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Opposes Cutbacks in Great Society

AFL-CIO Urges Corporate Tax Hike To Meet Increased Defense Needs

BAL HARBOUR, Fla.—The AFL-CIO called for an increase in corporate taxes to meet any future rise in military expenditures for Viet Nam rather than a cutback or freezing of Great Society programs.

The federation's Executive Council said ending the 7 percent tax credit and/or an excess profits tax or a hike in the corporate tax rate would be sound economic policy as well as economic justice.

"The cost of the Viet Nam war should not be absorbed by cutting back or freezing current levels of federal expenditures or stunting the promised growth of essential programs," the council declared in a statement on the national economy. It stressed that "the poor should not be compelled to bear the major burden of the conflict. . . ."

In a companion statement on wage guidelines, the council assailed the policies of the Council of Economic Advisers, terming them efforts to "shortchange workers." The guideline policy and the 3.2 percent figure for wage increases, the council said, impose "the burden of the price level on wage and salary earners, who do not set prices, while there is no effective guideline for prices and no guidelines at all for profits and dividends."

The CEA, it added "has clearly violated any standard of equity."

The council's economic policy statements and resolutions on international affairs highlighted the final sessions of the mid-winter meeting here at the Americana Hotel. Earlier the council mapped a stepped-up drive in 1966 to increase the number of liberals in the House and Senate as the AFL-CIO's major objective, and spelled out positions on repeal of Section 14(b) of the Taft-Hartley Act, minimum wage legislation

and civil rights.

International Affairs

On international affairs, the council:

• Called for prompt and favorable action on the President's foreign aid request for \$3.4 billion and praised his "new emphasis" on health, education and food production and planning the pro-

gram over a five-year period.

• Urged hearings by the Senate Foreign Relations Committee on the operations of the recent Tri-Continental Conference among Communist elements in Havana so that constructive measures can be drawn "for defeating and freedom in the Western Hemisphere."

N.Y. Port Council Campaigns To Amend Bi-state Compact

ALBANY, N. Y.—Some 4,000 New York longshoremen, Seafarers and other maritime and allied craft workers, staged a rally at the state capitol here March 15 calling for legislation to "democratize" the Bi-State Waterfront Compact, the law that governs the hiring and conditions of dock workers.

The rally was held under the auspices of the International Longshoremen's Association New York District Council and the Maritime Port Council of Greater New York Harbor, with which the ILA and other AFL-CIO unions are affiliated.

SIU President Paul Hall addressed the rally and urged the defeat of Governor Rockefeller for his support of bills that increase the Waterfront Commission's control over hiring practices. A similar stand was taken by ILA President Teddy Gleason.

The rally was also addressed by Ray Corbett, president of the New York State Federation of Labor, and a number of state legislators from both Democratic and Republican parties.

A week earlier, at its second an-

nual legislative council, the Port Council, headed by ILA Vice-President Anthony Scotto, adopted its 1966 state legislative program. The Council, which represents more than 400,000 maritime and allied craft workers belonging to 147 local unions in New York and New Jersey, will press for passage of a range of bills affecting workers of affiliated unions and workers generally, and will oppose bills it holds are harmful to worker's welfare and to the community.

Among the bills which will receive priority in the Council's campaign for this year are those that would:

- Set a \$2.00-hourly minimum wage throughout the state;
- Amend the Waterfront Commission Act;
- Abolish lie detector tests in industry;
- Improve welfare benefits of fire fighters.

Fort Hoskins Arrives in India with Emergency Wheat

BOMBAY—The SIU-manned Cities Service tanker Fort Hoskins steamed into Bombay recently, carrying as its cargo the first shipload of the 1.5 million ton emergency American wheat supply to be shipped under P.L. 480.

At dockside ceremonies, Finance Minister S. K. Wankhede thanked the United States and the crew of the Fort Hoskins on behalf of the people of India for the timely aid in accelerating food shipments to meet the shortage now prevalent in the country.

The minister noted that India was experiencing the worst drought of the last 50 years, with six states in the country suffering from famine. "It is in this background," he said, "at a time when we are in trouble, that the people of the United States have come forward to help us."

The SIU-contracted tanker arrived with 23,368 tons of wheat. She was the first of a fleet scheduled to arrive here with food grains until the end of March.

The U.S. Consul-General, Milton C. Rewinkel, said in the dockside ceremony that the consignment brought by the Fort Hoskins represented the harvest of 33,000 acres of American wheatland. This and the other shipments of U.S. food grains that would follow, "is tangible evidence of America's enduring friendship for



Dockside ceremony in Bombay marks arrival of SIU-contracted Fort Hoskins with first of emergency wheat supplies.

India and concern for the welfare of the common man of this democratic nation."

The presentation was witnessed by a large audience, including top officials of the Union Ministry of Transport, the Bombay Port Trust

shipping company officials, crew members and dockside workers.

Rewinkel said that the present shipment of wheat would be sufficient for the needs of the population of Bombay for three weeks at the current quota.

Report of International President



by Paul Hall

The U. S. unemployment rate last month dropped to 3.7 percent, the lowest figure since November 1963. It was also the first time in nine years that the jobless rate dropped below 4 percent.

This continuing decline in the jobless rate is encouraging, but should not lead to a false complacency. There are still over 3 million American workers who cannot find jobs. In addition, the 3.7 percent figure is an average. Within certain groups of our society the rate of joblessness is much higher. The unemployment rate for non-white workers, for instance, remains at 7 percent, with one out of every 14 Negro workers unable to find a job. Among teenagers the jobless rate stands at 10.9 percent. In addition, the unemployment rate in many economically depressed areas of the U. S. remains much higher than the national average would indicate.

The overall decline in U. S. joblessness stems in part from the nation's continuing economic growth. The vigor of this economic expansion—which has been going on for the past five years—can be noted from the fact that the jobless rate dropped in February, which is a month in which unemployment traditionally increases.

Not all of the continuing drop in the jobless rate can be attributed to the nation's economic growth however. Much of the improvement has come about through social welfare programs initiated by the Administration through its priority welfare programs—such as manpower retraining, aid to education, anti-poverty programs, and others. These are programs designed to revitalize entire depressed areas of our economy, break the cycle of poverty and ignorance in which too many Americans have been caught, and return these millions of Americans to productive, rewarding roles in our society.

This is only one reason why it is imperative that no cutbacks are made in these Great Society programs. They have helped thousands of Americans acquire the skills and knowledge to find gainful and productive employment. In addition these programs serve as a spur to the economy by creating increased needs for goods and services which leads to further economic expansion and fuller employment.

Instead of talking about cutbacks in Great Society programs, plans should be undertaken to expand them to encompass even more economically depressed citizens. There is a moral, social and economic obligation to help these Americans reach a fuller utilization of their potential—for their own betterment and for the betterment of the entire nation.

There are many magazines and other publications which come into millions of American homes under the guise of carrying factual, unbiased reporting of events of national interest. Many of these publications do their best to maintain high standards of accuracy and, when an error in reporting is pointed out, are quick to acknowledge it and print a correction. Some publications however do not maintain these high ethical standards, either in factual reporting or in correcting an obvious mistake or blatant misrepresentation.

One of the worst offenders of this type with regards to the American labor movement is the Reader's Digest, which has a long history of printing outright falsehoods and half truths in its regular attacks on the American trade-union movement and on Federal programs aimed at improving the condition of the underprivileged. In the latest example of such anti-labor bias, the Digest compounded an "error" first printed in the pro-business magazine U. S. News & World Report.

The original article in U. S. News indicated that under the 1965 basic steel contract, a steelworker would average \$10,000 a year. The Steelworkers' union pointed out the error to U. S. News and sought a correction, making it clear that even when the wage provisions of the new contract became fully effective in 1968, workers in basic steel would average less than \$7,000—based on 2,000 hours of work yearly—and that not all steelworkers are able to work as much as 2,000 hours yearly. In spite of authoritative documentation of the true facts supplied by the Steelworkers, U. S. News refused to print a correction or allow the Steelworkers a rebuttal.

When the Reader's Digest decided to reprint the U. S. News article, a Digest researcher contacted the USWA Research Department to verify the facts. The USWA pointed out the errors in the original article, provided the true statistics and documented them. In spite of this the Digest reprint gave the original incorrect \$10,000 figure and, as always, refused to print a correction or rebuttal and refused even to discuss the matter further. The Digest had spoken and the truth be damned.

Sea Unions Draft Manning Policy

WASHINGTON—AFL-CIO President George Meany met with the heads of six of the Federation's affiliated maritime unions to discuss policy in regard to manning scales on automated merchant ships. The meeting was held at the AFL-CIO building March 9.

After a day-long meeting President Meany appointed a drafting committee, which began working the next day, to put labor's views into language. He said that as soon as the draft of the union's proposal was completed he would call another meeting of the six union officers.

Attending the meeting with President Meany were Paul Hall, president of the Seafarers Inter-

national Union of North America, Joseph Curran, president of the National Maritime Union, Jesse Calhoun, president of the Marine Engineers Beneficial Association, Joseph Curran, president of the National Maritime Union, Lloyd Sheldon, president of the Masters, Mates and Pilots Association, Joseph Glynn, secretary-treasurer of the Radio Officers Union, and William Steinberg, president of the American Radio Association.

4 SIU Companies Get 13 T-2 Tankers

Thirteen former Navy T-2 tankers have been allocated to four SIU-contracted steamship companies by the U. S. Maritime Administration. The vessels will be converted into dry cargo and container ship tonnage to be used in domestic and foreign service.

The companies and the number of vessels allocated to each were: Waterman Steamship Corporation, three; Hudson Waterways Corporation, seven; Sealand Service, Inc., two; and Transwestern Associates, one.

The ships are being made available to the steamship companies under the terms of Public Law 89-254 which was passed last October authorizing the Government to "trade out" tankers for conversion into dry cargo ships or for operation on the Great Lakes.

The measure represented an extension until 1970 of an earlier vessel exchange law which was designed to aid unsubsidized ship lines to improve and upgrade their fleet. Under the provisions of the law, the Govern-

ment trades out vessels superior to those that are being traded in or turned in for credit by the ship lines.

Waterman Steamship Company, the only one of the companies presently engaged in foreign trade, has advised the Federal ship agency that it plans to use its three ships to replace smaller, slower, C-2 type vessels.

The larger T-2 tankers have a liquid bulk cargo capacity of 16,350 tons and a speed of 16.2 knots, while a C-2 type can carry only 9,200 tons of cargo at a speed of 13.5 knots.

Sea-Land told the agency that it planned to convert its two vessels into containerships to be used in the company's Alaska service. The conversion will cost an estimated \$4 million to \$5 million per ship, and the vessels will be capable of transporting 325 containers of 35-foot length.

The other two companies, Hudson Waterways and Transwestern, which are affiliated, declared that they

intend to convert their vessels into container ships at an estimated cost of \$1.7 million per vessel. After the work is completed, the ships are to be chartered to Seatrain Lines, another affiliate, for use in that line's domestic services on the coastwise and Puerto Rican runs.

Although the law made 25 tankers—13 with 10,000-horsepower diesel-electric power plants and 12 with 7,500 horsepower machinery—available to private operators, no bids for the lower-powered ships were received.

The Maritime Administration said that the allocation of the tankers was based on maximum utilization and upgrading. The type of conversion, the future trade routes of the vessels and the extent to which the domestic fleet would be benefitted were also factors governing the allocation.

All 13 ships which the companies will take over are presently laid up in Government Reserve Fleet anchorages.

AFL-CIO Council Backs LBJ's Viet Nam Policy

BAL HARBOUR, Fla.—The AFL-CIO Executive Council "unreservedly" endorsed President Johnson's policy of combatting Communist aggression in South Viet Nam while continuing "an active search for peace and freedom through negotiations."

The council in a statement on the Viet Nam situation said it "completely rejects all insinuations and assertions" that the U.S. has been or is now opposed to free elections in Viet Nam.

The Communists in Viet Nam, the council stressed, opposed free elections in 1954 "as they do now," proposing instead "all sorts of prefabricated committees and so-called united front groups."

The council asserted that the objective is to defeat aggression in South Viet Nam "and to prepare the ground for the holding of free elections which will enable the South Vietnamese people to establish a government of their own free choice."

It "heartily" welcomed the decision by President Johnson to carry out an extensive program of social and economic reform in South Viet Nam and strongly urged that the "advice, assistance and participation" of the Vietnamese Confederation of Labor (CVL) "be secured in carrying out" the pro-

gram outlined at the recent Honolulu conference of the American and South Vietnamese governments.

The council noted that everything that has happened in the Viet Nam crisis since the AFL-CIO convention in December 1965 confirms the correctness of the federation's position. The statement cited the U.S. efforts to secure an honorable settlement and the rejection by the Communist governments of President Johnson's efforts.

AFL-CIO President George Meany, at a press conference, noted that elections in Viet Nam could not be free if there were pre-conditions set up by outside forces. In reply to a question as to "escalation" of the war in Viet Nam, he said, "When you're in a fight, you fight as hard as necessary." He noted that if bombing the supply lines of Viet Cong is escalation, it is something we must do in terms of protecting the lives of American troops and making easier their job of defeating aggression.

Would Lump MARAD, 10 Other Units in One Department

President Seeks New Cabinet Post To Consolidate Transport Agencies

WASHINGTON—President Johnson has asked the Congress to establish a Department of Transportation which would consolidate the functions of 11 Federal units, including the Maritime Administration.

The request for the new cabinet-level department was contained in the President's transportation message released on March 2. The message said nothing that would indicate a new maritime policy. The emphasis in the special message was focused on traffic safety, including a call for a \$725-million, six-year highway safety program with the establishment of Federal safety standards for new cars and trucks.

In calling upon the Congress to "coordinate the executive functions of our transportation agencies" in a single instrument, the President recommended creation of a department that would be fifth largest in the cabinet with nearly 100,000 employees and annual expenditures of about \$6 billion.

Essentially, the functions that would be consolidated under the President's recommendations were those of transportation, promo-

tion, investment and safety. The functions of rate setting and economic regulation now performed by the Interstate Commerce Commission and the Civil Aeronautics Board would remain where they are.

Includes Public Roads

In addition to the Maritime Administration, the proposed Transportation Department would include in their entirety the Federal Aviation Agency, the Coast Guard, the Bureau of Public Roads, and the Office of the Undersecretary for Transportation.

Although the subsidy functions of the Maritime Administration would be transferred to the new department, those of the Civil Aeronautics Board would not.

At a press briefing on the transportation message, special presidential assistant Joseph Califano, replied to a question concerning the possibility of a new maritime policy, that the President has be-

fore him the reports of his Maritime Advisory Committee and the Interagency Maritime Task Force. Noting that these two reports differed widely and that they had been submitted only early this year, Califano said the President has not yet had time to devote to the problem he feels it deserves. He said that it has taken two years to develop the Department of Transportation program.

The chairman of the House Merchant Marine Committee, Congressman Edward Garmatz, said that "references to the Merchant Marine and its problem in the transportation message were disappointingly meager."

The Committee Chairman said that it is his intention "to give the entire subject the most careful and constructive attention."

The AFL-CIO Maritime Trades Department noted that the President's transportation message contained "no shred of a new national maritime policy." The Seafarers International Union has the message and its program under study.

SIU-Manned New Yorker Saves 5 Cuban Escapees

SAN JUAN, P. R.—The SIU-contracted New Yorker was responsible for saving the lives of five Cuban refugees who had drifted helplessly at sea when their disabled escape boat broke down shortly after they had fled the island under cover of night.

The rescue took place about 10 miles off Key Santo Domingo, near Cuba; and referring to the New Yorker and its crew, a spokesman for the Cuban group said, "That ship was our salvation. We could not have lasted for another two hours."

The young man's name, as well as those of his four companions, are being withheld because the five said they feared reprisals against their families due to their escape.

"Also," the spokesman said, "we were seasick, tired and hungry. The New Yorker crew has been very kind to us, please let that be known."

The young man explained that

he hid for three days in the sugar fields of Oriente Province in Cuba before boarding the escape boat. He said that the farmers working in the area brought him food and water during the time he was in hiding.

Dissatisfied With Castro

All of the refugees were unanimous in their dissatisfaction with the Castro regime. Another of the group, who said he was a construction worker in Cuba, claimed that his 300 pesos a month salary was "not even enough to pay for food."

A desperate father, attempting to free his son from service in Castro's army, engineered the escape and finally persuaded the three others to join them.

ILA's Gleason Honored In New Orleans



Teddy Gleason, president of the International Longshoremen's Association (center), is presented with key to City of New Orleans and certificate of honorary membership by SIU Vice-President Lindsey Williams (left), acting in behalf of Mayor Victor Schiro. ILA Vice-President Clarence Henry looks on. Presentation took place at New Orleans SIU hall. Gleason was in the Crescent City to confer on boycott of ships trading with North Viet Nam.

SEAFARERS LOG

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6 More Seafarer Oldtimers Added To SIU Roster of Union Pensioners



Oxinio Dedicatoria Grahne Gladden Simpson Murphy

Six more SIU members have been added to the growing list of retired members who receive a pension check of \$150 every month.

The members who have been added to the retirement rolls are: Calixto Oxinio, Julian Dedicatoria, Gunnar Grahne, Paul Gladden, Sr., John Simpson and William Murphy, Jr.

Oxinio joined the SIU in the

port of Philadelphia and sailed as a chief cook in the steward department. He is a native of the

Philippines and currently makes his home in Philadelphia. He last saw service on the Independent Towing Co. tug, Jupiter.

Julian Dedicatoria is also a native of the Philippines and makes his home in Philadelphia where he lives with his wife. Dedicatoria sailed in the steward department. His last vessel was the SIU-contracted ship Commander.

Gunnar Grahne is a native of Finland and joined the SIU in New York. He now makes his home in Brooklyn with his wife and last saw service on the Seatrains Georgia where he sailed as bosun.

Tampa is now the home of Paul Gladden, Sr. who last saw service on the SIU ship Our Lady of Peace. He is a native of Tennessee who first joined the Union in Mobile. Gladden was with the deck department during his stay with the SIU.

John Simpson joined the SIU in Norfolk, Va. and sailed with the Union in the deck department. He is a native Virginian who is currently living in Elkton, Maryland. His last ship was the Del Norte.

William Murphy first came into the SIU in New York. He is currently living in Philadelphia with his wife, Josefa. While with the SIU, Murphy sailed in the steward department. His last ship was the Venore.

NEW ORLEANS

After being on the Del Mar for six months, Pete Valentine got off to work on his camp on Lake Pontchartrain, repairing damages done by Hurricane Betsy so it would be in shape for the summer. Brother Valentine served in the deck department aboard the Del Mar and reports that she was a good ship. Also on the beach after two trips on the same ship is Boatswain Jack Procell, Jack says he will stay on the beach awhile and help Pete work on his camp. Just off the Del Norte

where he served as FWT, William Tank is on the beach waiting for another Delta Line ship and would prefer the Del Oro or one of the newer freighters. William Evitt, who got off the Madaket due to illness, is now ready for the first electrician's slot to hit the board. He prefers a run to Viet Nam.

MOBILE

Shipping has been fairly good around the Mobile area with one ship laid up and the Roswell Victory due to crew up in a couple of weeks.

James V. McClantoc, who is currently registered in group one of the deck department, has been shipping out for the past two years as bosun and is now on the beach. He had to get off when the ship was sold. Sago C. Hanks, a member of the engine department, is just off the Brigham Victory on a trip to Saigon and Manila. He and his wife make their home in Pensacola, Florida. Alonzo W. Morris is now registered in group one of the steward department after getting off the Alcoa Marketeer on a voyage to East Asia.



Tank



McClantoc

The Gulf Coast

by Lindsey Williams, Vice-President, Gulf Area



Tulane University's 17th annual Institute on Foreign Transportation and Port Operations will be held March 21-25 on the Tulane campus featuring discussions of all phases of foreign and domestic shipping by land, sea and air. The principal highlight of the five-day conference will be a special program on "The American Merchant Marine" to be held March 25, at the University Center, site of the 1966 institute.

Speakers will be Nicholas Johnson, maritime administrator of the U. S. Department of Commerce; Mrs. Helen Delich Bentley, maritime editor of the Baltimore Sun; Paul Hall, president of the Seafarers International Union of North America and president of the AFL-CIO Maritime Trades Department; and Captain John W. Clark, president of Delta Steamship Lines.

The Texas AFL-CIO held its COPE convention in conjunction with the Arkansas, Louisiana, Mississippi and Texas area COPE Conference in Houston March 3-5. There were 685 delegates from Texas, in addition to several hundred from Arkansas, Louisiana and Mississippi.

SIU Port Agents Paul Drozak of Houston and Buck Stephens of New Orleans were among the SIU delegates in attendance.

One of the highlights of the Conference was a question and answer period aimed at Senator Ralph Yarborough of Texas and Representative Henry B. Gonzalez of Texas. Yarborough and Gonzalez pledged their support to labor's fight for an increase in minimum wages and its coverage and the repeal of 14(b) of the Taft-Hartley Act.

HOUSTON

R. L. Couper, who is just off the Bethlor where he served in the deck department, is back around the hall. He says he's found a home there and drops by to chat with his buddies every time he gets into port. R. Allen has been on the beach since he got off the Globe Explorer and is enjoying being with his family. Brother Allen, a member of the deck department says he will soon be ready for a long trip on any Hudson Waterways ship. J. P. Lamb of the stewards department, who is now on the beach, is another one of those excellent cooks receiving a vote of thanks from his fellow Seafarers aboard the Chilore.

The Atlantic Coast



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

It's gratifying to know Seafarers are solidly behind the AFL-CIO Maritime Trades Department in their decision to support a boycott against ships of nations permitting trade with North Viet Nam. Plans for the boycott were announced earlier, by the SIU, ILA and the NMU.

Shipping has been active in the port of New York over the past few weeks. Willie Wung was around the New York Hall recently looking for an Isthmian ship. I also saw Manuel Rial up in the shipping hall and he says that he's ready to ship out right away.

Also ready to go are Bosun Joe Wagner and H. Schultz who sails on oiler.

Norfolk

Stephen Arales had to get off the Malden Victory because of a death in the family. He'll be shipping out as soon as the necessary arrangements are made.

Also off the Victory is Robert Wroton. He's on the beach hunting up a buyer for his trailer. Old timer Wroton will be looking for another fireman's job.

Sylvester Walsh whose last vessel was the Duval is getting a little rest. Sylvester says that after being on a ship for a while a man needs a little rest. If the Duval sticks in port a few days, he says, he may get back on because this "is a very good liberty ship."

Boston

Things have really picked up in Boston and look pretty good for the next period. The Malden Victory was recently in port and signed or and paid off.



Chermeso

John Chermeso, a 23 year SIU veteran says he was real sorry to see his last ship, the Seamar, lay up because it was a "Floating Hotel."

Six months in the Far East have convinced Francis Donovan it's time to spend some time with his family and that's what the 25 year SIU veteran is doing since he got off the Robin Trent.

An oldtimer who's just out of

dry dock and ready to go is William Wildridge. Bill's last ship was the Steel Navigator and he's now ready to grab the first job to hit the board.

Philadelphia

James D. Bergeria is fit for duty and ready to go after being in drydock for a while. Jim last sailed on the Mer-rimac.

When John "Champ" Matowski is on the beach he really knows where to go. The Champ has just returned from getting some sun in Florida and now he's ready to ship out again.

James Winters is another old-timer ready to ship out again. Brother Winters has 18 years in the Union and his last ship was the Venore.

William Milliso is another Seafarer off the Venore. He sails as Bosun but was laid up for a while. Now Bill's fit for duty and is spending a lot of time around the hall looking for a good ship and a long trip.

PUERTO RICO

There may be an increase in ship trade between Boston and Puerto Rico in the next few years if talks between the Puerto Rican Trade Authority, the Mass. Port Authority, the World Trade Center and the officials of Sea Land work out. They have been meeting in San Juan in the last week.

San Juan bus drivers got the raise they deserve at the last moment to avoid a strike. The new agreement gives the men a 10¢ an hour raise at once, and another 8¢ over the next two years.

AFL-CIO Exec Council Votes Support Of Gov't Employees' Union Rights

BAL HARBOUR, Fla.—The AFL-CIO strongly reasserted its support of the right of state and local government employees to organize unions and engage in collective bargaining and stressed the developing need for effective mediation and fact-finding procedures.

The Executive Council reaffirmed its long-held belief that "the realistic vehicle for state and local government labor-management relations is collective bargaining." It warned that repressive legislation prevents reasonable negotiation and blocks the bargaining process.

Noting the growth of organization among state and local government workers, the council said that the growth also of legislation recognizing the right of workers to organize and bargain "underlines the need for impartial mediation facilities, contract enforcement and methods of avoiding work stoppages."

AFL-CIO President George Meany told a press conference that the problems of government workers cannot be solved by punitive legislation and that the road

to "tranquil relations" for public employees is through realistic and effective mediation and fact-finding.

He said it would be a "bad idea" for Congress to legislate in terms of labor relations on the state and local government level, that it would be "reaching far down" for the federal government to become involved at that level.

He called for outright repeal of New York State's Condon-Wadlin Act, which imposes severe penalties on public workers who engage in strikes.

On the general proposition of the right of public employees to strike, Meany said it would be "wise" to limit this right in terms of firemen and law-enforcement officials, pointing out that the constitution of the Fire Fighters prohibits strikes.

Meany noted that the executive order setting up union recognition and other procedures in the federal government was an important step in the "right direction" and urged cities and states to follow the same general approach.

The council statement declared that "there is substantial evidence that such methods as unilateral appeals procedures and compulsory arbitration do not solve legitimate grievances of the affected workers and add to the frustrations of both management and labor."

In addition to effective mediation and fact-finding, the council urged the use of impartial panels with authority to make recommendations for a settlement in handling disputes involving public employees.

Seafarer Howell congratulates son, Lem-bhard, at college graduation in 1958 (photo left). Flanked by mother and father, Lem poses with family after getting degree at Lafayette (photo right).



SIU SCHOLARSHIP STORY



Seafarer Howell retired on SIU pension in 1965 but visits Union often.



Outstanding in high school, Howell won \$6,000 SIU Scholarship in 1955.



Howell was commissioned an ensign in USNR after his graduation.

Since 1953, when the first of the five annual 4-year, \$6,000 SIU Scholarships were awarded, 63 such awards have been granted. Forty of the scholarships have gone to the children of SIU members, 23 have been awarded to Seafarers. SIU Scholarship winners who have graduated thus far have entered virtually every field, including medicine, law, teaching, nursing, engineering and government.

Lembhard Howell, the son of SIU member Cleveland Alexander Howell, was one of the scholarship winners in 1955. Today, a little more than 10 years later, he is an Assistant Attorney General in the State of Washington, a post to which he was recently appointed. And last month he was elected president of the Washington State Young Democrats.

Seafarer Howell, who retired on an SIU pension in October 1965, points with justifiable pride to his son's continuing achievements since his days in New York's Charles Evans Hughes High School. Young Howell, who was born in 1935 in Jamaica, British West Indies, was president of the high school's General Organization. He served on the staff of the student newspaper and was a contributor to the Mathematics and the Science Department publications. At graduation in 1954 he won the Dooley Gold Medal, the school's highest award, given for character and scholastic achievement. He also received the Horton Memorial Award for excellence in science, and three other citations.

Young Howell used his SIU Scholarship to attend Lafayette College in Easton, Pa., where he consistently made the Dean's Honor List. He completed the four-year course in three years, graduating cum laude (with honors) with a Bachelor of Arts degree in history.

On graduation from college, Lem Howell was commissioned as an Ensign in the U. S. Naval Reserve in which rank he served as operations officer and navigator aboard the USS General Randall, a TAP-115, which operated out of the Brooklyn Army Base between New York and Bremerhaven, Germany. Later he was assigned to the Commandant's Staff of the First Naval District, with headquarters in Boston.

While on the Commandant's staff, Howell busied himself at night by attending first the Suffolk Law School, then the Boston College Law School.

When he had completed his active duty, Lem Howell again turned to the pursuit of his studies full time. He returned to New York where he attended the New York University School of Law un-

der the SIU Scholarship Program. He obtained his law degree, then was admitted to the bar in July 1964.

The scholarly son of Seafarer Howell was ready to step out and apply himself. Under a Ford Foundation grant from the National Center for Education in Politics he went to the State of Washington where ultimately his career in government and politics was to be launched. He served on the staff of the then Governor of the State of Washington, Albert Rosellini, law clerked for pro-tem judges of the State Supreme Court, and worked in the State Highway Department. Then Howell's appointment as an assistant to the State's Attorney General and his election as head of the Young Democrats.

Lem Howell makes his home in Olympia, the state capital, with his wife Marjorie and their two daughters, Helen, 4, and Elizabeth, 8 months. He keeps in close touch with his dad and mother, Wilhelmine, who lives in New York. His brother, Grover, is a detective in the New York City police department.

In one of his frequent visits to the Union hall in Brooklyn the other day, Seafarer Howell spoke proudly of Lem's accomplishments. "He knows the importance of unions, too," he said. "And I taught him about the SIU."

Brother Howell is very proud of his son. The SIU is, too.

WINNERS of the SIU Scholarships who will begin college in September 1966, will be announced in May. Selections are made by the SIU Scholarship College Advisory Committee on the basis of the applicants' high school records and College Entrance Examination Board test results.

The College Advisory Committee is composed of Edna M. Newby, Assistant Dean, Douglas College for Women of Rutgers University; Elwood C. Kastner, Dean of Registration, New York University; F. D. Wilkinson, Research Associate, Howard University; Bernard Ireland, College Entrance Examination Board; Charles E. O'Connell, Director of Admissions, University of Chicago, and Richard Keefe, Director of Admissions, St. Louis University.

SIU Scholarships are open to qualified Seafarers who have a minimum of three years of seetime on SIU-contracted ships, and to children of Seafarers whose fathers meet the same seetime requirement. At least one award is reserved for a Seafarer.

Scholarship winners may attend the college of their choice for study in any field.

Lifeboat Class No. 146 Graduates



Assembled for graduation picture after successfully completing lifeboat training course at the Harry Lundeberg School of Seamanship is SIU Lifeboat Class No. 146. Included in the latest group of lifeboat ticketholders are (bottom row, l-r): James Elliot, Sy Satelli, Earl Chick, Mike Dunn and (kneeling) Ron Dernbach. Back row (l-r): Winston Baker, Richard Gallant, Warren Schoenhals and instructor Arni Bjornsson.

THE INQUIRING SEAFARER

Question: How much gear do you take with you when you go out to sea?

Earl Williams: I usually take about four pairs of dress slacks and four dress shirts. For work clothes, I prefer a good pair of work shoes and the whites I wear in the steward department. Since the Seafarers Log library provides me with plenty of books the only reading material I take are some magazines.

Ben Suderland: I take two bags. In the small one I carry my work clothes, which consist of three work pants, four T-shirts and a couple of sweat shirts. In the other bag I usually carry a flashlight, one suit, top coat, five dress shirts and about three pairs of dress pants. I don't take anything else because most of it is usually a burden.

Steve Wolfrowski: I only take one pair of work clothes and one pair of dress clothes. When I am on the coast runs I always take a radio. I don't have to take any reading with me because we have a Seafarers Log library on each ship. Sometimes I take a ra-

dio which I find to be one of the best ways to pass the time of day.

Robert Roedel: I always take about one change of work clothes. If I am going to the Near East or some place like that I usually don't take much in the way of dress clothes. On my European trips, however, I always carry about two suits because I really like shore leave in those countries.

P. G. Wingfield: I take everything I own. For winter gear I have a parka, three changes of work clothes and two pairs of work shoes. For summer gear I have shorts, T-shirts and a light rain coat. In the dress department I prefer two sport coats, three slacks and a real good topcoat. I always take a radio with me.

DISPATCHERS REPORT Atlantic, Gulf & Inland Waters District

February 26 to March 11, 1966

DECK DEPARTMENT

Port	TOTAL REGISTERED All Groups		TOTAL SHIPPED All Groups			NOW ON THE BEACH All Groups	
	Class A	Class B	Class A	Class B	Class C	Class A	Class B
Boston	11	2	5	3	2	14	1
New York	55	25	54	26	13	185	54
Philadelphia	10	6	9	13	1	35	11
Baltimore	31	13	24	18	2	89	49
Norfolk	17	12	11	11	6	25	18
Jacksonville	5	4	8	4	0	13	12
Tampa	7	3	3	3	3	11	8
Mobile	18	12	16	6	0	73	28
New Orleans	32	17	31	11	1	133	85
Houston	32	25	36	41	16	132	60
Wilmington	23	6	9	5	11	36	0
San Francisco	41	14	28	19	22	66	20
Seattle	13	13	16	7	5	32	21
Totals	295	152	250	167	82	844	367

ENGINE DEPARTMENT

Port	TOTAL REGISTERED All Groups		TOTAL SHIPPED All Groups			NOW ON THE BEACH All Groups	
	Class A	Class B	Class A	Class B	Class C	Class A	Class B
Boston	5	3	4	3	0	9	2
New York	57	19	29	24	19	139	54
Philadelphia	6	7	7	7	3	23	17
Baltimore	25	11	15	11	2	56	32
Norfolk	10	9	3	5	3	18	17
Jacksonville	5	5	5	4	3	9	11
Tampa	4	1	2	2	2	7	3
Mobile	8	17	16	11	0	37	23
New Orleans	21	25	23	17	5	95	85
Houston	22	26	32	40	8	90	79
Wilmington	16	3	10	6	12	10	0
San Francisco	26	17	26	13	24	53	17
Seattle	13	13	10	11	16	21	8
Totals	218	156	182	154	97	567	348

STEWARD DEPARTMENT

Port	TOTAL REGISTERED All Groups		TOTAL SHIPPED All Groups			NOW ON THE BEACH All Groups	
	Class A	Class B	Class A	Class B	Class C	Class A	Class B
Boston	0	3	6	3	0	2	2
New York	28	9	37	9	5	125	21
Philadelphia	4	3	5	7	3	25	4
Baltimore	17	18	11	13	6	42	30
Norfolk	11	9	6	6	0	14	14
Jacksonville	4	6	1	3	0	6	10
Tampa	1	0	3	0	1	8	5
Mobile	16	11	13	7	0	54	22
New Orleans	44	26	34	16	0	133	104
Houston	29	10	21	16	19	81	31
Wilmington	5	3	2	4	4	13	0
San Francisco	21	6	27	7	43	47	8
Seattle	14	8	8	6	6	21	10
Totals	194	112	174	97	87	571	261

U.S.-Flag Share Of Foreign Trade Drops As Military Duties Strain Merchant Fleet

While the U.S.-flag fleet has been serving the nation by carrying supplies and men to Vietnam, foreign operators have been capturing even more of our scanty share of commercial cargoes. As a result, the proportion of our foreign trade carried on American bottoms dropped to a new low, 7.9 percent, in the first nine months of 1965.

The immediate reason for the loss of cargoes to foreign-flag operators is that increased military tonnage has forced American operators to turn down commercial freight. However behind this situation is the Government's long-standing failure to provide a modern merchant fleet large enough to meet both military and com-

mercial demands. As usual, the maritime industry is bearing the brunt of Uncle Sam's pinchpenny attitude.

Hardest hit by the loss of regular customers to foreign operators are the West Coast cargo liners. Transpacific liner cargoes have recently averaged nearly two-thirds military goods, more than double the amount a year ago. Faced with the prospect of angry foreign customers, shippers who usually send their cargoes on these lines have been forced to rely on foreign bottoms. Although American lines are sailing with full holds, they face the day when the Vietnam crisis lets up and they are unable to lure back their former customers.

"There is no question the commercial position of the (cargo) liners is deteriorating, and the foreign operators are reaping the harvest," according to Eugene W. Lukes of SIU-contracted Isthmian Lines. "A customer lost this way is a tough customer to regain."

Cargoes To Foreign Bottoms
And the shippers agree—they will probably continue to give the business lost by American operators to foreign-flag ships. According to P. R. Amsden of Loretz

& Co., a West Coast general cargo forwarder for several major U.S. manufacturers: "Inevitably, some of our business will remain with foreign carriers. We certainly can't hold the American lines responsible for increased military shipping. However, we do have an obligation to the foreign carrier who looks after us in time of need. After all, we may need him again."

Other shippers tell the same story—once the business goes to the foreign operator, it is likely to stay with him.

Unquestionably, the first obligation of the U.S. maritime industry is to meet the needs of the nation in time of crisis. The SIU, along with other maritime unions, has long protested that our merchant fleet is inadequate and needs greater Government support. Despite this conspicuous need, made even clearer by the loss of cargoes to foreign operators because there is not sufficient bottoms to take care of both our Vietnam and commercial obligations, the Congress has been asked to appropriate less money to build fewer ships than last year. There is still no sign of a sound, long-range Government policy to foster our merchant marine.

SIU Welfare, Vacation Plans

CASH BENEFITS PAID, Jan. 1-Jan. 30, 1966

	Number of Benefits	Amount Paid
Hospital Benefits	5,742	\$ 57,400.31
Death Benefits	11	34,934.94
Disability Benefits	816	122,400.00
Maternity Benefits	35	6,347.38
Dependent Benefits	337	59,888.65
Optical Benefits	28	675.92
Out-Patient Benefits	6,728	42,052.00
Summary (Welfare)	13,697	\$323,699.20
Vacation Benefits	1,418	493,669.19
TOTAL WELFARE, VACATION BENEFITS PAID THIS PERIOD	15,115	\$817,368.39

SIGN LETTERS

For obvious reasons the LOG cannot print any letters or other communications sent by Seafarers unless the author signs his name. If circumstances justify, the LOG will withhold a signature on request.

COPE Backs Re-Election Of Liberal Congressmen

The more the record of the first session of the 89th Congress is reviewed, the more obvious one fact becomes: Election of 51 new liberals to the House of Representatives in 1964 was what broke the logjam that had choked constructive congressional action for years.

One other fact is obvious: Re-election of these 51 new liberals and other progressive candidates is labor's number one political goal for 1966.

The new liberals on one issue after another have made good on their campaign promises to back progressive legislation. As the following listing shows it was their support that made the difference in passage of the flow of good laws Congress produced last year:

- A move to hatchet the medicare bill was rejected by the House 236-191 on April 8, 1965. A switch of only 23 votes would have sent the bill back to committee and ruined it. Fifty of the new liberal congressmen voted to save medicare.

- The 14(B) repeal bill passed the House 221-203 on July 28, 1965. A switch of only 10 votes would have meant defeat of this legislation. Forty-eight of the new congressmen voted for repeal.

- A motion to recommit the poverty bill was rejected by the House 227-178 on July 22, 1965. A switch of 25 votes would have buried the bill in committee. Forty-seven new congressmen voted to rescue it.

- The Appalachia bill passed the House 257-165 on March 3, 1965. A switch of 47 votes would have meant defeat of this legislation. Forty-nine new congressmen voted for it.

- A motion to recommit the voting rights bill was rejected by the House 248-171 on July 9, 1965. A switch of 39 votes would have sent this bill back to committee. All 51 new Congressmen voted to save the voting rights bill.

- An amendment to increase the Public Works authorization passed the House 196-194 on August 12, 1965. A switch of only 2 votes would have killed the increase. Thirty-two new congressmen voted for the bill.

- A motion to recommit the housing bill was rejected by the House 208-202 on June 30, 1965. A switch of only 4 votes would have sent the bill back to committee. Forty-three new congressmen voted against crippling the bill.

- A motion to recommit the conference report on the higher education bill was rejected by the House 226-152 on October 20, 1965. A switch of 38 votes would have sent the bill back to conference. Forty-seven new congressmen voted against this effort to weaken the bill.

LABOR ROUND-UP

A \$1 million fire which temporarily disrupted operations at the Norwood Mills, Inc., fabric plant in Janesville, Wisconsin during an organizing campaign did not burn out the employees' will to form a union. They voted for the Clothing Workers 124-97 in a National Labor Relations Board election. Company workers approached the ACWA last fall for help in organizing. The union was preparing to petition for an election when a fire shut down the plant temporarily in December. Operations were resumed in that plant and an older one. So were organizing activities. The election was held among employees in both plants and contract proposals are being prepared to cover both. The successful campaign was conducted with the aid of organizers from the ACWA and AFL-CIO regional staffs.

Workers at the Adams Packing Association, Inc., one of Florida's largest shippers of fresh fruit and canned juices, voted for the Steelworkers after a rapid organizing campaign. The vote count by the National Labor Relations Board was 388-264. The Adams firm has plants where workers pack fresh fruit, citrus canned goods, concentrate and juices, and a pulp mill for cattle feed. It agreed to a consent election among its 776 eligible workers.

The National Labor Relations Board ruled that the Cumberland Shoe Corp. was guilty of unfair

practices and violation of a court order to bargain on wages and working conditions when it reopened a closed plant without notifying the Boot & Shoe Workers. The firm owned plants at Chapel Hill and Franklin, Tenn., and in 1964 decided to close the Chapel Hill plant on the ground that it was losing money. It had previously been found guilty of unfair practices by the NLRB and the judgment was affirmed by the 6th U.S. Circuit Court of Appeals. The plant was fully closed by April 1. About October 5 the company reopened a boot-making department at Chapel Hill and began recalling the work force. It resumed full-scale operations about January 15, 1965.

William C. Hushing, who retired in 1956 as co-director of the AFL-CIO Department of Legislation, died at his home in Litchfield, Illinois, after a heart attack. He was 82. A member of the Pattern Makers since 1910, he sparked the first union organization in the Canal Zone, helping to establish the Central Labor Union and the Metal Trades Council in 1914. For many years he represented the interests of Canal Zone unions in Washington, and later joined the staff of the former AFL as an organizer. In 1932 he was appointed to the AFL Legislative Committee, and in 1938 became its chairman. He became co-director of the AFL-CIO Department of Legislation upon the merger in 1955.

"Aw—Take It Out of Your Piggy Bank!"



The AFL-CIO has stated its strong opposition to any cutbacks or freezing of Great Society programs in the face of rising military expenditures for Viet Nam. At its recent meeting the Executive Council called instead for an increase in corporate taxes to meet any future expansion of military needs.

The reasons for this stand are clear. The Great Society programs already in operation and planned for the future involve many long-overdue and much-needed social projects. Cutting back or eliminating such programs as the war on poverty, aid to education and urban renewal would undermine or destroy many advances made in these areas in recent years and waste much money which has already been spent to forward these programs.

In addition, cutting back or freezing expenditures in these areas to meet the costs of the Viet Nam conflict would be placing the major burden of paying for increased military expenditures on the lowest income groups in our society—those who can afford it the least.

By meeting these expenditures through higher corporate taxes however, and ending the 7 percent tax credit for business investment in new machinery or imposing an excess profits tax, the increased expenditures would be met by those who can best afford to do so.

Big business profits are soaring, with many giant corporations showing record or near-record profits during 1965. Moreover, our economy is strong and expanding steadily. The gross national product is bigger than ever and increasing each year. Under these circumstances it is only right that the business segment of our society, which has profited the most our nation's strength and free-

dom, should shoulder its fair share of the burden of maintaining and protecting that freedom.

Taking a larger portion of the nation's defense costs out of big business profits instead of cutting back social improvement programs would actually strengthen the national economy, on whose health continued business profits are based. Money spent on social programs is not stagnant money—as profits often are. It is plowed right back into the economy and continues to keep the wheels of business and industry moving. Raising the standard of living of millions of Americans through these social improvement programs creates an increased demand for goods and services, which is the condition in which business thrives. Money spent on social improvement programs is an investment from which the entire nation benefits.

Paying for expanding military defense costs by raising corporate taxes would serve another important purpose. As the AFL-CIO Executive Council noted, such a corporate tax rise would serve to dampen down the negative pressures on our economy arising out of skyrocketing profits. Unnaturally high profits do not make for a strong economy. They do not lead to increased consumer buying power or to increased consumer demand for goods and do not make for increased employment. In the end, skyrocketing profits, such as we have had for the last few years, are self-defeating. In contrast, money spent on social improvement projects, such as the Great Society program, not only improves the lot of the millions of Americans who have been largely bypassed by the vast expansion of the U. S. economy in recent years, but will at the same time sustain and increase that expansion.

FOUR ON, FOUR OFF

The Seaman's Life One Hundred Years Ago

Richard Henry Dana Jr. is famous as the sailor-author of "Two Years Before The Mast", one of the classic sea tales of all time. But he is not so well known as one of the first champions of rights for seamen, or as the author of one of the first books of practical seamanship published in this country. This book, called "The Seaman's Friend", was written to help the common sailor improve his lot by knowing more about the technical aspects of his craft. The first edition came off the press in the 1840s, just a few years after "Two Years Before The Mast" had become a best seller and focused public attention for the first time on the hard lot of the man at sea.

This last section of the book—laws relating to the practical duties of master and mariners—alerted the ill-paid, over-worked sailor of Dana's day to the fact that there were laws on the books designed to help seamen but they were generally ignored by shipmasters, shipowners, and the courts and, because of ignorance of their existence by seamen themselves.

"The Seaman's Friend" is an eye-opener in this age of steam and automation as to the vast amount of knowledge and skill required of an able seaman in the days of sail.

A seaman worth his salt, said Dana, had to know how to cut and fit standing rigging; how to measure, cut and fit topmast rigging; stays and backstays; cut and fit lifts, foot-ropes, and brace-block straps and pennants.

It was taken for granted that a man signing on as an AB could splice, reef and steer. If he couldn't, his life aboard ship was made miserable by officers and men alike, for a man who couldn't pull his own weight made things that much harder on his shipmates.

A sailor's vocabulary was extensive and intricate. The AB knew all about such things as fore braces, brace-bumpkins, tacks and sheets, clew-garnets, worming, parcelling, stopper knots, cats paws and Spanish foxes.

For his many skills the able seaman of the 1840s, Navy and merchant service alike, was paid \$12 a month. Ordinary seamen got \$10 and "boys" received from \$4 to \$8. A "boy" was anyone who was making his first trip or could not do things usually required of an ordinary. A middle aged man would be classed as a boy if he could not steer or turn to with all hands to furl sail.

An interesting aspect of the sailor's calling in Dana's time is that seamen had no papers and every man identified himself as AB, OS or boy when he signed on.

"The man," says Dana, "knows better than to misrepresent himself to his shipmates." Every kind of inferior and disagreeable work would be imposed upon the man who did.

In those days, of course, there were only two watches and men stood four on, four off. This would seem to be hard enough, but 12 hours a day on watch was only part of the sailor's stint. "This (the four and four) is the theory of the time," Dana wrote, "but in fact, in nearly all merchant vessels, all hands are kept on deck and at work throughout the afternoon, from one o'clock until sundown; and sometimes, if there is a great deal to be done, as immediately before making port, or after an accident, all hands may be kept throughout the day.

"This is, however, justly considered hard usage, if long continued, since it gives the men but little time for sleep and none for reading or taking care of their clothes."

Dana knew, from his first hand experience with the sea on a voyage to California and back, how little interest was shown by the average master or shipowner in the welfare of the crew. He was not seeking any popularity contest, therefore, when he made these recommendations in "The Seaman's Friend."

"... upon long voyages, the comfort and success of which may depend much upon the character of a crew, the master or owner should interest himself to select able-bodied and respectable men, to explain to them the nature and the length of the voyage they are going upon, what clothing they will want, and the work that will be required of them, and should see that they have proper and sufficient accommodations and provisions for their comfort.

"The master or owner should also, though this duty is often neglected, go to the fore-castle and see that it is cleaned out, whitewashed or painted, put in a proper, habitable condition, and furnished with every reasonable convenience. It would seem best that the master should have something to do with the selection of the provisions for his men, as he will usually be more interested in securing their goodwill and comfort than the owner would be.

"By the master or owner thus interesting himself for the crew, a great deal of misunderstanding, complaint and ill-will may be avoided, and the beginning, at least, of the voyage may be made under good auspices."

In Dana's day, this was a voice crying in the wilderness.

Despite the hard life under which they lived and the long gruelling work they were called upon to do (such as loading and unloading the ship, as well as sailing it) crews were amazingly happy and carefree.

In "Two Years Before The Mast," Dana tells how the crew of the brig Alert labored from dawn to dusk hauling 40,000 hides from the waterfront storage houses in San Diego to the beach; then pulling them out to the ship at anchor, throwing them on deck and then stowing



Richard Henry Dana, author of the classic "Two Years Before the Mast," was one of the first champions of seamen's rights. He focused attention on sailors' life after leaving Harvard College to ship out for his health, sailing around Cape to California.



This old drawing shows seamen in process of "signing contracts" or articles in the U. S. Shipping Commissioner's office. Office was created in 1872 to pro-

vide some Federal protection against abuses suffered by seamen. Commissioners were placed in every port but did nothing about shipboard conditions.

them into the hold, wedging them in so tight that the caulking almost came out from between the vessel's planks.

The men sang constantly at this hot, dusty, muscle-pulling work.

"A song," wrote Dana, "is as necessary to sailors as a drum and fife to soldiers. Many a time, when a thing goes heavy, with one fellow yo-hoing a lively tune like 'Heave, to the girls!' or 'Nancy, Ho!' has put life and strength into every arm."

Dana admired the ability of the sailorman to laugh and sing under the hard conditions of his labor-filled life.

In "Two Years Before The Mast" and "The Seaman's Friend", he became an ardent champion of a better way of life for the man who went to sea, an effort which has all but been forgotten in the chronicle of American labor.

The last chapter of "Two Years Before The Mast" is devoted to Dana's ideas on how the lot of sailors could be improved. These ideas may seem quaint now in the light of 20th century social progress, but remember that Dana was writing more than 100 years ago, long before the beginnings of effective organized labor in this or any other country.

Remember, too, that Dana was a Boston patrician, hardly the sort one would expect to find championing the cause of common seamen.

Dana pointed out that there were ample laws on the books to protect the sailor from inhuman treatment and exploitation, but that courts and juries largely ignored them.

On long voyages, he said, "there are many cases of outrageous cruelty on record, enough to make one heart-sick, and almost disgusted with the sight of man; and many, many more which have never come to light, and never will be known till the sea give up its dead."

For the first time, a book on the sea had torn away all the romance and adventure to reveal the stark drudgery, danger and cruelty of a sailor's life.

"Two Years Before The Mast" was a revelation to those who had always considered the sailor a simple minded fellow who spent his spare time doing hornpipes aboard ship and getting drunk on shore.

Dana ended his book with these words: "I will take the liberty on parting with my reader, who has gone down with us to the ocean, and 'laid his hand upon its mane', to commend to his kind wishes and to the benefit of his efforts, that class of men with whom, for a time, my lot was cast. I wish rather to do this, since I feel that whatever attention this book may gain, and whatever favor it may find, I shall owe almost entirely to that interest in the sea and those who follow it, which is so easily excited in us all."

From Dana's 'Seaman's Manual'

SEAFARING persons before the mast are divided into three classes—able seamen, ordinary seamen, and boys or green hands. And it may be remarked here that all green hands in the merchant service are termed boys, and rated as such, whatever may be their age or size.

In the ordinary day's work, the boys are taught to draw and knot yarns, make spynyard, foxes, sennit, etc., and are employed in passing a ball or otherwise assisting the able seamen in their jobs. Slushing masts, sweeping and clearing up decks, holding the log-reel, coiling up rigging, and loosening and furling the light sails, are duties that are invariably put upon the boys or green hands. They stand their watches like the rest, are called with all hands, go aloft to reef and furl, and work whenever and wherever the men do, the only difference being in the kind of work upon which they are put.

THE CREWS are not rated by the officers after they get to sea, but, both in the merchant service and in the navy, each man rates himself when he ships. The shipping articles, in the merchant service, are prepared for so many of each class, and a man puts his name down and contracts for the wages and duty of a seaman, ordinary seaman, or boy, at his pleasure. Notwithstanding this license, there are very few instances of its being abused; for every man knows that if he is found incompetent to perform the duty he contracts for, his wages cannot only be reduced to the grade for which he is fitted, but that something additional will be deducted for the deception practiced upon all concerned, and for the loss of service and the numerous difficulties incurred, in case the fraud is not discovered until the vessel has got to sea.

But still, more than this, the rest of the crew consider it a fraud upon themselves; as they are thus deprived of a man of the class the vessel required, which makes her short-handed for the voyage, and increases the duty put upon themselves. If, for instance, the articles provide for six able seamen, the men expect as many; and if one of the six turns out not to be a seaman, and is put on inferior work, the duties which would commonly be done by six seamen will fall upon the five. The difficulty is felt still more in the watches, as, in the case I have supposed, there would be in one watch only two able seamen instead of three; and if the delinquent was not a capable helmsman, the increased duty at the wheel alone would be of itself, a serious evil.



Brutal flogging of seamen was often resorted to by ship captains to keep crew members in line. Dana effectively exposed cruelties suffered by seafarers.



Dana wrote that "when a thing goes heavy" aboard ship, music and song often "put life and strength into every arm." Here crew weighs anchor to tune.



Despite danger, drudgery and cruelty of the seaman's life, the sea always attracted men and boys looking for adventure. In 1840, an AB got about \$12 a month, an OS about \$10, and a "boy" \$8.

After Yarmouth Castle Fire Investigation

C.G. Board Of Inquiry Suggests New Safety Rules For Runaways

WASHINGTON—The burning and sinking of the cruise ship Yarmouth Castle, a disaster which resulted in the loss of 90 lives, has spurred the U. S. Coast Guard Board of Inquiry to make a series of recommendations regarding stepped-up safety measures for runaway-flag vessels.

One of the recommendations, which is presently being implemented, urges that the United States move to have the 1960 Safety of Life at Sea Convention upgraded to cease exempting older and runaway-flag ships from having to comply with the latest safety standards.

The Coast Guard Board of Inquiry decided that the Yarmouth Castle fire originated in Room 610 on the main deck in what was originally a toilet but was virtually empty at the time save for "a number of combustible" items such as mattresses, discarded bulkhead paneling and broken chairs.

The Board attributed the source of ignition to one or a combination of either a malfunctioning lighting circuit, sparks entering the room through natural ventilation ducts during the blowing of boiler tubes or unintentional or careless acts of persons entering the room.

The fire was not discovered promptly, the board declared, saying that the "proximate cause of the debacle was failure of early detection of the fire in a ship with combustible materials in her structure."

"The master and the ship's officers," they added, "who were searching for the fire and ulti-

mately arrived at the scene failed to take positive and firm action to organize the crew to isolate and combat the fire or to awaken and evacuate passengers in the area."

The Board also charged the ship's master, Captain Byron Voutsinas with "negligence, abandonment of command responsibility and an overall failure to approach and cope" with the disaster.

The Yarmouth Castle was the former American-flag ship Evangeline, launched in Philadelphia in 1927. She was manned by the SIU for many years while operating under the house flag of the Eastern Steamship Corp., before transferring to foreign-flag registry.

The AFL-CIO 1965 Convention, held shortly after the Yarmouth Castle sinking, passed a resolution calling for continued efforts to alert Congress and the public to the need for protecting the passengers and crews from hazardous conditions such as existed on the Yarmouth Castle. The resolution called on Congress to enact pending legislation to reserve cruise operations out of U.S. ports to American-flag vessels, unless unavailable, and to regulate any participation of foreign-flag vessels in these trades by requiring

them to comply with U.S. safety standards.

A separate resolution urged legislation to extend the jurisdiction of the NLRB to cover the crews of runaway-flag vessels in American commerce.

The charges will be forwarded to the Government of Panama, under whose registry the Yarmouth Castle sailed. No American agency has jurisdiction for punishing the ship's crew for negligence, since the disaster occurred on the high seas.

Medical Radio Network Aids Ailing Seamen

ROME—Ship-bound seamen on all parts of the globe received the benefit of 8,550 medical messages relating to treatment ranging from aching stomachs to acute cases of appendicitis, according to the annual report of the International Radio Medical Center.

The CIRM, short for Centro Internazionale Radio Medico, makes its headquarters in Rome and has been aiding ill seamen for the past 31 years by its unique methods.

Suppose a seaman is taken ill when his vessel is on the high seas, and there is no physician aboard the ship. With the cooperation of the nearest country participating in the program, the vessel radios in the patient's symptoms in detail, and this information in turn is transmitted to the CIRM headquarters in Rome. There doctors confer and radio their instructions back to the country where the message originated and in turn this medical advice is relayed back to the vessel.

And the aids to seamen have not been confined to directions sent by radio. The service has carried on risky rescue operations in the open sea for the removal, by aircraft or helicopter, of sick or injured seamen aboard ships at sea.

Dr. Guido Guida, the Sicilian physician who was responsible for the founding of the CIRM, reported that during 1965 his organization collaborated with the United States Coast Guard and English and Spanish rescue services in saving the lives of ill merchant seamen. "The mercy missions," he noted, "extended to treating 1,047 sea-stranded patients and making 86 air-sea rescues of sailors and inhabitants of small Mediterranean islands."

Another important part of last year's accomplishments that Dr. Guida noted was the research by the CIRM studies sections. The study section issued a paper on the psycho-pathology of seamen, based on extensive research by the ships' doctors of many seagoing nations.

The Pacific Coast

by Frank Drozak, West Coast Representative



The newly formed San Diego Maritime Trades Department Port Council received its charter, adopted its constitution and elected officers at ceremonies held on Thursday, March 3, 1966. Seventeen locals have already affiliated with the new San Diego Port Council.

Guests at the ceremonies in which the charter was issued to the Port Council included Tom Randall, coordinator for the California Maritime Trades Department; Robert Sherrill, port official of the SIUNA affiliated Marine Fireman and Watertenders, Steve Edney, president of the SIUNA-affiliated West Coast Cannery Workers Union-Terminal Island and R. R. Richardson of the San Diego Labor Council.

San Francisco

Shipping continues to be very good in all departments in this area. We had the Rachael V. Steel Flyer, Brigham Victory and the Steel Vendor in for pay offs this past period.

Ships signing on were the Steel Flyer, Iberville, and the Robin Trent. In transit we have the Whitehall, Steel Traveler, Hast-Anna and the Ponce. Ships due in for the next period are the Alice Brown, San Juan, Carroll Victory, Portmar, Maquez, Del Alba, Fairport and the Pecos.

E. Tatro just pulled in from the Gulf because he heard shipping was active. We shipped him immediately on the Steel Vendor heading for Viet Nam and the Far East.

Wilmington

Shipping activity continues to boom in this area and we are short all ratings. We would be happy to see more members from

the Gulf and East Coasts out here.

During the last period we have the Mayflower pay off and sign on. We also had the Overseas Joyce signed on and the Anniston victory pay off. There were nine ships in transit during this period.

Ed Lane, one of our local pensioners, was around the hall recently. He is finding it difficult to lay around on the beach when there is so much shipping activity going on.

Woody Johnson is presently on the beach here and looking out a Bosun's job, preferably on an intercoastal run. He may break down in view of all the shipping activity and settle for a Far East.

Seattle

Shipping continues to boom in the Pacific Northwest, and any member has his choice of job and run.

Pay offs this last period included the Hastings, Hudson, Overseas Rose, Oceanic Wave and the Express Baltimore.

On the beach we have Charles Ries, Jr. who last shipped on the Seattle as a wiper. Charlie had to get off due to injury, and is now fit for duty and ready to go. He is waiting

for another wipers job on the Alaska run. Charlie has been in the union for nine years and likes the gains won in the time-off clause.

Inadequate U.S. Fleet Blamed

U.S. Ships In Viet Buildup Lose Trade To Foreign-Flags

WASHINGTON—The president of SIU-contracted Delta Ship Lines, Captain J. W. Clark, warned Congress recently that the U.S. merchant fleet is unable to handle both the demands of the war in Viet Nam and ordinary commercial trading and is losing \$10,000 a month in commercial cargoes as a result.

Testifying before the House Merchant Marine Committee in the capacity of chairman of the Committee of American Steamship Lines (CASL), Captain Clark blamed the lack of ships on the government's failure to provide the money for the 25-ship-a-year construction program instituted in 1956 and on the obsolete and undependable vessels in the national reserve fleets.

"While our sealift capacity might be adequate for the current emergency in Viet Nam," he pointed out, "our sealift capacity will certainly be inadequate if the conflict expands—unless we completely abandon our commercial trade routes."

Referring to the government's failure to implement its construction program, Captain Clark noted that for the past ten years, the government has supplied money for only 16 or 17 ships

a year, and the fiscal 1967 budget request is for only 13 ships.

As a result, he declared, the ship replacement program is 98 vessels behind schedule.

Commenting further on the sad state of the U.S. Merchant Marine, Captain Clark said that the government-owned, World War II-built mothball fleet is in poor condition. "The reserve fleet ships that were but a few years old at the outbreak of Korean hostilities are approaching the end of their useful lives," he pointed out. "The frequent breakdowns at sea following reactivation clearly indicate that these over-age vessels cannot be considered reliable."

Captain Clark also warned the House Committee on the growing threat of Russian domination of the oceans. He stated that only a strong and effective merchant marine will enable us to avoid being "completely at the mercy of Communist-dominated shipping."



The Great Lakes

by

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

The St. Lawrence Seaway will open not later than April 15, and the Welland Canal and the Sault Ste. Marie Canals are scheduled to get into swing on April 4, if the weather permits. U. S. Seaway officials have been predicting that another cargo record will be established this season, with the total of bulk and general cargo rising to something like 47 million tons.

With expectations of Great Lakes shipping running at a new high, jobs are expected to be plentiful for the entire season. Cargo record predictions spell out increased work opportunities for members of the SIU Great Lakes District; and with the increased emphasis on shipping ore and other commodities by water, it looks like a good year for jobs and shipping. Great Lakes District members are urged to be on hand when the jobs start hitting the board in the Great Lakes region.

The SIU-Inland Boatmen's Union contracted Dunbar & Sullivan Dredging Company has bought the dredging and marine construction end of Merritt, Chapman and Scott. Although the purchase was a cash transaction, the price was not disclosed.

The Maritime Administration, under the new modified "ship trade-in program," has recently allocated 13 mission-type T-2 tankers to four non-subsidized coast operators. The new law allows the non-subsidized operators to swap in their old vessels for government ships presently in the U. S. reserve fleet. However, coastal operators are required to convert these tankers to any other type of carriage than liquid petroleum. Great Lakes operators can obtain the same type vessel for any use they choose; but so far, none have come forward to do so.

Cleveland

Registration has begun in this port on March 1; and from the indications of men showing up to register, both book and non-book, it looks like we will be in fairly good shape to crew the seven ships presently laid up in the port.

After a stretch of good weather, we were hit by a new cold wave, with snow enough for everybody.

The LCA Ice Committee is already beginning to meet and check out the weather conditions on the lakes. This means only one thing—that the various companies are anxious to get an early start, because of the increased demand for ore and other commodities.

From the Ships at Sea

It takes all hands pulling together to make a ship safe and that seems to be the situation aboard the SIU-contracted **Del Mar** (Delta Lines) which has won safety awards now for three years running. Outgoing ship's delegate, **Charles S. Blalack**, was given a vote of thanks by the crew.

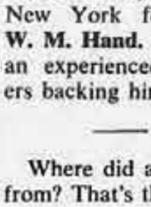


Roque

Ramon R. Roque has been doing a great job. The new delegate from the engine department is **Joseph V. Whalen, Jr.**

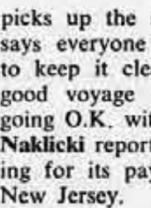
Brother **Blalack** has resigned to give some other member a chance to serve. He was happy to say "No beefs from any department and \$107 in the movie fund." The head waiter,

Alfred Hirsch has been elected ship's delegate for the long trip in store for the **Steel Seafarer** (Isthmian). This is the kind of trip most Seafarers like. The crew is looking ahead to visits to the Indian ports of Massawa, Ethiopia, Bombay, and Calcutta, before returning to New York for payoff, reports **W. M. Hand**. Brother Hirsch has an experienced crew of Seafarers backing him up.



Hand

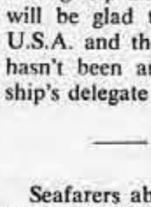
Where did all the money come from? That's the question of Seafarers on the **Seatrain Louisiana** when they discovered that their ship's fund totaled \$171.38. Doing laundry is more pleasant since the wash room has been painted. It really picks up the ship. **P. J. Cleary** says everyone has been helping to keep it clean. It has been a good voyage and everything is going O.K. with no beefs. **Frank Naklicki** reports the ship is heading for its payoff at Edgewater, New Jersey.



Cleary

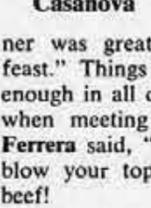
— ⚓ —

Roy Foster, Jr. says that the crew of the **Tamara Guilden** (Transport Commercial) wished the \$175 in their movie fund had already been invested before putting in at the port of Gibraltar where there was no shore leave. "It's been a long trip and most of the men will be glad to get back to the U.S.A. and the payoff, but, there hasn't been any big beefs," said ship's delegate **Edward J. Rogg**.



Rogg

Seafarers aboard the **Del Valle** (Delta) are another SIU crew that has been getting their eats the way they like 'em. **Ray Casanova** says there was a vote of thanks to the steward's department for a job well done. "Christmas dinner was great; everyone had a feast." Things are going smooth enough in all departments so that when meeting chairman **Ramon Ferrera** said, "Now's the time to blow your tops," no one had a beef!



Casanova

— ⚓ —

— ⚓ —
O. C. Bailey, Jr. reports that its really been a long trip for the crew of the **John C.**, (Atlantic Carriers.) The crew signed on last August. Rotterdam was their last port and a good one but **Jeffery Heisler** says the men are anxiously waiting for the payoff back home in the good old U.S.A. when the ship puts in at the port of New York.



Bailey

— ⚓ —
The chowhounds on the **Andrew Jackson** have gotten the good word from Chief Cook **Lawrence Albert Mitchell** who must be doing something right. "Don't take it if you can't eat that much," says the Chief Cook. "Their eyes are bigger than their stomachs." The food is so good that the men are ordering everything on the menu and then can't eat that much food. Brother Mitchell has gained more problems to deal with than the mess. **Cesar A. Pena** reports Mitchell has been relected as the ship's delegate.



Mitchell

— ⚓ —
E. Bates has purchased ten new chairs for deck use but the Brothers aboard the **Norina** (Wall Street Traders) have hardly had time to sit down in them before they found themselves putting into Burnside, La. in order to proceed to Houston, Texas for an early payoff. Brother **J. G. Edwards** writes that the SIU patrolman will take care of the details of the curtailed trip at the payoff.



Bates

PERSONALS

Clifford W. Emanuel

Please contact your wife at 149 Goldsmith Avenue, Newark, New Jersey.

— ⚓ —

J. T. Hagan

Please contact Mrs. J. T. Hagan at 21 Kitchell Ave., Wharton, New Jersey.

— ⚓ —

Income Tax Checks

Income tax refund checks are being held at the SUP Building, 450 Harrison St., San Francisco 5, California for the following Seafarers: **Andre W. Deringer, Potenciano Paculba** and **Hans J. L. Pederson**.

— ⚓ —

Richard A. Quinn

Please contact your mother at 188 Columbus Ave., Buffalo, N. Y. as soon as you can.

Emilio Pardo

Please contact the National Catholic Welfare Conference at 201 Park Avenue South, New York, N. Y.

— ⚓ —

James H. Achord

Please contact Mrs. Henry Achord, Route 1, Box 221 in Varnado, Louisiana.

— ⚓ —

Seafarer **D. Lamb** would like to get in contact with some of his old seafaring buddies like **Oliver Myers, Clifford Brown, Bob Bottomley** and **Danny Fitzpatrick**. His address is 20 South Ave., Leigh Lanes, England.

— ⚓ —

Evit Ardoin and **Pablo Pacheco** Checks are being held for you in the Baltimore SIU office.

— ⚓ —

John Naeole

Please contact **John C. Brazil**, Attorney, at 80 Wall Street, New York City, immediately. Important that he hears from you.

Aged Citizens Need Social Security Hike

To the Editor:

I have personally seen many many elderly couples who are living off social security benefits and have hardly enough money to pay for rent and groceries, and so I'm glad to see that the AFL-CIO has taken a firm stand for the extension of these benefits. It's not at all hard to see why our older citizens, no longer able to go out and make a living, need increased benefits to keep up with the increased cost of living. The money that comes in monthly from the social security program may be constant, but the money it costs simply to survive is rising every day.

Not that I would criticize the system of social security itself. It's probably one of the best programs to come out of FDR's New Deal. But just because we have made progress in the past is a poor reason to stop now when we are on the fringes of a program that would guarantee each American citizen freedom from want. Now that we are so close to such a program, there is all the more reason to step up our progress in this direction. It goes without saying that the amount of money it took to live on 20 years ago just won't do now—if a family is to preserve its dignity.

My hat goes off to the efforts of the SIU and the AFL-CIO in their fight for improved social security benefits.

Pedro Rames

Thanks Jacksonville SIU For Blood Gift

To the Editor:

I want to thank **William Morris** and **Jack** at the Jacksonville SIU hall for donating blood to my mother, **Mrs. Estelle Mathis**. She went under surgery in the St. Luke's hospital and is now doing fine. She will be 84 years old in June. I thank the Lord to be a part of such a wonderful Union.

Sincerely,
Clyde J. Laseter

Log Reader Enjoys Feature

Dear Sir:

I have just finished and very much enjoyed part I of your new feature, "The story of American Labor." It was informative, well-written, and interesting. I feel the feature has contributed a great deal in understanding the true nature of the labor movement.

With this kind of writing you have done a great service to both your paper and to the entire labor movement. Again, my sincere thanks for a really great article and I will certainly be looking forward to future installments in future issues.

J. K. Hillstrom

LETTERS To The Editor

Welfare Plan Gives Peace of Mind

To the Editor:

I would like to take this opportunity to congratulate the Union on their fine welfare program. I read in the last issue of the LOG where the Union has spent \$65.2 million in welfare and vacation plans. It gives me a great deal of pride to be part of a union that has such a program.

I myself have benefitted from the welfare program when I was laid up in the hospital last year. If it were not for the welfare benefits that I received I am sure that I would not have had the peace of mind that is necessary to regain my health. I also received some blood during this trying period which I also understand was part of the welfare program.

On the last trip before I got sick there was a fellow who had just reached 65 and was making his last haul before he would be eligible for his SIU pension. After talking over the various plans with him and my other fellow shipmates I have decided that the SIU has one of the finest union pension plans.

After reading about the various SIU welfare plans and seeing them in action it makes me proud to be a member of the SIU and to know that our union is doing so much for its members.

John T. Ford

Zetterman Killed In Plane Crash Near Seattle

SEATTLE—Seafarer **Stan Zetterman** was killed when the 1929 Travelair plane he was piloting crashed near Ellensburg recently.

Three ranchers near Tanum Ridge, 15 miles southwest of Ellensburg, said they saw the fabric-covered plane go into a spin and crash into the ridge. A helicopter pilot, **Vernon Mitchell**, located the wreckage and took Zetterman's body to Ellensburg.

Officials at the Kittitas County Airport said Zetterman had stopped there to inquire about weather conditions over the Cascade Mountains. They said he was told that flying was not good although there was no rain or snow falling at the time, and he had taken off at about 2:30 p.m.

The late Seafarer was ferrying the craft from Clarkston to Issaquah where it was used by the Seattle Sky Sports diving organization. The plane was owned by **Linn Emerick** of Seattle.



Seafarer Makes India His 'Home Away From Home'

"Pete's one of the best cooks in the Union," said a friend, as he greeted his old friend in the Brooklyn Hall. Then a few other Seafarers ambled over, shook hands and sat down to talk over old times.

Chief Steward Pete Gonzales, a native of Tampa, Florida, who has shipped out with the SIU since 1940, was back around the Hall enjoying his vacation — much deserved leisure time, since he just got back after a long trip on the Steel Director. And it was an enjoyable period of his life, Brother Gonzales declared.

He was in and out of India so often that he finally gave up and rented an apartment in Calcutta to use when the Steel Director stopped for a while in that port.

"I've heard so many people call India an unpleasant place to visit," he said, "but I couldn't disagree more. It's hard for me to recall a place that I have enjoyed more. When a man is in a foreign port fairly regularly, and moves around meeting the people, he gets to feel at home there. Well, that's exactly how I feel about the country. I find it a beautiful place and look forward to shipping back there in the next month or so."

Interesting City

Brother Gonzales' apartment was on Park Street in Calcutta and, though he admits that he has certain "interests" in the city aside from sightseeing, he didn't elaborate further on the point. But he did remark on the friendliness of the people.

"Granted," he said, "there's a lot of poverty in the country, their living standards are far below that of the United States, but it doesn't detract from the quality of the people. They are warm and humble and have treated me very well. Many times I have walked down the streets there, at four and five in the morning, with enough money in my pocket to make me worth robbing, and I never had the slightest bit of trouble. Maybe those who run into trouble there have just been going to the wrong places. But I really just don't know. Maybe, it's simply a matter of luck, although mine has



Chief Cook Pete Gonzales not only feels pride in his expertly prepared food but also in the gold watch he is now holding in his hand over the watch display at the Sea Chest. The gold watch he is holding was a gift from his brother, a physician.

been holding up pretty well in every port I've hit."

On Gonzales' last run, he hit such ports as Beirut, Alexandria, Jibouti, Alicante and various places in Pakistan, and enjoyed them all—still making his headquarters at the Karni Mansion in Calcutta. "It's a devil of a nice city," he repeated, "everything an American could want is right there, if he knows where to look for it. A favorite place of mine is the Issaic Bar, which is very well known among travelers. They have a good band playing in an American atmosphere; it's all air-conditioned and they serve excellent meals."

Gift from Brother

Brother Gonzales has on his arm a watch that, in itself, tells a story: it was a gift from one of his two brothers, both of them doctors and living in Key West, Florida. In his pocket is a bill of sale for the watch, just in case he has trouble with the customs. "I do hereby sell," the document read, "one 18-carat gold Rolex watch to my brother, Pete, for the sum of one dollar."

Gonzales takes great pride in

this timepiece, considering it a testimony to the opportunities that life offers in this country.

"I remember how in the old days," he recalled, "my brothers used to walk four miles to school; they literally didn't have the dime for carfare. Then one of them came up to New York to visit, and I got him a job in a factory. That was before the days of unions, and he received the grand sum of \$12 a week and came home with his hands bleeding; but that \$12 a week gave him the money for the books which he almost ate up as soon as he got them. And now he's a doctor. As for me, well, I guess I just always loved the sea."

Brother Gonzales cooks at sea, and he cooks for his own enjoyment when he's on the beach. He started out as chef and sauce cook at the New York Athletic Club, then moved on to cooking on SIU ships.

"I especially remember," another one of his friends said, "that Spanish dish you used to fix. What was it called?"

"Arroz paella," Gonzales said. "In it were pimentoes, garlic, shrimp, clams, mussels, onions, green peppers, chicken, oregano, all cooked with rice and good Spanish olive oil."

"One of the best dishes I've ever tasted," the friend said. "How exactly did you cook it?"

"Well," Brother Gonzales said, "there's many ways to prepare arroz paella. Everybody's got his own ideas, and mine I guess I'll just keep as a secret."

JOHN B. WATERMAN (Waterman), February 6—Chairman, J. Misakin; Secretary, W. E. Morse. Ship's delegate reported that everything is running smoothly. No beefs reported. Motion made that deck engineer be moved midship. Vote of thanks to Brother E. Misakin, ship's delegate, for a job well done. He was re-elected.

ALCOA COMMANDER (Alcoa), February 16—Chairman, Lee R. Eckhoff; Secretary, Burel J. Loftin, Jr. Ship's delegate reported that there were no beefs. All questions were settled and taken care of during the voyage. Everything is running smoothly. Patrolman to be contacted regarding a larger water cooler. Vote of thanks to the baker, H. Harris, for a job well done, also to the messmen for their services.

FLORIDIAN (South Atlantic), February 27—Chairman, Charles Henning; Secretary, Francisco Alvarez. No beefs reported by department delegates. Brother Francisco Alvarez was elected to serve as ship's delegate.

DIGEST of SIU SHIP MEETINGS

ROBIN LOCKSLEY (Moore-McCormack), February 6—Chairman, Eugene B. Flowers; Secretary, Luther Gadsden. Few hours disputed OT in engine department. Brother Frank Myatt was elected to serve as ship's delegate. Motion made that when the crew of any vessel works cargo, they should be paid the same rate of pay that the longshoremen receive in the home port of said vessel.

EXPRESS VIRGINIA (Marine Carriers), No date—Chairman, Lee J. Harvey; Secretary, Gregory P. Gannon. Brother Roy Corus was elected to serve as ship's delegate. No beefs reported by department delegates. Crew requested to keep natives out of quarters.

AMES VICTORY (Victory Carriers), February 25—Chairman, Stephen Fullford; Secretary, Paul Franco. Some disputed OT in deck and engine departments. Ship should be fumigated for roaches. Vote of thanks to the steward department. Deal and SIU crew, an hour.

Come And Get It!



Seafarers S. T. Deloach and Henry Connell (from left to right) serve up lunch on the Robin Goodfellow for shipmates waiting to sign foreign articles. On the day's menu was country style steak, along with a wide variety of vegetables plus all the other fixings of an SIU meal.

SIU ARRIVALS

Alicia Anne Marks, born November 9, 1965, to the Albert F. Marks, Toledo, Ohio.

Austin Manuel Cajiao, born November 15, 1965, to the Philip Cajiao, New Orleans, La.

Hugh Lee Prewitt, born November 3, 1965, to the Hugh L. Prewitts, Port Neches, Texas.

Lisa Lorraine Cooley, born February 1, 1966, to the Alvin Cooleys, Leakesville, Mississippi.

Raymond Wilson, born November 7, 1965, to the Raymond C. Wilsons, Seymour, Mo.

Stephanie Lee Williams, born November 10, 1965, to the Walter H. Williams, Gretna, La.

John Formich, born October 24, 1965, to the Fred Formichs, Millville, N. J.

Cynthia Ann Lopez, born November 14, 1965, to the Roberto Lopez, Metairie, La.

Shona Smith, born November 5, 1965, to the Robroy Smiths, Philadelphia, Pa.

Michelle Conley, born December 14, 1965, to the Gerald Conleys, Atco, N. J.

Laurie Anne Lonergan, born December 27, 1965, to the Michael P. Lonergans, Metairie, La.

Michael and Martin Paylor, born December 10, 1965, to the Frank Paylors, Houston, Texas.

Hobart Kirkwood, born August 1, 1965, to the Hobart Kirkwoods, Jacksonville, Fla.

John Potter, Jr., born September 23, 1965, to the John N. Potters, Belhaven, N. C.

Phyllis McIntosh, born September 11, 1965, to the Earl N. McIntoshes, Lorain, Ohio.

Gia Carol Smith, born December 22, 1965, to the Jimmy M. Smiths, Pasadena, Texas.

Randall Keith Bostic, born November 11, 1965, to the Jesse R. Bostics, Jacksboro, Tenn.

Cynthia Marie Kistler, born February 7, 1966, to the Charles A. Kistlers, Kirbyville, Tex.

John Friedrich Reed, born January 13, 1966, to the Guy O. Reeds, Frankford, Mich.

Cintha Ann Brown, born August 27, 1965, to the Charles C. Browns, Texas City, Texas.

John Aaron Stoudenmire, born December 3, 1965, to the Dallas Stoudenmires, Wilmington, North Carolina.

Rebecca Dee Vincent, born December 30, 1965, to the Joseph Vincents, Vinton, La.

Mary Elizabeth Thurby, born February 11, 1966, to the Harry Thursby, Paducah, Ky.

Pamela Diann Evans, born November 22, 1965, to the E. W. Evans, Freeport, Fla.

Joseph Scott, born December 19, 1965, to the Robert Lee Scotts, Mobile, Ala.

Leslie McFarland, born January 13, 1966, to the Leslie D. McFarlands, Petoskey, Mich.

Jack Albert Buchanan, born February 2, 1966, to the J. L. Buchanans, Sandusky, Ohio.

Freddy Woods, born December 7, 1965, to the George Woods, Galveston, Texas.

Gregory Joseph Engleman, born November 14, 1965, to the J. Englemans, Detroit, Mich.

Cantrille Smith, born December 31, 1965, to the Clarence Smiths, Sr., New Orleans, La.

Alvin Reece, Jr., born October 4, 1965, to the Alvin S. Reeces, New Orleans, La.

Sidney Anderson, born January 22, 1966, to the Sidney Andersons, New Orleans, La.

Dewey Gillikin, born October 20, 1965, to the Dewey Gillikins, Brooklyn, New York.

Which Piece To Move Is The Problem



Seafarers Ray Dirkson and Willie Smith concentrate on a game of chess in the Brooklyn SIU Hall, while Eddie Arnold looks on. All three Seafarers are members of the engine department and seem to enjoy a little quiet relaxation around the Hall from time to time.

Those So-Called 'Good Old Days' Not So Good, Seafarer Declares

"I can remember back in the good old days when you were lucky to get a ship and when you did get one you could expect to receive a whopping sum of \$30 for a voyage." These were the comments made by Brother Abe Parkman, a seaman for over 45 years and member of the SIU since 1947, as he reminisced over his life as a Seafarer.

Parkman first went to sea in 1922 in the deck department and, except for a 10 year period, has been shipping out ever since.

"My first trip to Rouen, France, was really a wonderful experience and I can still remember going up the river and seeing the French countryside for the first time. It was such a beautiful sight that I can remember it as if it was yesterday, Parkman commented.

"I can remember the depression too," Brother Parkman went on to comment. "In those so-called 'good old days' before the seaman had a union you had to go to the company hiring office and try your luck. You were lucky to get a ship and when you did get one you worked for wages that were less than what some of these poor fellows get on runaway-flag vessels today. When someone says that the good old days were better, I can only laugh at him."

"During the depression the communists were very much in evidence on the waterfront, as they were trying to infiltrate some of the unions that were trying to organize the maritime industry.

In the late 1930's, Brother Parkman stopped going to sea and got a job with the Remington Arms Company in his home town of New Haven, Conn. When the war came he was drafted. However his Army service did not last long for word came down that all draftees over 36 were to be let out of the service. After his short stay in the Army, Parkman went back to work in the arms factory in New Haven. In 1947 he joined the SIU and has been at sea ever since.

"In 1947 I reconsidered going back to sea and looked for a union that would give you a straight

deal. I joined the SIU and have never regretted it."

When he started shipping out

again he was taking deepsea runs but now prefers the coasters because he can spend more time at his home in New Haven. He said:

"You really can't beat the SIU. This union has one of the best reputations in the entire labor movement in this country."

Parkman plans to keep sailing with the SIU until he will be eligible for the SIU pension. He believes that the pension and other welfare benefits are the greatest things the union has and is looking forward to a long and happy retirement.



Parkman

GENEVA (U.S. STEEL), January 30—Chairman, Richard Hefley; Secretary, Clyde L. Van Epps. Vessel will pay off and sign on in Baltimore. One man missed ship in Philadelphia. Some disputed OT in engine department. Discussion about getting timers on washing machine.

SEATRAN LOUISIANA (Seatrains), January 23—Chairman, Roy Pappas; Secretary, Frank Nakleki. \$85.00 in Soda and \$64.02 in ship's fund. A few hours disputed OT in steward department. Several lockers should be checked.

STEEL ADVOCATE (Isthmian), February 7—Chairman, Richard Charroin; Secretary, Jack Caffey. Brother John W. Kelsae was elected to serve as ship's delegate. \$10.00 in ship's fund. No beefs and no disputed OT reported by department delegates. Ship should be fumigated for roaches. Vote of thanks to the steward department.

RIO GRANDE (Oriental Exporters), January 18—Chairman, A. H. Reasko; Secretary, G. Lothrop. Brother Reasko was elected to serve as ship's delegate. No beefs reported by department delegates. Everything is running smoothly. \$32.00 in ship's fund. Vote of thanks to the steward department for a job well done.

ALCOA RANGER (Alcoa), February 2—Chairman, Henry W. Miller; Secretary, Thomas Sanchez. \$120.00 in ship's fund. Some disputed OT in engine department. Brother Henry W. Miller was elected to serve as new ship's delegate.

TRANSORLEANS (Hudson Waterways), January 16—Chairman, David F. M. Sykes; Secretary, Boyd H. Amersberry. Brother Albert Ringuette was elected to serve as new ship's delegate. No beefs reported by department delegates. Crew would like sleep chest prices posted.

DIGEST of SIU SHIP MEETINGS

KENT (American-Bulk), January 29—Chairman, Wallace P. Anderson; Secretary, John W. Parker. No beefs reported by department delegates. Motion made that the Union look into the matter of insufficient mattresses on board. Those aboard are not inner-spring. Vote of thanks to the steward department.

TRANSBARTFORD (Hudson Waterways), January 30—Chairman, R. Mason; Secretary, T. Morris. No beefs reported by department delegates. Crew requested to keep ship clean. Small amount of disputed OT.

YOUNG AMERICA (Waterman), January 29—Chairman, K. Ryan; Secretary, A. Hobby. Disputed OT in engine department. Motion made that all watches in port, between 5 P.M. and 8 A.M. shall be paid at OT rate. Vote of thanks extended to the steward department.

BRIGHAM VICTORY (Bloomfield), January 31—Chairman, Ted Chlinski; Secretary, Paul Parsons. Motion made to report to headquarters that on the 4-month trip ship received no LOGS, no reports or communications from the Union. Vote of thanks extended to the steward department.

DEL RIO (Delta), February 6—Chairman, Albert Mitchell; Secretary, Albert Mitchell. No beefs reported by department delegates. Everything is running smoothly.

CANTIGNY (Cities Service Tankers), February 20—Chairman, Wm. Morris, Jr.; Secretary, A. Robert. Disputed OT in deck department. Ship should be fumigated for roaches. Suggestion made that the ship's delegate see about getting passageways painted or at least scoured, especially side of black gang.

SEATRAN LOUISIANA (Seatrains), February 20—Chairman, P. J. Cleary; Secretary, Frank Nakleki. Everything is going along well except for some disputed OT. \$171.33 in ship's fund.

STEEL SEAFARER (Isthmian), January 2—Chairman, Alfred Hirsch; Secretary, W. M. Hand. Most of the repairs were taken care of. The other will be completed in shipyard. Brother Alfred Hirsch was elected to serve as ship's delegate.

JOHN C (Atlantic Carriers), January 15—Chairman, D. G. Dalley; Secretary, James Heiler. \$120.00 in ship's fund. Considerable number of beefs in engine department. Crew request headquarter's representative to be present at unoff. Disputed OT in deck department.

Recalls Union Organizing Drive



Baker Martin Sondergeld shows his wife, Leta, a precision model of an SIU-contracted Isthmian ship, which was organized by the SIU after one of the toughest organizing drives in the history of the union. Brother Sondergeld dropped by the Hall while enjoying his SIU vacation benefits.

FINAL DEPARTURES

Charles B. Bennett, 66: Brother Bennett died of leukemia on February 2 in Jacksonville, Florida. He had shipped as a cook and messman since 1937. He joined the Union in 1942 and received a disability pension because of arteriosclerosis, and heart disease since December, 1961. He is survived by his wife, Cassie, and their daughter, Charlene B. Quina. He was buried in Waycross, Ga., at the Evergreen Cemetery.



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



Teddy Brumfield, 23: On November 27, 1965, Brother Brumfield died in Pontiac, Michigan. He was buried in the Brumfield Cemetery in Harts, West Virginia. He is survived by his mother, Mrs. Mae Brumfield, and his father, Tom Brumfield, who live in Harts. Brother Brumfield shipped first with the deck department, then later as a wiper in the engine department. He joined the Union in Detroit in 1963.



Johnnie Monroe Jordan, 56: Brother Jordan joined the Union in Mobile in 1944. He shipped with the engine department. He died of lung cancer in Mobile on January 3. Surviving are his wife, Annie, and their four children, Alice Elaine, Eddie Earl, Wayman Monroe and Annie Benita. Mrs. Jordan lives in Prichard, Alabama. Brother Jordan was buried in Mobile's Wolf Ridge Cemetery.



John G. Brady, 54: A heart attack in the port of Alicante, Spain, last November took the life of the Mississippi born Chief Electrician. Brother Brady is survived by his wife, Dorothy, and their three children, John G. Brady, III, Dorothy Julia and Mrs. Mikiel Brady Shaffer. Brady joined the Union in Mobile in 1944 and made his home in Northport, Miss. His body was buried at sea on December 4, 1965, following services held aboard ship.



Alfred LeQuesne, 62: Brother LeQuesne passed away in the USPHS, in Detroit, Michigan, on January 11 from a heart attack. The veteran of two wars was buried in the Lakeview Cemetery, Cleveland, Ohio. He is survived by his mother, Mrs. Agnes Smith of Cleveland, and his wife, Thelma. Brother LeQuesne joined the Union in 1960 in Cleveland. He was a Wheelsman.



LOG-A-RHYTHM:

"The Changing World"

By Linda Mustakas

In the vastness of this changing world
Of which each man is part
The threat of war is in the air
And fear is in the heart.

What conquest now does man desire?
The lives of fellow men—
To make captive of each child—
That no man should befriend?

How blind has power made the eyes
Which now behold no peace
The fate of man may soon demand
That life on earth shall cease.

Seafarers Relax Over Card Game In Brooklyn Hall



Seafarers B. Gairna, M. Makatany, C. V. Rayes and W. Tubo enjoy a hand or two of cards at the Union Hall in Brooklyn. Standing over the game is Brother Joe Standin. While waiting for ships, SIU Brothers find the Brooklyn hall a good place to gather and renew old friendships.

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.

UNFAIR TO LABOR

DO NOT BUY

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

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

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

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

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

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

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

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

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

White Furniture Co.
(United Furniture Workers of America)

Genesco Shoe Mfg. Co.
Work Shoes . . .

Sentry, Cedar Chest,
Staffler

Men's Shoes . . .

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

(Boot and Shoe Workers' Union)

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

Schedule of Membership Meetings

SIU-AGLIWD Meetings

- New York, N. Y. . . . Apr. 4—2:30 p.m.
- Philadelphia Apr. 5—2:30 p.m.
- Baltimore . . . Apr. 6—2:30 p.m.
- Detroit . . . Apr. 8—2:30 p.m.
- Houston . . . Apr. 11—2:30 p.m.
- New Orleans Apr. 12—2:30 p.m.
- Mobile . . . Apr. 13—2:30 p.m.
- Wilmington Mar. 21—2 p.m.
- San Francisco Mar. 23—2 p.m.
- Seattle . . . Mar. 25—2 p.m.

- Houston . . . Apr. 11—7 p.m.
 - Mobile . . . Apr. 13—7 p.m.
 - New Orleans . Apr. 12—7 p.m.
- * Meeting held at Labor Temple, Newport News.
† Meeting held at Labor Temple, Sault Ste. Marie, Mich.
‡ Meeting held at Galveston wharves.

Great Lakes SIU Meetings

- Detroit Mar. 21—7 p.m.
- Alpena Mar. 21—7 p.m.
- Buffalo Mar. 21—7 p.m.
- Chicago Mar. 21—7 p.m.
- Cleveland . . . Mar. 21—7 p.m.
- Duluth Mar. 21—7 p.m.
- Frankfurt Mar. 21—7 p.m.

Great Lakes Tug and Dredge Region

- Detroit . . . Apr. 11—7:30 p.m.
- Milwaukee . Apr. 11—7:30 p.m.
- Chicago . . . Apr. 12—7:30 p.m.
- Buffalo . . . Apr. 13—7:30 p.m.
- † Sault Ste. Marie Apr. 14—7:30 p.m.
- Duluth . . . Mar. 18—7:30 p.m.
- Cleveland . Mar. 18—7:30 p.m.
- Toledo . . . Mar. 18—7:30 p.m.

SIU Inland Boatmen's Union

- Philadelphia . . Apr. 5—5 p.m.
- Houston Apr. 11—5 p.m.
- Baltimore (licensed and unlicensed) . Apr. 6—5 p.m.
- Norfolk Apr. 7—5 p.m.
- New Orleans . . Apr. 12—5 p.m.
- Mobile Apr. 13—5 p.m.

Railway Marine Region

- Jersey City Apr. 11—10 a.m. & 8 p.m.
- Philadelphia Apr. 12—10 a.m. & 8 p.m.
- Baltimore Apr. 13—10 a.m. & 8 p.m.
- * Norfolk Apr. 14—10 a.m. & 8 p.m.

United Industrial Workers

- New York . . . Apr. 4—7 p.m.
- Baltimore . . . Apr. 6—7 p.m.
- Philadelphia . . Apr. 5—7 p.m.

DIRECTORY OF UNION HALLS

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

PRESIDENT
Paul Hall

EXECUTIVE VICE PRESIDENT
Earl Shepard

VICE PRESIDENTS
Earl Shepard, Lindsey Williams
Al Tanner, Robert Matthews

SECRETARY-TREASURER
Al Kerr

- HEADQUARTERS . . . 675 4th Ave., 85th St., NY 9-6600
- ALPENA, Mich. 127 River St., AL 4-3616
- BALTIMORE, MD. 1216 E. Baltimore St., BA 7-9900
- BOSTON, Mass. 177 State St., BF 7-0140
- BUFFALO, N.Y. 703 Washington St., BU 7-9259
- CHICAGO, Ill. 9293 Ewing Ave., SA 1-0733
- CLEVELAND, Ohio 1420 W. 25th St., CL 1-5489
- DETROIT, Mich. 10225 W. Jefferson Ave., DT 2-4741
- DULUTH, Minn. 312 W. 2nd St., DA 1-4110
- FRANKFURT, Mich. R.F. Box 267, 415 Main St., FL 7-2443
- HOUSTON, Tex. 2804 Canal St., WA 4-2252
- JACKSONVILLE, Fla. 2408 Pearl St., JL 3-0997
- JERSEY CITY, N.J. 99 Montgomery St., HS 7-0104
- MOBILE, Ala. South Lawrence St., ME 7-1254
- NEW ORLEANS, La. 110 Jackson Ave., TE 527-7346
- NORFOLK, Va. 115-117 St., TE 622-1992
- PHILADELPHIA, Pa. 2809 S. 4th St., OT 4-3818
- FORT ARTHUR, Tex. 1149 Seventh St., SA 2-4400
- SAN FRANCISCO, Calif. 150 Fremont St., CO 2-4400
- SANTO SPIRITO, Pa. 1111 Pennsylvania, Jumbo Shop, 20, Tel: 724-8594
- SEATTLE, Wash. 2565 First Avenue, WA 1-4131
- ST. LOUIS, Mo. 819 Del Mar, CO 1-1434
- TAMPA, Fla. 112 Harrison St., TE 321-7752
- WILMINGTON, Calif. 350 W. Marine Ave., TE 3-2222

PECOS (Oriental Exporters), February 14— Chairman, R. L. O'Brien; Secretary, E. C. Canull. Motion made to have ship fumigated upon arrival in States. No beefs reported by department delegates. Vote of thanks to the ship's delegate for a job well done. Also a vote of thanks to the steward.

HASTINGS (Waterman), February 13— Chairman, Roy Evans; Secretary, J. Wells. Best beef to be taken up with patrolman. Some disputed OT in engine department. Vote of thanks to the steward department. Good crew and delegates. Smooth trip.

DEL VALLE (Delta), February 13— Chairman, Ramon Ferrera; Secretary, Ray Casanova. No beefs reported. Everything is running smoothly. Vote of thanks to the steward department for a job well done. Christmas dinner was above average, and everyone had a feast.

SEATKAIN NEW JERSEY (Seatrain), February 13— Chairman, Carlos Diaz; Secretary, Charles Cantwell. Disputed OT in each department. Headquarters contacted regarding fish in engine room.

STEEL SCIENTIST (Isthmian), February 15— Chairman, A. Maldonado; Secretary, F. Omega. \$6.01 in ship's fund. No disputed OT reported by department delegates. Motion made that the Company provide ice-cream machine. Motion pertaining to Article II, Section 12, General Rules, submitted to Robert Matthews.

PENN CARRIER (Penn), No date— Chairman, B. King; Secretary, T. Schultz. No beefs reported by department delegates. Brother E. M. Ellis was elected to serve as ship's delegate.

DEL VALLE (Delta), February 15— Chairman, R. Ferrera; Secretary, Ray Casanova. Everything is running smoothly with no beefs. Little disputed OT in engine department. Vote of thanks to the steward department for a job well done. Christmas Dinner was above average.

TAMARA GULDEN (Transport Commercial), January 4— Chairman, H. Connolly; Secretary, Roy Foster, Jr. Some disputed OT in deck department.

NORINA (Wall Street Traders), January 22— Chairman, E. Bates; Secretary, J. G. Edwards. \$1.75 in ship's fund. Crew asked to contribute to build up fund again. Some disputed OT in engine department. Motion made that the agent be aboard ship at payroll, whether it be Burnside, Louisiana or Houston, Texas. Vote of thanks extended to the steward department for a job well done. Steward recognized by thanking all departments for their understanding and cooperation during the long hot weeks at sea. No communications and no LOGS received during the entire voyage.

SS PLATTE (Bulk), January 22— Chairman, O. E. Oakley; Secretary, Wm. E. Scott. Ship should be fumigated completely for rats. Overboard room vents and blowers to be put in working condition. Fresh water tanks should be cleaned due to rusty water. Sample of water kept to be shown to patrolman. Some disputed OT in each department.

FORT HOBSINS (Cities Service), January 18— Chairman, Arthur Butzro; Secretary, Nouse. Brother M. J. Gallier was elected to serve as new ship's delegate. Did not receive communications or LOGS in foreign ports.

DEL MONTE (Delta), February 22— Chairman, Frank Sullivan; Secretary, Alberto G. Espinosa. Ship's delegate reported that the ship is running smoothly with no beefs. \$2.50 in ship's fund. Motion made that any work done in ship's cargo holds should be paid at regular longshoremen's rate of pay instead of the 52 cents an hour. Vote of thanks to the steward department, ship's delegate and department delegates.

DIGEST of SIU SHIP MEETINGS

MARGARET BROWN (Bloomfield), January 23— Chairman, G. Troscian; Secretary, G. Troscian. \$40.00 in ship's fund. No beefs reported by department delegates. Brother James B. Lippincott was elected to serve as ship's delegate.

FAIRISLE (Panosceatic), January 21— Chairman, V. Douglas; Secretary, Nouse. Crew would like Union to check on mail service to Vietnam. Also would like clarification on Time-Off Clause. Disputed OT reported in each department.

STEEL FABRICATOR (Isthmian), February 6— Chairman, W. M. Wallace; Secretary, F. B. Pandolitan. Chief electrician failed to join ship in New York. Brother W. J. Miles was elected to serve as ship's delegate. Disputed OT on coastwise trip still pending. Some disputed OT on foreign voyage in deck and engine departments.

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

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The unbridled anti-union violence of the 1870's as exemplified in the bloody suppression of the "Long Strike" in the coalfields and the "Great Strike" on the nation's railroads, the "Molly Maguire" hangings and the "Baltimore Massacre" of railroad workers, set the tone of the labor-management struggle in the United States for years to come. Powerful corporations grew increasingly callous in destroying workers' organizations, making increasing use of state and federal governments and troops, state and federal courts and the local and national press to suppress the legitimate aims of labor. Much strife still lay ahead, such as the "Haymarket Square Massacre" of workers in Chicago, the bloody "Homestead Strike" against the Carnegie Steel Corporation in Pennsylvania, and the famous "Pullman Strike" against the Pullman railroad car company.

Labor progress during this period was slow—but steady. American labor organizations faced increasingly bitter and powerful opposition. At the same time they still had many untraveled pathways to explore in the search for the dignity of labor. At times these paths led to a dead end, at other times labor took what proved to be wrong turnings. Gradually however, labor organizations grew and labor action became more and more effective. The years ahead were to see the rise of the Knights of Labor, the American Federation of Labor and the Congress of Industrial Organizations—which were destined to combine into the present-day AFL-CIO.

While the giant corporations—often aided by the government, the courts and the press—were suppressing American workers in the coalfields, the railroad industry and elsewhere, a new labor organization, first formed secretly in 1869 by Philadelphia tailors, was gaining strength and growing in membership—the Knights of Labor.

The Knights incorporated a new idea into American trade unionism. It was not organized on a craft basis. Membership was open to every worker, skilled or unskilled, male or female, white or negro. The motto of the Knights of Labor was "An injury to one is the concern of all", meaning every worker had an obligation to support every other worker in redressing his grievances. Unfortunately however, the Knights of Labor did not stick to this ideal of militant trade unionism—turning instead to vague panaceas of social reform to improve the worker's lot. However under the banner of "An injury to one is the concern of all!", and singing the militant song of the Knights—

*"Storm the fort, ye knights of labor,
Battle for your cause:
Equal rights for every neighbor
Down with tyrant laws!"*

ALL THIS HAPPENED

THE STORY OF AMERICAN LABOR

PART 3 of a Seafarers Log feature

American workers flocked to the Knights of Labor in unprecedented numbers. By 1885 the Knights could boast several hundred thousand members. The high point of the Knights of Labor's influence came in that same year.

In 1884 another cycle of economic depression hit the United States—although not as serious or as long-lasting as previous depressions had been. American industrialists however, as usual seized the opportunity to slash wages to the bone. Strikes broke out spontaneously among rank-and-file members to which the Knights had to give unwilling support. Surprisingly (for the times), many of these strikes ended victoriously for the workers, including a walkout against the Wabash Railroad which threatened Jay Gould's Union Pacific Railroad. These victories were to prove temporary however, serving only to harden the resolve of American industrialists to destroy labor by any means necessary. Just one year after this high point the Knights of Labor was to be destroyed—another victim of the infamous "Haymarket Square Massacre."

Aroused by soaring business profits in which they did not share despite long and exhausting shifts in the nation's factories, more and more American workers had begun calling for the "eight-hour day." Hopes for leadership in achieving the eight-hour day led more than 600,000 workers to join the Knights of Labor. The first test of the new campaign came in 1886 in Chicago when over 60,000 workers walked off the job on May 1 to demonstrate for their cause. The city's big businessmen acted predictably—the Knights of Labor did not.

When the walkout began, Chicago's meat packer industrialists immediately called on the friendly police force to crack down hard on the eight-hour-day demonstrators. The police complied with swinging nightsticks—turning peaceful parades into free-for-all riots. Outside the McCormick Harvester Works plant a

workers' rally was in progress. Suddenly the plant's gates flew open and out charged armed scabs, Pinkerton finks and other assorted thugs who attacked the assembled workers. Chicago police who were on hand fired into the workers, killing six and wounding 20. The next night several thousand workers assembled at Haymarket Square to protest this anti-labor violence. They were to be addressed by several noted anarchist speakers. It was raining and the crowd was down to about 500 listeners when suddenly there was an explosion. Someone had set off a bomb at the back of the Square. The police immediately opened fire on the assembled workers. Some armed workers returned the fire. Eleven were killed and about 200 wounded in Haymarket Square that night.

Chicago's big industrialists wanted the hides of the pro-labor anarchists and the police complied by arresting eight anarchist leaders—several who were on the speakers' stand when the bomb was thrown. There was no proof that they were involved with the bombing, but the jury was packed against them and local newspapers screamed daily for a guilty verdict. Five were sentenced to die on the gallows and three received life sentences. Big business followed up immediately with a violent anti-labor campaign which cost labor most of the gains it had already won. The Knights of Labor, which had remained passive during these and subsequent attacks on its own members, was repudiated by American workers. Its place was taken by a new organization—the American Federation of Labor—organized in 1886 and led by Samuel Gompers.

The AFL was a return to craft unionism, limiting membership to skilled workers organized in craft unions. But within these limits, it rejected panaceas and future utopias and vowed instead to fight for immediate gains "by negotiation if possible, by direct action if necessary." "We are fighting," announced one of Gompers' aides, "only for immediate objects—objects that can be realized in a few years." A fair day's wage for a fair day's work was the goal. "We don't want pie in the sky!" explained an AFL union leader.

Gompers quickly got the AFL on a sound financial footing to assure survival through a long strike or economic depression. AFL officials were full-time professionals—experts at organizing a plant, a strike or a boycott, negotiating a contract or settling disputes. The AFL preferred to win demands through negotiation but did not shun strikes—always keeping in mind that the strike was labor's ultimate weapon.



Leaders of Knights of Labor, organized in 1869—first nation-wide workers movement—grouped around chair of its dead founder, Uriah Stephens.



Vigilantes clash with pickets in strike waged by Knights against Jay Gould's railroad empire. Lacking organization and resources, Knights lost.



Strike for eight-hour day was climaxed by meeting in Chicago's Haymarket on May 1, 1886. Day before police killed 11 and wounded 200.

