother Matt Guidera was elected to serve as ship's delegate. No beefs reported by department delegates.

DEL SUD (Delta), January 28—Chairman, Mike Dunn; Secretary, William P. Folse. No beefs reported by department delegates. All disputed OT was settled. Motion made for pension after 20 years in Union, fifteen years seetime. Not old age pension. Brother Mike Dunn was elected to serve as ship's delegate.

FAIRISLE (Pan Oceanic), January 28—Chairman, Fred Olson; Secretary, Ira Brown. No beefs reported by department delegates. Brother John DeCulty was elected to serve as ship's delegate.

TRANSNORTHEN (Hudson Waterways), January 29—Chairman, Horace Mobley; Secretary, Boyd H. Amsherry. Brother Mobley was elected to serve as ship's delegate. No beefs were reported by department delegates.

MT. WASHINGTON (Victory Carriers), January 22—Chairman, G. Wile; Secretary, R. Schemm. Ship's delegate reported that there will be no payoff in Pearl Harbor. Some disputed OT in engine department. It was suggested that the ship have at least six months stores aboard before leaving Hawaii.

DEL RIO (Delta), January 22—Chairman, E. S. Harris; Secretary, Robert Merritt. \$30.10 in ship's fund. No beefs reported by department delegates. Brother N. J. Saviole was elected to serve as ship's delegate.

OCEANIC CLOUD (Trans-World), January 2—Chairman, W. Neta; Secretary, T. Densmore. Discussion held about 20-year retirement—or 20 years in Union—no matter what age. Beef in deck department regarding chief mate. Everything running smoothly in steward department.

JOPLIN VICTORY (Marine Carriers), January 22—Chairman, Joh Boidizar; Secretary, Joe Billito. Three men hospitalized in Korea. Some disputed OT in deck department. Vote of thanks to the steward and his cooks for their efforts in obtaining fresh provisions.

STEEL SURVEYOR (Isthmian), January 15—Chairman, L. A. Williams; Secretary, J. Nudsen. Brother L. T. Marshall was elected to serve as ship's delegate. No beefs reported by department delegates.

RIDGEFIELD VICTORY (Columbia), February 5—Chairman, F. N. Mainwerth; Secretary, C. J. Beck. Ship's delegate reported that there were no beefs and that everything is running smoothly. Motion was made that American foods be put on board, statelide. Also that when ship arrives in foreign ports it should be stored with fresh foods, etc.

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.)

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

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

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

Jamestown Sterling Corp.
(United Furniture Workers)

White Furniture Co.
(United Furniture Workers of America)

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

Di Giorgio Fruit Corp.
S and W Fine Foods
Treesweet
(National Farm Workers Association)

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

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

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

Peavy Paper Mill Products
(United Papermakers and Paperworkers Union)

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

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

KNOW YOUR RIGHTS

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

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

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

Earl Shepard, Chairman, Seafarers Appeals Board

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

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

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

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

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

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

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

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

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

HISTORIC SEA DISASTERS



1907 SS Berlin Disaster

FREAK SHIPWRECK TOOK 128 LIVES

WHEN people think of ship disasters that have claimed many lives, they usually picture a vessel burning or foundering far out at sea—alone, far from shore and far from any possible aid or assistance.

This is not necessarily the case however. Many of the worst ship disasters of all time have taken place in supposedly "safe" waters, in protected bays and harbors, navigable rivers, or within shouting distance of shore.

On April 27, 1865, for instance, a boiler explosion aboard the steamboat Sultana claimed 1,450 lives—right in the middle of the Mississippi river not far from Memphis, Tennessee. This was almost as many casualties as in the famous Titanic sinking that occurred far out at sea.

On June 15, 1904, the excursion steamer General Slocum burned right in New York harbor with a loss of 1,021 lives. July 24, 1915, marked the capsizing of the Great Lakes excursion steamer Eastland in the Chicago River that claimed 812. Just a year earlier the Empress of Ireland sank following a collision in the St. Lawrence River and 1,024 lives were snuffed out.

In many ways these disasters were even more tragic than those that have taken place far out at sea. The tragedies of these vessels unfolded in clear sight of watchers on shore, who were for the most part still powerless to lend any kind of assistance. For those aboard the stricken vessels, shore and safety were also clearly in view—yet they might have been a million miles away. They still had to meet their fate alone and largely unaided.

The "Berlin"

The sense of helplessness and frustration that strikes both victims and rescuers alike on such occasions is exemplified in the wreck of the passenger steamer Berlin in 1907.

Near dawn on the morning of Thursday, February 21, 1907, the Berlin had almost completed her regular 110-mile trip across the North Sea from Harwich, England to the village of Hoek van Holland (Hook of Holland), where a boat-train had already arrived and was waiting for the steamer's passengers. In all, the Berlin carried over 143 passengers and crewmen.

It had been an extremely rough but otherwise uneven crossing. A heavy north-westerly gale lashed the North Sea, dashing rain, hail and snow against the Dutch coast. But the Berlin had weathered the storm well and was now only about two miles from her berth a short way up the Nieuwe Waterweg (New Waterway), which also led to Rotterdam.

Granite-block breakwaters led out from the shore along both sides of Nieuwe Waterweg for about a mile, to create a protected entranceway to the channel. At the seaward tip of each breakwater stood a steel light tower.

The trip was all but over and passengers had already been awakened to be ready to disembark for the train trip to Rotterdam as the Berlin approached the protected channel between the breakwaters. But suddenly everything began to go wrong.

Rolling heavily in the gale-lashed seas, the Berlin was caught by ground seas and carried helplessly off course almost to the tip of the North breakwater. A heavy sea on her port side then swung her completely around until she lay almost parallel with the shore, her port side almost athwart the tip of the breakwater.

Disaster

The Captain succeeded in turning her to starboard but could not gain headway before a huge sea struck her starboard (seaward) side, lifted her up and bashed her down on the great granite blocks forming the base of the light tower at the tip of the North breakwater. She suddenly lay hard aground completely across the breakwater, her whole starboard side exposed to tremendous breakers.

Distress rockets were fired as the Berlin's powerful engines labored full astern in hopes of getting her off. But her twin screws churned the water futilely

as huge seas worked her up and down solidly on the rocks. From then it was only a few minutes until the Berlin lost all power and the blackgang rushed on deck to inform the Captain that the stokeholds were filled with water and the fires out.

Yet strangely, now and even much later, there was almost no panic aboard the vessel. They were aground nearly on top of the light tower on a solid breakwater connected to the shore only a mile away. Surely rescuers would arrive at any moment to take them off the stricken vessel. Unfortunately they were wrong. As is often the case in such wrecks near shore, hope and frustration go side by side and the raging seas almost always win.

On shore, the Berlin's approach to the breakwater channel had been watched anxiously by the staff of the nearby lookout station. When the ship's lights stopped moving and remained stationary, they knew the vessel must be in some sort of difficulty. When the distress rockets were fired they knew the difficulty was of a serious nature. When the ship's lights failed completely shortly thereafter they began to fear the worst—and they were correct.

Rescuers Frustrated

As soon as the distress rockets were fired the whole town was aroused and the large steam lifeboat President van Heel churned down the channel between the breakwaters with a crew of 10 experienced seamen and ample rescue equipment. Soon they were standing by the Berlin only to realize that they were helpless and could do nothing to save her or those on board. Huge seas battered against the Berlin's starboard side, making an approach either there or from the bow or stern impossible. In the high seas the breakwater itself was awash with the seas rolling over it. To approach from the port side would mean disaster on the rocks for the rescue craft.

The lifeboat crew attempted to shoot rescue lines over the ship, and one of these was actually caught and made fast. But at that very moment a huge sea lifted the lifeboat and flung it back with such force that her anchor rope parted. Without another anchor the lifeboat had to cast off the rescue line and hurry back to port to replace the anchor.

Meanwhile it grew light, and watchers on shore finally realized the hopelessness of the situation. Through the driving rain and spray they could see that the Berlin's masts had assumed divergent angles—a sure sign that the seas pounding her on the rocks had broken her back and she was breaking up. Soon they saw the entire fore part of the ship, with both funnels, break away from the remainder on the rocks and slide slowly down the inner bank to disappear beneath the waves. Had the rescue craft President van Heel still been in her previous position before her anchor parted, she and her crew would have been crushed and lost when the Berlin broke up.

Meanwhile, those still alive aboard the stricken vessel still hoped for rescue. But their numbers diminished constantly throughout that terrible first day as all rescue attempts proved futile. Huge seas broke over the remains of the Berlin, carrying away most of her structure along with the survivors who still clung to whatever support was available. All through the night this continued, while bodies washed ashore were placed in a warehouse to await identification.

The Sea Rages

Passengers and crew aboard ships passing up the channel could see the pitiful survivors and be seen as well—but nothing could be done to assist them. The rescue lifeboat and powerful tugs returned time after time, but the raging seas prevented them from approaching.

The night passed, but the new day brought no change in the weather. Thus far only one rescue had been made, when the rescue lifeboat plucked a man from the sea, along with the smashed piece of wood to which he clung. Everyone else in the freezing water was dead.

By afternoon of the second day some hope revived for rescue of the remaining survivors. The gale and

snow squalls still raged, but the tide was low and the seas had moderated slightly. Rescue boats and tugs now hoped to put men ashore on the channel side of the North breakwater, from where they might reach the Berlin in spite of the breakers that still came across the rocks. They would try to put a line aboard the Berlin by taking advantage of whatever shelter the steel light tower offered.

On the first try, one man from the lifeboat President van Heel actually got ashore in this manner, but the fury of the sea drove him back. Finally four volunteer seamen put out from a rescue vessel in a tiny yawl and managed to reach the breakwater without being smashed on its rocks. With them they took a heavy rope.

As they struggled to keep from being washed off into the sea, six young men put out in another yawl to assist them and also succeeded in landing. The 10 men now crawled and fell between the rocks to reach the light tower with their rope. They finally managed to do this, only to find that there were no survivors aboard the Berlin still capable physically of catching the rope.

Success

The remains of the Berlin was so close to the light tower however, that one of the rescuers managed to catch a swinging boat fall. Clinging to the fall he was pulled into the sea, but managed to swim and crawl back to the tower, where the fall was secured about 20 feet up the steel latticework support. With great difficulty, 10 survivors managed to climb and slide down this rope.

One woman however, could not muster the strength to make the climb. As the rescuers urged her on, they were eventually forced to retreat to shelter by a new onslaught of the sea. Seeing this, the woman gave up all hope, let go of her hold and plunged into the sea. At this the rescuers again rushed into the breakers and managed to drag her, unconscious, to safety.

Now there remained on the ship only three survivors—women who were totally exhausted and could not hope to descend via the rope. As night fell and the gale increased again, it became obvious that all on the breakwater would have to go aboard one of the rescue vessels immediately or be lost. The three remaining survivors would have to be abandoned for yet another night.

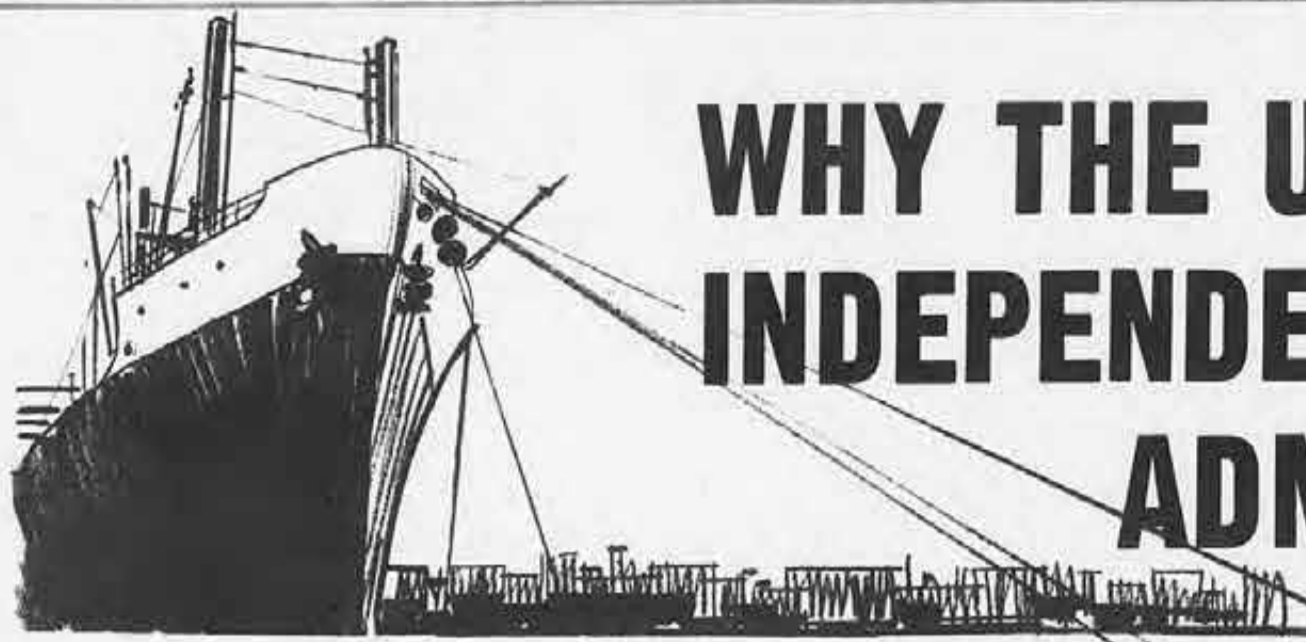
Another Try

But during that night, new rescue plans were hatched. The tide would again be low at 1 a.m. A professional salvage man and diver volunteered to make another attempt to land in a yawl, accompanied by three other men. At midnight the trip began, the yawl in tow by a powerful tug. Near the end of the breakwater the yawl cast off and managed to land. The boat fall was still in place, but was secured again only about 8 feet up the tower so one of the men could use it to climb aboard the remains of the Berlin to assist the three women who still huddled there.

When he reached the wreck the sea was raging again and the Berlin's decks were working so violently that he knew the remaining hulk was in danger of breaking up at any moment. Bodies were scattered over the deck.

Working quickly, the rescuer made a sling out of deck ropes. Then he climbed to what was left of the boat deck and secured a second rope from a block still hanging in the davits. This rope would enable him to slowly lower the women, one by one in the sling, from the deck to the rescuers on the rocks below. In this way the rescue was finally completed.

In all, only 15 of the Berlin's passengers and crew were saved. Over 80 passengers and 48 crewmen perished—all within about a mile of shore and actually on a solid causeway leading to shore. And although the death toll was high, it is a miracle that none of the rescuers themselves were lost—for in their helpless anger and frustration they took risks normally taken only by those who have themselves given up all hope of survival.



WHY THE U.S. NEEDS AN INDEPENDENT MARITIME ADMINISTRATION

IT has taken many, many years of bureaucratic bungling and mishandling by Federal government agencies and administrators to bring about the present day deterioration of the American merchant fleet.

Countless mistakes have been made and never admitted or rectified. Petty jealousies and power plays between various Government agencies and administrators have time after time been resolved at the expense of maritime. Maritime has never had any real representation within the bureaucratic jungle of the U.S. Government and has continually suffered at the hands of men who could barely hide their real allegiance to other modes of transportation or their special interest areas, which they felt could be strengthened best by policies that further undermined the nation's maritime industry.

In the not too distant past, the prime offenders against maritime were often the Agriculture Department and the Commerce Department. Right now however, anti-maritime influence seems to have shifted heavily into the Defense Department and the new Department of Transportation.

This is perhaps best demonstrated by the many recent statements of the present heads of these departments, and by the most recent "pet projects" of Secretary Robert S. McNamara, who heads the Defense Department.

The Airlift Fiasco

Not too long ago, McNamara's pet project was Airlift. He somehow decided that he would be able to supply vast armies, if necessary in some future emergency, through airlift alone. Ships were obsolete and no longer needed, he decided. What we should do, he said, is abandon our merchant fleet entirely and build huge cargo planes to rush heavy equipment to trouble spots anywhere on the globe. If ships were still needed, he said, American-owned ships flying runaway flags, and foreign owned ships could be used—the runaways under the concept of "effective control" and the foreign vessels under ordinary charters.

This was his pet project, and like many of his ideas it didn't look too good on paper. Then came America's Vietnam buildup, and the unworkability of his whole scheme became only too evident. Airlift proved all but useless. Over 98 percent of the men and material shipped to Vietnam had to go by ship. The U.S. Government always avoided a test of the totally unworkable "effective control" concept, and tried instead to charter foreign-owned and manned vessels to haul vitally-needed military supplies.

One after another however, foreign ships and foreign crews refused to sail to Vietnam with American military supplies. Ships were loaded, only to be unloaded again while still at American docks as foreign crews refused to man their vessels. Some governments began to yield to internal political pressure and refused the use of any of their vessels to the United States for Vietnam supply.

Suddenly the Defense Department decided it needed ships, and a lot of them in a hurry. Fortunately there were still some old World War II vessels still in the emergency Reserve Fleet. They were old and slow and not too dependable and cost a great deal to put into shape, but they are being used.

Now apparently, the Defense Department has re-

vised its estimate and has decided that ships are a vital necessity to insure the nation's defense. But now, instead of throwing its full support behind construction of the big, fast, modern merchant fleet that the nation really needs, the Defense Department has embarked upon another folly. Ships are needed, the thinking now goes, but not merchant ships. What we need, McNamara has decided, is a force of "Fast Deployment Logistic Ships" (FDL).

What is FDL?

What are "Fast Deployment Logistic Ships"? They have been denounced unanimously by American maritime labor. House Merchant Marine Committee Chairman Edward A. Garmatz has referred to them as Flying Dutchmen which will cruise the seas endlessly, fully loaded, never touching port and never contributing anything to the nation's commerce. Others have denounced them as wasteful, useless and unnecessary. Many legislators have become so alarmed at the fact that such a concept could be seriously proposed that they have thrown their solid support behind maritime labor's campaign for an independent Maritime Administration to be headed by someone with a real knowledge of maritime who could bring about an overall and realistic plan to assure the satisfaction of the nation's shipping needs.

Fast Deployment Logistic Ships would be specially-built vessels, costing an estimated \$40 million each. A fleet of 40 such vessels would be loaded with various military supplies and would cruise the seas endlessly, waiting for trouble to break out anywhere in the world. Then they would rush to discharge their cargoes and rush back to a U.S. port for more.

The Fast Deployment Logistic Ship concept is so patently ridiculous that it is difficult to even discuss with any objectivity. Yet it is being seriously proposed and actively pushed by Defense Secretary McNamara and the Defense Department. The matter has gone so far, in spite of the mounting opposition, that the Administration's fiscal 1968 budget request, recently submitted to Congress, seeks funds to begin construction of the first 5 FDL vessels.

In the past, ill-conceived proposals and unworkable compromises have almost never been either admitted or rectified. This seems to remain true to this very day. The many shortcomings of the FDL concept have been pointed out on numerous occasions—by maritime labor, management, U.S. legislators, and other interested parties. Still, the Defense Department clings tenaciously to the idea.

Expensive, Useless

It has been pointed out for instance, that the FDL vessels would be extremely expensive to construct. The estimated cost of \$40 million for each FDL ship would be enough to construct three fast, modern cargo vessels for the commercial merchant fleet under the present subsidy system. The nation would then have three ships at its disposal in time of emergency for every 1 FDL it might build. The high degree of effectiveness of the American merchant marine working in conjunction with military operations has been proved time and again in peace and war, and is demonstrated many times daily in Vietnam, so the effectiveness of private merchant ships and crews cannot be disputed.

It has also been pointed out that although their cost

to the nation will be staggering, FDL ships will contribute absolutely nothing to the nation's commerce. They will not carry a single ton of the nation's foreign trade. In the long run they will drastically weaken the nation's trade posture.

It is almost inevitable that the construction of FDLs would further reduce the already drastically inadequate appropriations devoted to the active U.S.-flag merchant fleet, which would continue to deteriorate and lose what little it now carries of the nation's foreign commerce. This would put the U.S. increasingly at the mercy of foreign shippers and ship operators, who would be able to charge whatever they chose for the movement of American goods, to the detriment of American business and industry. American maritime's valuable contribution to the maintenance of a favorable balance-of-payments would decrease, and the FDLs would certainly make no contribution.

Most dangerous of all, the application of the FDL concept would certainly weaken the nation's defenses. We can never hope to construct and maintain enough FDLs to fully support a military conflict far from U.S. shores. Yet, if construction of these FDLs led to the continued deterioration of the American merchant fleet we would not have nearly a sufficient number of ships of any kind available to support either troops or commerce.

History Repeats Itself

Somehow, this does not seem to alarm many of the nation's supposedly "responsible" Government administrators. It does not, apparently, disturb Defense Secretary McNamara. Another "Administrator," Transportation Secretary Alan S. Boyd, recently stated publicly that he doubts if the United States needs any merchant ships at all.

It has been said that men who refuse to learn from history are doomed to repeat the mistakes of the past. The United States was faced with a desperate shortage of merchant ships at the outbreak of World War I. After the war the fleet was allowed to deteriorate again and the U.S. was faced with a desperate shortage of ships at the outbreak of World War II. The same pattern followed and we were in the same plight at the outbreak of the Korean Conflict and then again at the beginning of the Vietnam buildup. And it seems that many Government administrators have still not learned these lessons of history.

Many Americans have learned however, including some of our leading legislators. They have realized the vital importance to the United States of a strong, modern merchant fleet, and know that we will never get the fleet we need until maritime finally has a place in the Federal Agency setup of equal power with other agencies—with someone at the helm who understands the special needs of maritime and is devoted to satisfying those needs.

This is why more than 50 Congressmen have submitted bills into the House which would create an independent Maritime Administration as an agency of the Federal government. They are supporting maritime labor's campaign for an independent MARAD because they realize that time is growing short and the United States can no longer afford to trust the supposedly responsible administrators of other Government agencies to look after the needs of maritime.