

THE results of the Gubernatorial and Congressional elections which were just completed, are certainly not favorable to the cause of labor or the passage of liberal legislation in the future. In the states of Illinois and California in particular, the incumbent candidates, both men of a liberal persuasion, were beaten by men whose past activities leave a great deal of doubt as to their ability to meet the complex problems of the 60's. This was also true in many other states, as men whose liberal credentials are certainly in question, were elected to office. However, the picture is not totally bleak. The spectre of extremism and bigotry was rebuffed by voters in most states and many liberal candidates were re-elected to office. However, the election demonstrates that there are many anti-labor, anti-liberal forces working in this country, and if the labor movement is to succeed in gaining the passage of much needed liberal legislation in the nation, we must work harder than ever to elect the type of men who can bring it about. This is not a time for post-mortem, but rather a time for assessing the areas in which a greater endeavor is needed. The next Congressional elections are only two years off, and Labor must now go all out to elect liberal legislators to office. The damage inflicted on the cause of labor and liberal legislation in this past election can be repaired, but it will take a lot of good, hard work.

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## AFL-CIO Farm Workers Union Wins Another Election at DiGiorgio Corp.

SAN FRANCISCO—The United Farm Workers Organizing Committee recently won another fight to win collective bargaining rights for migrant farm workers when employees at the Arvin Ranch of the DiGiorgio Corporation in California voted 283 to 199 in support of the union as their bargaining agent.

The United Farm Workers Organizing Committee and the DiGiorgio Fruit Corp. had signed an agreement providing for a representation election Nov. 4 at the firm's gigantic King Ranch.

The election was a yes or no vote with only the AFL-CIO affiliate on the ballot.

Over 500 votes were cast at Arvin but some of these were

challenged and proved invalid under those conditions set for voting eligibility. The total number of workers affected by the election, though, is well above the total voting figure, amounting to nearly two thousand workers during peak employment periods at Arvin.

All workers except supervisors and office employees who were on the payroll during the period Oct.

18-26 were eligible to vote.

The Teamsters, who lost the first DiGiorgio election to the Farm Workers in Delano on Aug. 30, had held up the Arvin vote for six weeks by refusing to accept election recommendations. The Teamsters finally announced their withdrawal from the DiGiorgio campaign, thereby clearing the way for the vote.

The election agreement was made public in Los Angeles by the then Gov. of Calif. Edmund G. (Pat) Brown. Present was a delegation of workers off the DiGiorgio ranch led by Dir. Cesar Chavez of the Farm Workers and Dolores Huerta, one of the union leaders.

Brown had been in almost daily contact with the parties and is credited by all with having played a key role in setting up the vote.

The AFL-CIO has been conducting intense union organizing campaigns throughout the nation for the migrant farmer, who for years has subsisted on substandard wages and working conditions.

AFL-CIO Organization Director William L. Kircher, who handled the negotiations, singled out the labor movement in San Francisco for special credit in the accomplishment.

Extensive support was given throughout the campaign by AFL-CIO Regional Dir. Daniel V. Flanagan; Robert Ash, Russell Crowell and Richard Groulx of the Alameda County AFL-CIO; Pres. George Johns of the San Francisco AFL-CIO; and Executive Sec.-Treas. Thomas L. Pitts, Vice Pres. Manuel Diaz and other officers of the State AFL-CIO.

"This great manifestation of trade union solidarity was a principal factor in accomplishing the election agreement," Kircher said.

## SIU Pacific District Vessel Gashed in Saigon River Mishap

SAIGON—An SIU Pacific District-contracted freighter, the Clarksburg Victory, which was reactivated from the U.S. mothball fleet last July for Vietnam duty, struck a submerged object at the mouth of the Saigon River, Oct.

16, ripping a 36-foot gash in her starboard side. The crew was forced to abandon ship, after unloading perishable stores through the night, and there were no casualties reported.

The Clarksburg Victory, operated by the SIU Pacific District-contracted J. J. Tennant Co., of Portland, Ore., was enroute to Cam Ranh Bay with a load of military cargo when the accident occurred off Cape Jaccas at 4:30 p.m. It is believed that the vessel struck a sunken ship that had drifted from its original position as marked on navigation charts. A Vietnamese pilot was in charge of the Clarksburg Victory at the time of the mishap.

According to the ship's purser, Don Brown of Long Beach, Calif., a member of the SIUNA-affiliated Marine Staff Officers—Pacific District, the ship had just discharged military cargo in Saigon and had backloaded for Cam Ranh Bay, some 200 miles north of Saigon, "when the word came to abandon ship. Everything moved like clockwork," he said.

The engine room flooded to the main decks and Captain George Levich, Seattle, Wash., took control of the ship from the pilot. Boats were readied for disembarkation but not actually lowered into the water. The ship had apparently settled on a sandbar and military boats in the area rushed to the rescue. There were no casualties in the accident.

Ironically, the Clarksburg Victory was boarded by the salvage crew working on the Baton Rouge Victory that had hit a floating mine several weeks before. Seven crewmen—five of them members of the SIU Pacific District Marine Firemen's Union and two engine officers of the Marine Engineer's Beneficial Association—were killed on the SIU Pacific District manned freighter.

The Clarksburg Victory will be towed to the side of the Baton Rouge Victory and attempts will be made to patch it up. The cargo will be transferred to another American vessel.

When the accident occurred the radio and generator went out, leaving the ship dark in the coming twilight. A Navy vessel lent its generating power to the ship

for light while the crew unloaded all its perishable stores through the night. The crew worked all night without food or water. The crew, with the exception of the Captain, Chief Mate and Engineer, were flown to Saigon for repatriation the following morning.

The Clarksburg Victory is one of over 100 vessels that have been reactivated from American ship surplus for Vietnam duty. She was recommissioned at Portland last July.

Another SIU-contracted ship, the Steel Designer, was involved in an accident in the far east. The 7,927-gross ton Steel Designer and the 8,432-ton Brookville collided in the harbor at Manila with both ships said to have been badly damaged. The Steel Designer, reported to be carrying machinery from Baltimore to Saigon, was holed on the side of her No. 3 hold and flooded, while the Brookville sustained considerable bow damage. No Seafarers were reported injured.

### Gain Wage Boost, Other Benefits

## SIU-Affiliated Gloucester Fishermen Win Strike

Four hundred fishermen of the SIUNA Atlantic Fishermen's Union have won a 42-day-old strike against the 43 fishing boat owners of the Gloucester Boat Owners Association. The strike began September 20 when the

Union sought those benefits which were already enjoyed by fellow SIU men in Boston, New Bedford, and New York City.

Union President James Ackert said that in addition to winning a new contract with the Gloucester Boat Owners Association, the Union succeeded in bringing 18 non-union boats to terms.

Under the new contract, fishermen receive one-half of one per cent of the proceeds of each trip toward a pension fund. Also, fishermen no longer will have to pay for radar fish-finding equipment after this year and, after next year, they no longer will have to pay for sounding equipment. In addition, wages for workers aboard ships in port are now set at \$2.50 an hour instead of the former \$1.50.

Included among the strike issues

were Union demands for continued benefits to the families of the fishermen, such as hospitalization and medical fees, and a request by the Union that Gloucester fishermen be allowed to take "benefit" credits with them if they at any time decided to fish out of Boston, New Bedford or elsewhere where the AFU is bargaining agent.

Both Ackert and AFU Gloucester port agent Mike Orlando engaged in the negotiations which led to the union victory.

The striking Gloucester fishermen received the full support of the SIUNA New Bedford Fishermen's Union, as well as the Maritime Trades Department of the AFL-CIO.

As the strike went into its third week, many union old-timers showed up to help the strikers.

### Report of International President

by Paul Hall



The United States' position among the world's maritime nations is still slipping, according to statistics compiled by Lloyd's Register of Shipping. This is not a new or surprising finding, but demonstrates that in spite of warnings from the SIU, other maritime unions, legislators and others interested in our nation's maritime needs, little, if anything, has been done to bring the ailing U.S. maritime industry back to a position of health and strength.

While the merchant fleets of Japan and Russia have shown massive growth in recent years, and the fleets of Britain, Norway and others have shown smaller but still substantial growth, the United States' total tonnage actually fell during the same period, even counting the inactive tonnage in the mothball fleet. Other nations are adding tonnage, but our total tonnage is shrinking.

This situation is naturally reflected in the United States' standing among world shipbuilding nations. We have dropped to eleventh place among shipbuilders, behind Poland and the Netherlands.

Japan's fleet has doubled since 1960. Liberia's fleet has doubled since 1962, although much of this tonnage is actually owned by American runaway-flag operators. Russia is coming up fast. Britain showed a substantial gain in tonnage, as did Norway. However, the United States lost tonnage and continued its decline.

As far as shipbuilding is concerned, the saddest fact to be revealed from the Lloyd's figures is that the U.S. slipped down another notch in spite of the fact that the Vietnam emergency sealift clearly demonstrated how badly we need more modern ships. Although we are depending more and more on old liberty and victory ships to transport vital military supplies, there has been no move by the Government to spur additional shipbuilding. The fact is that this year the U.S. shipbuilding budget has been cut even further than in previous years.

These facts carry with them a threat to the national security. We are trying to meet ever-increasing shipping demands with less and less ships. Moreover, because of the Government's crisis-to-crisis approach to shipping, vast amounts of money are being wasted in getting obsolete vessels back in action—money which could have been better spent in building some modern ships in the first place.

It has been estimated that these excess costs have been running about \$225 million a year. This estimate was made recently by Representative Hugh Carey of New York, a former member of the House Merchant Marine Committee, who has called for a national conference on the development of a modern merchant marine to help remedy the situation in which the absence of a Federal maritime policy has placed the nation.

This reflects the increasing concern of many congressmen over the nation's maritime situation—as evidenced by their support of the SIU's successful drive to remove the Maritime Administration from the new Department of Transportation.

Increasing numbers of the nation's legislators are recognizing the fact that Government administrators and bureaucrats cannot be counted on to live up to their responsibility of maintaining a strong U.S. merchant marine. As further evidenced by moves in the House and Senate to give key Congressional committees a voice in the annual allotment of the maritime budget, these legislators are coming to the realization that part of the duty they owe to the American people whom they represent involves the increase and expansion of the U.S. merchant marine and shipbuilding industry as one of the best investments that can be made in the national interest.



Active picketing by SIU-affiliated Gloucester Fishermen's Union members was instrumental in successfully concluding 42-day strike conducted against Gloucester, Massachusetts fishing boat owners.

## Four More Seafarers Licensed As Engineers; Total Now 104



Nesamar

Loosaar

Scotti

Davis

Four more Seafarers have passed the U.S. Coast Guard examination and have been issued their engineer's licenses after attending the training school jointly sponsored by the SIU and District 2, the Marine Engineers Beneficial Association. A total of 104 Seafarers have now received engineer's licenses as a result of the joint program.

The newly-licensed engineers are sailing or about to sail in engineer's berths aboard American-flag ships.

Thos SIU men who passed their Coast Guard examinations this week and were licensed as Third Assistant Engineers were:

Joseph Nesamar, 45, who has been a member of the SIU for five years and sailed as an oiler and FWT.

Endel Loosaar, 43, who has been a member of the SIU since 1960 and has sailed as an oiler and FWT.

Robert Scotti, 34, who joined the SIU in 1959 and sailed as an oiler and FWT.

The newly licensed Second Assistant Engineer is:

Howard B. Davis, 43, who joined the Union in Mobile nine years ago and has sailed as an oiler, FWT and engine utility man.

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

Seafarers who enroll in the program are eligible to apply for any of the upgrading courses offered at the Engineers School if they are 19 years of age or older and have

18 months of Q.M.E.D. watch standing time in the engine department plus six months' experience as wiper or equivalent.

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

## U.S. Continues Its Rapid Decline Among World's Shipbuilding Nations

The United States merchant fleet, once among the world leaders of shipbuilding nations, is continuing its downhill slide. This was revealed by Lloyd's Register of Shipping in its latest quarterly report. This nation, according to Lloyd's Register, has dropped from tenth to eleventh place among shipbuilding countries.

The quarterly report from Lloyds revealed further that as of the end of September, Japan had 306 ships of 3,542,214 gross tons heading toward completion, making this small but heavily populated nation the current world leader in this area.

Great Britain is second to Japan in shipbuilding with 180 ships of 1,576,947 gross tons. Behind Britain are Sweden, with 52 ships grossing 1,576,947 tons; West Germany, 146 ships, of 937,971 gross tons; Italy, 74 ships, of 721,809 gross tons; Spain, 212 ships, of 547,778 gross tons, and Norway, 95 ships, of 527,734 gross tons.

Norway was followed by France, Poland, and the Netherlands.

Finally came the United States, a former world leader in the maritime industry, sunk in 11th place now with just 63 ships under construction amounting to only 383,227 gross tons.

And behind the United States, in order, are Denmark, Yugoslavia, Brazil, Finland, Canada, and Australia.

Meanwhile, another Lloyd's report showed that Japanese and Liberian flag merchant fleets show a stunning growth rate. Japan's fleet has doubled since 1960. Liberia's has doubled since 1962.

Liberia's growth is due to American shipowners who register their ships under the Liberian flag in order to evade taxes and U.S. safety regulations.

Total U.S. tonnage including the mothball fleet decreased by 730,000 tons. By contrast, Japan's soared upward by 2,752,000 tons.

In the past two years, 18 million tons have been added to the total world fleet. Of this sum, six million tons are under the Liberian

## Coast Guard Sets Hearing After Protest

# SIU Protests Establishment of New Apprentice Engineer's Rating By CG

NEW YORK—The Seafarers International Union of North America informed the Coast Guard recently that if it approved the establishment of a new apprentice engineer's classification for unlicensed seamen it would be helping to create jurisdictional disputes among American maritime unions and to precipitate possible tie-ups or delays of American-flag ships at a time when they are critically needed for the Vietnam sealift.

The SIU also informed the Coast Guard that its affiliated unions on all coasts were notifying their contracted shipping companies that they would consider any attempt to place apprentice engineers aboard SIU-contracted vessels as a violation of the contract and an infringement of the jurisdiction of these affiliates.

The SIU position was set forth in a telegram to Rear Admiral C. P. Murphy, chief of the office of merchant marine safety of the Coast Guard in Washington. The telegram was signed by Paul Hall, President of the SIUNA, and by William W. Jordan, president of

the SIUNA-affiliated marine firemen's union, which represents unlicensed engine room personnel on west coast ships.

The Coast Guard has been requested by District 1 of the Marine Engineer's Beneficial Association, as well as the Brotherhood of Marine Officers, to establish the apprentice engineer's rating as part of a proposed training program to qualify men for a licensed engineer's rating.

The Coast Guard has asked that written comments on the requested changes in its rules be submitted by November 1, but the SIU in its telegram declared that this procedure will not allow an adequate airing of the issues involved and urged that the Coast Guard instead schedule public hearings on the matter. As a result of the SIU's protest and request for a hearing the Coast Guard informed the union that a hearing on the disputed rating will be held on November 22.

In support of their position, the SIU noted that "there is presently available a large pool of skilled and experienced engine room personnel, and that all of the unions representing these men, such as the Marine Firemen's Union, SIU Atlantic and Gulf District and National Maritime Union, have programs for upgrading qualified unlicensed men to licensed engineer's ratings.

"By approving the proposed changes, the Coast Guard would therefore also be participating in a plan to by-pass the available pool of skilled unlicensed engine

room personnel presently meeting Coast Guard requirements for marine engineer's licenses, in favor of a program which would not produce licensed engineers for more than two years," the SIU asserted.

"Because the issues raised here are of such critical importance, not only to the members of our affiliated unions but to the entire merchant marine and the nation, we do not believe that these issues can be satisfactorily aired through the submission of written comments as you have requested," the SIU telegram added.

"Public hearings would enable all interested parties to present their views in an open forum in which there would be a much greater possibility of bringing them to the attention of other persons in the maritime industry or the government who may not have analyzed the proposals in detail and who may not be aware of their far-reaching and significant implications.

"We therefore most strongly urge that public hearings on this critical matter be scheduled at an early date."

Copies of the telegram were also sent to all members of Congress, officials of the Department of Labor, Defense, State, the Maritime Administration, other federal agencies, and other maritime unions and maritime industry groups.

Labor-supported bills to set up the Maritime Administration as a completely independent agency have been approved in committee in the House and Senate and are awaiting further action.

banner, four million under Japan's, 2.5 million under Russia's hammer and sickle, and two million tons fly the Norwegian flag.

## SIU Boatmen Continue Strike In Baltimore

The SIU-Inland Boatmen's Union strike against three Baltimore tugboat companies continued into its fifth week.

The strike began October 12 following a strike vote by the membership. Negotiations reached a standstill October 18 when the two parties met for the first time in the office of a Federal mediator and the companies walked out on a Union committee.

The three tugboat companies are the Baker-Whiteley Towing Co., the Baltimore Towing and Lighterage Co., and the Curtis Bay Towing Co.

Nearly 160 Union men unanimously agreed to strike after the companies jointly made a "final" contract offer whose provisions were far below those standards already established in other ports.

The strikers are determined to remain out for as long as necessary, though they will continue to dock and undock, without pay, any ship certified by the Maritime Administration as a military cargo vessel bound for Viet Nam.

SIU Vice President Robert A. Matthews, who is coordinating strike action with SIU Vice President Earl (Bull) Shepard, said that "the companies are not too concerned about the effects of the strike because up until now, they have refused to meet to resolve our differences."

## President Names Boyd to Head New Dept. of Transportation

WASHINGTON—Alan S. Boyd, who as Undersecretary of Commerce was instrumental in the formulation of the controversial Interagency Task Force or Boyd Report, has been named by President Johnson to head the new cabinet-level Department of Transportation. Congressional approval of his nomination is considered almost certain.

The appointment of Boyd to head the new transportation agency points out the importance of the successful struggle waged by the SIU and other maritime unions to have the maritime administration removed from the Department of Transportation. Because of the action of maritime labor, MARAD is not included in the new agency and will not come under Boyd's jurisdiction.

The Boyd report, formulated by a government interagency committee headed by Boyd, virtually proposed the death of the American-flag merchant marine. The report advocated:

- An even smaller U.S. merchant fleet than we have today, carrying even less of our cargoes than it does now.

- The construction of only

100 new dry bulk carriers over the next 20 years.

- The phasing out of the cargo preference program.

- Allowing ships to be built abroad but enjoy the privilege of U.S. registry. This would virtually doom the U.S. shipbuilding industry.

- Made no provision for assisting tankers and opposed an oil import quota.

- Called for no action against runaway flag ships.

- Advocated the phasing out of all U.S. passenger ships.

The SIU and other maritime unions opposed inclusion of MARAD in the new transportation department because of a conviction that the desperate needs of maritime would become submerged in the bureaucratic red tape of a huge governmental department presided over by administrators with little or no sympathy or interest for the future of maritime.

### SEAFARERS LOG

Nov. 11, 1966 • Vol. XXVIII, No. 23

Official Publication of the Seafarers International Union of North America, Atlantic, Gulf, Lakes and Inland Waters District, AFL-CIO

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Published biweekly at 810 Rhode Island Avenue N.E., Washington, D. C. 20018 by the Seafarers International Union, Atlantic, Gulf, Lakes and Inland Waters District, AFL-CIO, 675 Fourth Avenue, Brooklyn, N.Y. 11232. Tel. HYacinth 9-6600. Second class postage paid at Washington, D. C.

POSTMASTER'S ATTENTION: Form 3579 cards should be sent to Seafarers International Union, Atlantic, Gulf, Lakes and Inland Waters District, AFL-CIO, 675 Fourth Avenue, Brooklyn, N.Y. 11232.

# Six Additional Seafarer Veterans Added to Growing Pension Roster



Brosig Henley Caligiura Rivers Doran Hamilton

The names of six additional Seafarers have been added to the growing list of men now receiving union pensions. The newcomers to the SIU pension ranks include: August Brosig, James Henley, Ernesto Caligiura, John Hamilton, James Rivers and Joseph Doran.

Brosig joined the SIU in the port of New Orleans. Born in Germany, he resides in New Orleans with his wife, Sarah. A member of the Steward department, Brosig last shipped on the Alice Brown.

Henley sailed in the Deck de-

partment as a Bosun. He was born in Georgia and lives in Savannah with his wife, Arrie. He joined the union in New York City. His last ship was the Steel Age.

Caligiura joined the SIU in New York, where he lives with his

wife, Alice. Born in New York, Caligiura sailed in the Steward department as a messman. The Seafarer's last ship was the Marymar.

Rivers joined the union in the port of Wilmington. Born in Grinnell, Iowa, the Seafarer sailed in the Engine department as electrician. He is a resident of Long Beach, Calif., where he lives with his wife, Theresa. Rivers served in the Navy from 1942 to 1945. He last sailed on the Ames Victory.

Doran was born in New Brighton, S. I., New York, and lives in Staten Island with his wife, Gertrude. He joined the SIU in New York and sailed in the Deck department. Doran was employed by the B & O Railroad and sailed as a deckhand.

John Hamilton was born in Maryland and joined the SIU in Baltimore. He sailed in the Engine department. Hamilton resides in Baltimore with his wife, Stella. He last sailed with the Baker-Whitley Towing Company.

## MA Budget Bill Sponsors Promise Early Action by 90th Congress

WASHINGTON—Sponsors of companion bills in the House and Senate which would give the House Merchant Marine Committee and the Senate Commerce Committee power to authorize annual Federal budget allotments for the Maritime Adm., have indicated that although adjournment of the 89th Congress did not allow time for action on these measures, they would be re-introduced as soon as possible before the 90th Congress.

Senator Daniel Brewster (D-Md.) and Representative Edward A. Garmatz (D-Md.), who introduced the legislation, made this clear in separate statements following adjournment.

In the House, where the measure had been cleared for action by the Committee on Merchant Marine and Fisheries, supporters of the bill reported that it would be more advantageous to postpone action on the proposal until January when the new Congress meets.

House Merchant Marine Committee Chairman Garmatz, along with other supporters of the bill, stated their belief that giving the Congressional committees authorization to set the budget for the Maritime Administration will go a long way toward helping to give the merchant marine a boost in the right direction.

Brewster, sponsor of the Senate version of the measure, predicted

that passage of the bill "would guarantee that the appropriate committees of Congress would make a searching inquiry each year into the needs of the merchant marine." This, he said, would enable Congress to help end the "deterioration which has characterized our maritime industry in recent years."

## Florida East Coast RR Strikers Win High Court Picketing Decision

WASHINGTON—The right of striking employees of the Florida East Coast Railway to tie up the Jacksonville, Fla., rail terminal without being interfered with by the Federal Courts has been upheld by the U.S. Supreme Court.

Active picketing tying up the terminal remains suspended however, awaiting the outcome of separate litigation to overthrow a Florida Supreme Court order upholding a state court injunction.

The Florida East Coast Railroad strike began on January 23, 1963, and is now the longest labor dispute in railroad history. The walkout began when 11 non-operating unions quit work after company refusal of a 10-cent-an-hour wage increase to bring FECRR workers' wages in line with other U.S. railroad workers. The non-operating workers' walkout was later joined by the operating unions.

The U.S. Supreme Court decision upholding the rights of the strikers was based on the provisions of the Norris-LaGuardia Act.

The Florida East Coast Railroad is part of the vast duPont Estate's business and banking empire in Florida, headed by Edward Ball. Because of the estate's size and the vast amounts of money and influence at its disposal, Ball has been able to keep the FECRR running sporadically with scabs.

The duPont Florida empire has come under attack recently from the Federal Reserve Board which administers the Banking Act. Fol-

lowing FRB investigations, Congress passed legislation closing loopholes in the U.S. Banking laws which make it necessary for the duPont Estate to get rid of either its business or banking ties in Florida over a period of time.

## AFL-CIO Launches Kingsport Strikers' Christmas Fund

Twelve hundred men who have been on strike for more than two-and-a-half years against the Kingsport Press, Kingsport, Tennessee, are in need this winter of help. Help in order to meet medical, hospital, food, and home bills: Help for the possibility of providing their children with a Christmas celebration, however modest it may be.

Contributions may be sent to the Kingsport Press Strikers Christmas Fund at:

Union Label and Service Trades Dept., AFL-CIO, Room 402, AFL-CIO Building, 815 16th St., N.W., Washington, D.C. 20006

## The Atlantic Coast



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

The United States Senate recently approved a ship safety bill supported by the SIU and other maritime unions. The new legislation sets up very definite safety and financial responsibility standards for all vessels operating from U.S. ports.

The new law is aimed directly at run-away vessels, many of which are U.S.-owned and registered under foreign flags. These owners have been notorious in their disregard for adequate safety standards on their vessels. The law will force them to rise to our standards and insure passengers they are setting out to sea in a ship, not in a coffin.

The bill requires that ships holding more than 50 persons must be fire-proof in order to sail from a U.S. port. Also, shipping companies must inform passengers of those safety standards that prevail on each ship. And the companies must prove they have enough financial security behind them to satisfy any judgment against them for death or injuries.

### New York

Stopping by the hall recently was **Ralph Di Paolo**, whose last ship was the **Steel Producer**. Ralph is a 21-year SIU-man; also visiting the N.Y. Hall were **Manuel Callas**, a 24-year member who last sailed as chief steward on the **Gateway City** and **Julian Lelinski** who last shipped on the **Sea-Train Georgia**. Julian's a 20-year SIU-brother who sails as chief steward. **Michael Hankland** who also sails as a chief steward, stopped by to see some old friends at the hall. His last ship was the **Carroll Victory**.

### Baltimore

Shipping here has been slow these past two weeks but prospects for the coming two weeks are fair. Presently, the **Alamar**, **Losmar**, **Ohio** and the **Maine** were laid up and there is no word on when these ships will be crewed. During the past two weeks, three ships were paid off, two signed on, and eleven were in transit.

**James H. Webb**, who has sailed deck department for 23 years, paid off the **Portmar** after six months and following a little vacation Jim will ship on the first vessel that comes along. A veteran of the engine department for about 20 years, **James MacGregor** paid off the **Marore** in September and has been unfit for duty until now. He's now F.F.D. and can't wait to ship again. **James A. Long** found the crew and officers of the **Cuba** to be "a really fine bunch," making his recent trip to Vietnam very enjoyable. Long has been sailing in the steward department for about 16 years.

### Boston

Shipping has been on the slow bell recently. Twenty-five year SIU-man **Maurice Olson** is ready to ship again after spending the summer with his family. "Maury" is standing by for the first bosun's job that comes in. **Raymond Davis**, a 21-year SIU man who last shipped on the **Robin Sherwood** as FWT is ready for another long trip. **John Gala**, a 22-year SIU member who last sailed on the **R/V Bertha Ann** as oiler, was in drydock for awhile, and is now ready to go. He's waiting for the first coast hugger to hit the board.

### Norfolk

Shipping has been fair at this port and the outlook for the future remains much the same.

**Ray Wright**, a 17-year SIU veteran who last sailed on the **Commander** as an A.B., had to leave ship when he became ill and is spending a few weeks recuperating in Carolina before he returns again to ship.

**Darius Jones**, who has been an SIU member for 11 years, was on the **Eagle Traveler** as boatswain when he had to be hospitalized in Long Beach. He's now registered here, and hoping to ship out shortly.

### Philadelphia

The port of Philadelphia has been on the slow bell but things should be starting to pickup in a week or two.

**Charles Bedell** is registered at the hall and is hoping for a baker's job to come along. **Robert Kyle**, a 19-year SIU-man, last sailed on the **National Defender** will take the first job which comes along. **Roy Lee McCannon** is a quarter-of-a-century SIU-man who sails in the steward department, was around the hall recently and said that he had a good trip on the **Bethlor**. **John Pierce** paid us a visit and said that he will spend a few weeks at home before shipping out again.

## N.Y. Plans New Container Facility On Staten Island

NEW YORK — The City of New York has announced plans for a new container and general cargo terminal to be constructed on the eastern shore of Staten Island.

The 135-acre, \$21 million terminal project will give the city its first container complex, including a 5,400 foot lateral wharf, unloading crane, warehouses and truck marshaling yards.

Preparations for the project will involve the removal of 12 old Staten Island piers, from Pier 7 through Pier 18, which except for a brief period during World War II were seldom in use.

Eighty acres of the proposed 135-acre terminal will be created by landfill, with the fill of about two million cubic yards coming from harbor bottom land dredged up during channel and bay improvement work.

The single wharf structure will run parallel with the shore and provide accommodations for nine 600-foot containerships. Water depths at the berths will be a minimum of 35 feet.

The first stage of the two-stage project is expected to take three years for completion, although it was predicted the first berth will be ready for use by 1968. Completion of the second stage will depend on the success of the first in drawing shippers.

An estimated 10 million tons of cargo will move through the terminal yearly if all goes according to present plans and expectations.

## Lakes Pensioner



Great Lakes Seafarer William J. Long picked up his first regular monthly \$150 pension check recently from SIU port agent Floyd Hanmer at Frankfort, Michigan.

## The Gulf Coast

by Lindsey Williams, Vice-President, Gulf Area



The joint SIU-MFOW request for a public hearing on the establishment of a new apprentice engineer's classification for unlicensed seamen has been endorsed by the Maritime Council of Greater New Orleans and Vicinity. Also, the Central Labor Council of New Orleans joined with the Maritime Labor Council in proposing that the SIU-MFOW position be given a full hearing.

In addition to their vote of confidence they have forwarded letters and telegrams of support to various legislators informing them of their full-fledged and unanimous concurrence with the SIU stand on this matter.

### New Orleans

Retired Seafarer Pat Driscoll was visiting old friends in New Orleans, coming all the way from Snug Harbor, New York, to do it. Pat retired in 1958 when he got off the *Del Santos* where he was bedroom steward.

Oldtimers seen in the hall recently enjoying the life of a retiree were: Neal Hanson, Charles "Jukebox" Jeffers, Louis Bourdonnay, Emile Mitchke, and Sam Hurst.

### Houston

C. E. James is taking advantage of the cool Texas weather; the first we've had in a long time. James ships in the deck department and says he'll take a Viet Nam run as soon as it shows on the shipping board. Another deck man, Gilbert Delgado, is now in drydock in the Galveston USPHS. Delgado will be released soon and is looking forward to a South American trip on an Isthmian ship.

### Mobile

D. L. (Jughead) Parker left the *Alcoa Roamer* where he had been a bosun for twelve months. The vessel is in the shipyard for repairs. Seafarer William G. Dyal recently registered in group two engine department. Dyal was a FOWT on the *Battle Creek* until he was forced to get off because of an attack of influenza. He's fit and ready to ship now, however. Steward Floyd Mitchell left the *Alcoa Roamer* when she was laid up for repairs. He was night cook and baker on the *Roamer*. After relaxing on the beach for a while Mitchell will be



Parker

looking for another baker's job on the island run.

Seafarer D. M. Saxon says the SIU is a family affair for him. He has three sons who also ship with the SIU. Saxon, an engine room man was last on the *Alcoa Roamer*. He makes his home with his family in Mobile. Steward R. L. (Luch) Pritchett finished a long tour on the *Alcoa Roamer* and is now taking a long and well-earned rest. Luch intends to spend his shoreside hours with his family at home in Mobile. Shipping is very good in Mobile and there are plenty of jobs available.



Pritchett

## ILA's Arcomona Wins Saigon's Highest Medal

The highest medal the government of South Vietnam can bestow, the Medal of Merit First Class, has been awarded to a veteran Brooklyn longshoreman, Natale Arcomona, who is a member of ILA Local 1814.

A longshoreman for 30 years, Arcomona went to Saigon last January with James Gleason as a member of the ILA's four-man team of cargo-handling experts. Arcomona's "outstanding service in speeding the movement of ships and freight through the Saigon port", led to his selection for the medal.

The ILA's mission was to instruct Vietnamese dockworkers in the use of modern equipment and to help relieve congestion in Saigon's overcrowded port.

Arcomona is still in South Vietnam as a waterfront troubleshooter for the Agency for International Development. Active in the ILA, he was a shop steward and a member of Local 1814's executive board.

## Legislator Cites 'Excess Costs' of Vietnam Sealift

# Gov't Neglect of Maritime Industry Rapped as Shortsighted, Wasteful

NEW YORK—The Vietnam sealift is costing the United States about \$225 million a year "in excess costs" because of the deficiencies in the U.S. merchant marine brought about by years of official neglect on the part of U.S. Government administrators, according to Representative Hugh L. Carey (D-N.Y.).

In a recent speech before a maritime group, Carey accused the Maritime Administration and the Department of Defense of shortsightedness in allowing the merchant marine to decline to the point where U.S. military needs must be met with "wasteful slow ships of ancient age and antique design."

Carey said that to help remedy the situation in which the absence of a Federal maritime policy has placed the nation, he would introduce a resolution in the next session of Congress calling for a national conference on a modern merchant marine.

Held under the auspices of the Government, the conference would include representatives of maritime labor, management, shipbuilders, the Maritime Administration and the Department of Defense.

"It would be the purpose of the conference to review, plan, organize research and awaken public interest in the restatement of a new national maritime policy," he said.

He noted that the excess costs involved in breaking old ships out of mothballs and operating them

## SIU Company Plans to Build Alaska Terminal

JUNEAU, Alaska. The SIU Pacific-District contracted Alaska Steamship Company has announced plans to build a modern freight delivery terminal in Juneau on the 7-acre Columbia Lumber property the company recently acquired for the purpose.

Construction of the 70 by 216 foot all-steel cargo delivery building will follow present regrading and surfacing of the 100,000 square foot van marshalling area.

The project, the proposed cost of which is \$300,000, is of clear-span design with 16 to 20 foot vertical clearance, unlimited floor load, fully insulated roof, panel wall construction, and completely sprinkler fire-protected. This will be served by twelve 10 by 16 foot tailgate-high overhead doors, two to each bay. There will be a 35 by 70 foot warm room at the north end.

A company spokesman said that both less-than-van and full van-load shipments will be handled at the terminal. Less-than-van size containers will be segregated at the facility for quick delivery, while full van-load containers will be delivered as in the past.

The freight handling center is a response to expected economic expansion of the Juneau area, and should become an integral part of future operations, the spokesman said. The project is slated for completion in November.

in the Vietnam emergency, and in chartering foreign ships where American ships are no longer available in sufficient numbers, has meant the loss of dollars that are badly needed to reduce the balance of payments deficit.

A former member of the House Merchant Marine and Fisheries Committee, Carey praised those congressional legislators who vigorously opposed, as he did, including the Maritime Administration in the new Department of Transportation.

"We were not elected to represent the people of the United States to aid in the decline and fall of the American merchant marine by pigeon-holing its problems in some dark corner of the Department of Transportation," he said.

"We in Congress want a separate maritime agency because we believe it is high time that we did what needs to be done to return this country to first place as a maritime power. If anyone ever doubted that we need it, that doubt must be dispelled by the lesson of the Vietnam sealift."

The United States must support a sound, vigorous merchant marine in peacetime in order to have the shipping available in times of a national emergency, he pointed out.

"It is our job to get the message across to the American people that our merchant marine industry and our shipbuilding facilities must be improved, increased and expanded as one of the best investments we can make in the national interest," he added.

## The Pacific Coast

by Frank Drozak, West Coast Representative



In an election held last September 29, Local 101 of the SIUNA Transportation Services and Allied Workers won bargaining rights with the Yellow Cab Company of Oceanside, Calif. The union recently reached an agreement with the Oceanside Cab Company and cabbies will get an increase in their commissions, the establishment of a Welfare Fund for them and their families, and an annual paid vacation. The Yellow Cab Company of Oceanside was the largest non-union outfit in San Diego County.

The election loss of Gov. Edmund G. (Pat) Brown is a regretful one for the labor movement in general and California in particular, for Pat Brown was a liberal Democrat who appreciated the working man and always worked hard himself to improve labor conditions in California. He did so most recently when he assisted the union representation election held by migrant farmers at the DiGiorgio ranch in Arvin, which resulted in a "yes" vote in favor of unionization.



Tito



Hall

### San Francisco

Shipping here in the Port of San Francisco is still very good, and there are many berths open for AB's, oilers, FWT's, electricians, cooks and bakers.

Paying off for the last period were the *Choctaw Victory*, *Fairisle*, *Steel Rover*, *Overseas Dinny*, *Tucson Victory*, *Robin Hood*, *Elizabethport*, *Mankato Victory*, *Topa Topa* and *Cornell Victory*. Crews signed on aboard the *Duke Victory*, *Fairisle*, *Overseas Dinny*, *Steel Rover*, *Topa Topa*, *Robin Hood*, *Tucson Victory* and *Delaware*.

Ships in transit are the *Panama*, *Portmar*, *Keva Ideal* and *Seamar*.

Julian Tito is in from New York to catch a Far East run. Brother Tito just got off the *Bowling Green*. He has been a member of the SIU for 22 years.

C. T. Hall just made the *Topa Topa* for another run to the Far East. Brother Hall hails from Philadelphia and has been shipping from the West Coast for the last 5 years.

### Seattle

Shipping has been booming in the Seattle area. We recently paid off the following vessels: *Seatrain Texas*, *Manhattan*, *Trans-Northern*. We have the following ships in transit: *Anchorage*, *Eagle Traveler*, *Elizabethport* and *Seattle*.

Henry Croke, whose last ship was the *Seattle* on which he served as crew mess on the Alaskan run, is ready to go again now. He is a 20-year SIU member.

Frank "Red" Sullivan has been an SIU member for 28 years. His last ship was the *Fairport*, and he is ready to go aboard the first Sea-Land ship available.

### Wilmington

Shipping remains good here and the outlook is for active shipping in the coming weeks. During the last shipping period we had the *Eagle Traveler* pay off and 6 ships in transit.

Frank Lamberti is on the beach and plans a rest with his family before looking for another bosun's

James E. Rivers received his disability pension a few days ago and said that he is very appreciative of what the welfare plan has done for him since being taken off the *Ames Victory* several months ago due to a heart condition. We all wish him well and hope to see him stop by the Union Hall often.

## New Orleans Labor Aids United Fund Drive



Organized labor in the New Orleans area pitched in to get the 1967 United Fund campaign off to a flying start. Labor plays an active role in this program aimed at meeting community needs through voluntary contributions. The New Orleans United Fund Labor Advisory Committee includes (l-r): L. DuPlantier, Committee Chairman; F. Purvis, Fund Chairman; L. Tyler, ILA Local 1419; Buck Stephens of the SIU; and G. Richard and E. J. Amant, both of ILA Local 1419.

**THE INQUIRING SEAFARER**

**QUESTION:** What do you do during the winter to keep warm while working on deck?

**Thomas L. Magras:** I wear plenty of heavy gear. I find my thermal underwear really helps. I wear a heavy parka most of the time. It's waterproof, and I wear it in the rain. When it rains of course I put the hood up. I don't think I have any special techniques for keeping warm.



**Richard Barcelona:** I wear the heaviest winter clothes I can get. You have to wear gloves, even though it is sometimes difficult to work with them on. I make sure that everything I wear, from socks to gloves, is warm and heavy. No, I don't do anything unusual to keep warm when it is very cold.



**J. Casey:** I wear heavy sweat shirts, heavy socks, a heavy woolen skull cap, and heavy socks, a heavy woolen skull cap, and heavy shoes. When it rains, of course, we all wear oil-skins. We all wear pretty much the same



gear for cold weather. I don't have any special methods for keeping warm during really cold spells.

**Ed Casey:** Naturally, I wear warm clothing. Underneath, I wear thermal woolen underwear. It's really great for keeping the heat in. The name of the brand is Grand March, and I bought it in Scotland. It's too bad that most men don't get a chance to go to Scotland, because not many ships run there.



**Alexandros Marinatos:** I wear heavy clothes, but not too heavy, so as to interfere with work. When it gets really cold I drink plenty of coffee or tea. I try to keep working and moving all the time. When you're really working, you don't feel the cold. That's my secret.



**Barney Smith:** I wear longjohns or a heavy parka. I can't work with both my longjohns and my parka on; it's too hot. When I'm wearing the longjohns, I wear a jacket that isn't too heavy. I'm careful not to get too warm. I think that is an important thing to remember.



**Colombia Plans New Atlantic-Pacific Canal**

The Government of Colombia will begin to build a 260-mile seaway linking the Gulf of Uraba on the Caribbean with the Bay of Malaga on the Pacific Ocean. The seaway will cut through the jungled valley of Choco Province in the northwestern part of the country, where rainfall averages 400 inches a year.

The project is estimated to cost \$743 million and should help to expand Colombia's economy. The seaway will permit a good reduction in rates for Colombia shippers. Time needed for seaway construction will depend on how it is financed and may take as few as 5 to 10 years or as many as 20.

Both Panama and the United States were reassured by Colombian officials that the proposed seaway will not seriously take traffic away from, or compete with, either the Panama Canal or the projected sea-level canal being studied by the United States. At most, say Colombian officials, 5 to 10 per cent of the Panama Canal's traffic might be lost in favor of the new route, which will be over two lakes created by dikes and linked by canal to each other and the sea.

The Choco Province will greatly benefit by becoming much more accessible. Mining of copper, lead, zinc and aluminum minerals should become a major industry in the area. The Choco tropical rain forest is rich in timber and the new lakes could support a fishing industry.

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

From Oct. 21 to Nov. 3, 1966

**DECK DEPARTMENT**

| Port          | TOTAL REGISTERED<br>All Groups |            | TOTAL SHIPPED<br>All Groups |            |            | REGISTERED on BEACH<br>All Groups |            |
|---------------|--------------------------------|------------|-----------------------------|------------|------------|-----------------------------------|------------|
|               | Class A                        | Class B    | Class A                     | Class B    | Class C    | Class A                           | Class B    |
| Boston        | 5                              | 1          | 0                           | 0          | 0          | 32                                | 7          |
| New York      | 72                             | 26         | 62                          | 22         | 24         | 269                               | 81         |
| Philadelphia  | 3                              | 3          | 1                           | 2          | 0          | 26                                | 9          |
| Baltimore     | 24                             | 7          | 10                          | 7          | 2          | 102                               | 24         |
| Norfolk       | 7                              | 6          | 9                           | 5          | 4          | 20                                | 12         |
| Jacksonville  | 5                              | 13         | 3                           | 3          | 5          | 17                                | 14         |
| Tampa         | 4                              | 2          | 6                           | 4          | 1          | 6                                 | 4          |
| Mobile        | 35                             | 12         | 25                          | 12         | 4          | 75                                | 19         |
| New Orleans   | 43                             | 30         | 14                          | 13         | 3          | 170                               | 75         |
| Houston       | 33                             | 35         | 21                          | 25         | 9          | 169                               | 115        |
| Wilmington    | 9                              | 2          | 7                           | 10         | 10         | 19                                | 1          |
| San Francisco | 12                             | 10         | 30                          | 11         | 28         | 54                                | 1          |
| Seattle       | 30                             | 24         | 32                          | 21         | 25         | 30                                | 2          |
| <b>Totals</b> | <b>282</b>                     | <b>160</b> | <b>220</b>                  | <b>135</b> | <b>115</b> | <b>1089</b>                       | <b>364</b> |

**ENGINE DEPARTMENT**

| Port          | TOTAL REGISTERED<br>All Groups |            | TOTAL SHIPPED<br>All Groups |            |            | REGISTERED on BEACH<br>All Groups |            |
|---------------|--------------------------------|------------|-----------------------------|------------|------------|-----------------------------------|------------|
|               | Class A                        | Class B    | Class A                     | Class B    | Class C    | Class A                           | Class B    |
| Boston        | 3                              | 2          | 0                           | 0          | 0          | 13                                | 4          |
| New York      | 57                             | 35         | 55                          | 29         | 32         | 156                               | 71         |
| Philadelphia  | 6                              | 2          | 1                           | 2          | 0          | 16                                | 6          |
| Baltimore     | 17                             | 16         | 9                           | 10         | 7          | 74                                | 4          |
| Norfolk       | 3                              | 10         | 12                          | 2          | 5          | 9                                 | 13         |
| Jacksonville  | 2                              | 8          | 2                           | 1          | 4          | 4                                 | 9          |
| Tampa         | 5                              | 1          | 4                           | 2          | 3          | 6                                 | 16         |
| Mobile        | 17                             | 9          | 20                          | 7          | 7          | 6                                 | 6          |
| New Orleans   | 24                             | 35         | 16                          | 23         | 11         | 84                                | 72         |
| Houston       | 30                             | 18         | 25                          | 21         | 7          | 113                               | 99         |
| Wilmington    | 9                              | 8          | 8                           | 10         | 10         | 16                                | 1          |
| San Francisco | 18                             | 15         | 26                          | 13         | 18         | 43                                | 1          |
| Seattle       | 25                             | 10         | 23                          | 9          | 18         | 12                                | 0          |
| <b>Totals</b> | <b>216</b>                     | <b>169</b> | <b>201</b>                  | <b>129</b> | <b>122</b> | <b>552</b>                        | <b>297</b> |

**STEWARD DEPARTMENT**

| Port          | TOTAL REGISTERED<br>All Groups |            | TOTAL SHIPPED<br>All Groups |           |            | REGISTERED on BEACH<br>All Groups |            |
|---------------|--------------------------------|------------|-----------------------------|-----------|------------|-----------------------------------|------------|
|               | Class A                        | Class B    | Class A                     | Class B   | Class C    | Class A                           | Class B    |
| Boston        | 1                              | 1          | 0                           | 0         | 0          | 9                                 | 3          |
| New York      | 37                             | 12         | 25                          | 15        | 29         | 122                               | 31         |
| Philadelphia  | 7                              | 1          | 1                           | 0         | 3          | 18                                | 8          |
| Baltimore     | 12                             | 6          | 9                           | 3         | 7          | 81                                | 31         |
| Norfolk       | 4                              | 4          | 5                           | 5         | 3          | 10                                | 17         |
| Jacksonville  | 3                              | 6          | 1                           | 2         | 3          | 9                                 | 8          |
| Tampa         | 2                              | 4          | 2                           | 2         | 0          | 7                                 | 4          |
| Mobile        | 26                             | 6          | 20                          | 4         | 4          | 50                                | 8          |
| New Orleans   | 21                             | 24         | 19                          | 16        | 5          | 120                               | 74         |
| Houston       | 32                             | 17         | 11                          | 9         | 4          | 104                               | 72         |
| Wilmington    | 9                              | 6          | 3                           | 5         | 4          | 14                                | 1          |
| San Francisco | 44                             | 7          | 23                          | 8         | 23         | 44                                | 0          |
| Seattle       | 8                              | 15         | 16                          | 9         | 20         | 13                                | 4          |
| <b>Totals</b> | <b>206</b>                     | <b>109</b> | <b>135</b>                  | <b>78</b> | <b>105</b> | <b>551</b>                        | <b>261</b> |

**YOUR DOLLAR'S WORTH**

Seafarer's Guide to Better Buying

By Sidney Margolius

The complete commercialization of television today has turned out to be one of the most powerful forces raising the prices of many of the things you buy.

If there is no such thing as a free lunch, there also is no free TV entertainment. Protected by Congress from stricter regulation by the Federal Communications Commission of its advertising content, TV has become the dominating influence over consumers and retailers. It has led working families into increased spending and higher prices especially for convenience foods, beer, household medicines, cosmetics and toiletries, cleaning products and children's toys. The pitchmen who once appeared on the small screen to get sales leads for storm windows and encyclopedias have been banned in many cases. But television itself has become the pitchman for many products whose advertising cost is almost as much as the manufacturing cost.

The most notorious example is breakfast cereals. Their use has leaped in recent years, and so have their prices. The National Commission on Food Marketing, in its recent investigation, found that while the cost of the ingredients represents about 21 cents of manufacturers' sales dollar, the cost of advertising and sales promotion alone takes 20 cents. Of this, the major part—12 cents—goes for TV advertising.

In fact, when a new breakfast cereal comes on the market you can figure that about half the price you pay for it goes for advertising and marketing during the first year.

Heavy TV advertising has made it possible for the cereal manufacturers to dominate retailers as well as consumers. The Marketing Commission found that the big expenditures for advertising "virtually compel the retailer to carry a wide assortment of cereal items—sometimes more than 100."

One result of the ability of cereal, detergent and other big TV advertisers to force their way on the supermarket shelves, is that modern larger supermarkets now carry 6000-8000 items compared to the 3000-4000 that used to be considered a large stock. All these items have helped to force up supermarket expenses and are a main reason why retail food prices have been rising faster in recent years than other commodities.

Moreover, the constant advertising seems to have brainwashed consumers of any thought of comparing values. "Advertising has made

consumers so brand-conscious" that they rarely buy private-brand cereals even though they cost less, the Commission reported.

One of the most successful maneuvers employed to get you to buy more cereals, and pay more for them, is the constant introduction of "new" kinds. Actually, of course, these are merely slightly different versions with added ingredients such as sugar and cocoa flavoring.

If you stop to calculate the prices, you will see that any variation from the basic cereal jumps the price inordinately. Sugar-coated corn flakes cost 50 per cent more per ounce than ordinary corn flakes. Individual serving boxes (actually just one ounce) cost twice as much per ounce as eight-ounce boxes. Fruit or cocoa flavor corn puffs cost almost twice as much as plain corn flakes. Corn flakes with instant banana cost almost three times as much.

Many modern young housewives, with more money in their purses than their mothers had, seem to act like so many puppets when it comes to buying such "convenience" foods. The sugar-coated cereals were first introduced back in 1939, the U. S. Agriculture Department Farm Index has reported. But the housewives of that time turned them down. By 1950, the sweetened cereals still had captured only 5 per cent of the ready-to-eat cereal market. But by 1961, more than one of every five packages of cereal bought was pre-sweetened.

**SIU WELFARE, VACATION PLANS**

September 1 - September 30, 1966

|                      | Number of Benefits | Amount Paid       |
|----------------------|--------------------|-------------------|
| Hospital Benefits    | 5,546              | \$ 57,548.00      |
| Death Benefits       | 31                 | 86,618.15         |
| Disability Benefits  | 908                | 136,200.00        |
| Maternity Benefits   | 41                 | 8,110.00          |
| Dependent Benefits   | 489                | 98,872.66         |
| Optical Benefits     | 476                | 7,114.48          |
| Out-Patient Benefits | 4,006              | 31,636.00         |
| <b>SUMMARY</b>       | <b>11,497</b>      | <b>426,099.29</b> |
| Vacation Benefits    | 1,442              | 600,029.89        |

**TOTAL WELFARE, VACATION BENEFITS PAID THIS PERIOD 12,939 \$1,026,129.18**

## Strikebreaking on Calif. Farms Called Major Organizing Block

Strikebreaking is a major roadblock to organizing California farm workers, Cesar Chavez, director of AFL-CIO United Farm Workers Organizing Committee charged during a network radio interview.

Chavez said that legal safeguards for the right of farm workers to form unions are vital to the continued success of their drive to win fair wages and decent working conditions.

Chavez praised Brown's quick response to the farm workers' plea for help in setting aside a "rigged election" at the giant DiGiorgio Corp. He said the governor "really set up the new representation election without any precedent in the whole history of the country."

In a sense, Brown "gave birth to the union . . . gave us the life that we needed at that precise moment," Chavez declared.

Governor Brown has been defeated in his bid for reelection by Ronald Reagan.

The farm workers' leader reported that determination to form unions runs high among both resident and migratory farm workers. He noted that some workers have "come from as far away as 2,500 miles to vote in (union representation) elections."

Reporters questioning Chavez on the weekly AFL-CIO produced program were Sam Sharkey of the Newhouse Newspapers and John Herling, editor of John Herling's Labor Letter.

The AFL-CIO has filed a Hatch Act test case challenging the U. S. Civil Service Commission's right to dock a postal worker 30 days' pay for mailing out newsletters reporting activities of far-right extremists in the 1964 Goldwater-Johnson campaign period.

The commission ruled 3-0 last Aug. 9 that Robert E. Hobart of Concord, N. H., member of the Postal Clerks and part time secretary-treasurer of the New Hampshire AFL-CIO, "took an active part in a political campaign in violation" of the Hatch Act and civil service rules. Chairman John W. Macy, Jr., and Commissioners L. J. Andolsek and Robert E. Hampton upheld a CSC hearing examiner's finding and ordered that Hobart be suspended for 30 days without pay.

Hobart denied the charges, and a petition filed in the U. S. Court of Claims by Thomas E. Harris of the federation's legal department asked that court to award Hobart \$674.62 in back pay.

At issue in the case is whether Hobart engaged in partisan political activity when, at the direction of state AFL-CIO officers, he mailed copies of Group Research Report to a mailing list of New Hampshire citizens.

Hobart's counsel said that "the basic concern of the publication is extremism, as distinguished from" normal political activity and that it does not support or oppose either the Democratic or Republican Party.

## LABOR ROUND-UP

Workers with children who want to start college in the autumn of 1967 are warned that now is the time to begin working on it.

More young men and women want to go to college than ever before, the AFL-CIO Dept. of Education has pointed out, and anyone who waits until next spring to think of registration or seeking scholarship bids is likely to be shut out.

Students are advised that right now they should be studying college catalogues, writing for admission blanks and asking for financial forms so they can apply for scholarship aid.

The role of organized labor in providing decent housing in the developing nations was spelled out by Boris Shishkin, secretary of the AFL-CIO Housing Committee, at a conference on International Housing and Urban Growth in Washington. The meeting was sponsored by the Intl. Development Conference with the cooperation of the National Association of Home Builders.

Shishkin outlined a report by the Intl. Confederation of Free Trade Unions to the United Nations which summarizes the training of personnel to assist union-sponsored housing cooperatives and other housing programs.

Members of five printing unions at Kingsport, Tenn., will get an estimated \$503,000 in vacation pay under a ruling by the 6th U.S. Circuit Court of Appeals in Cincinnati, Ohio. The court ruled that some 1,806 workers are en-

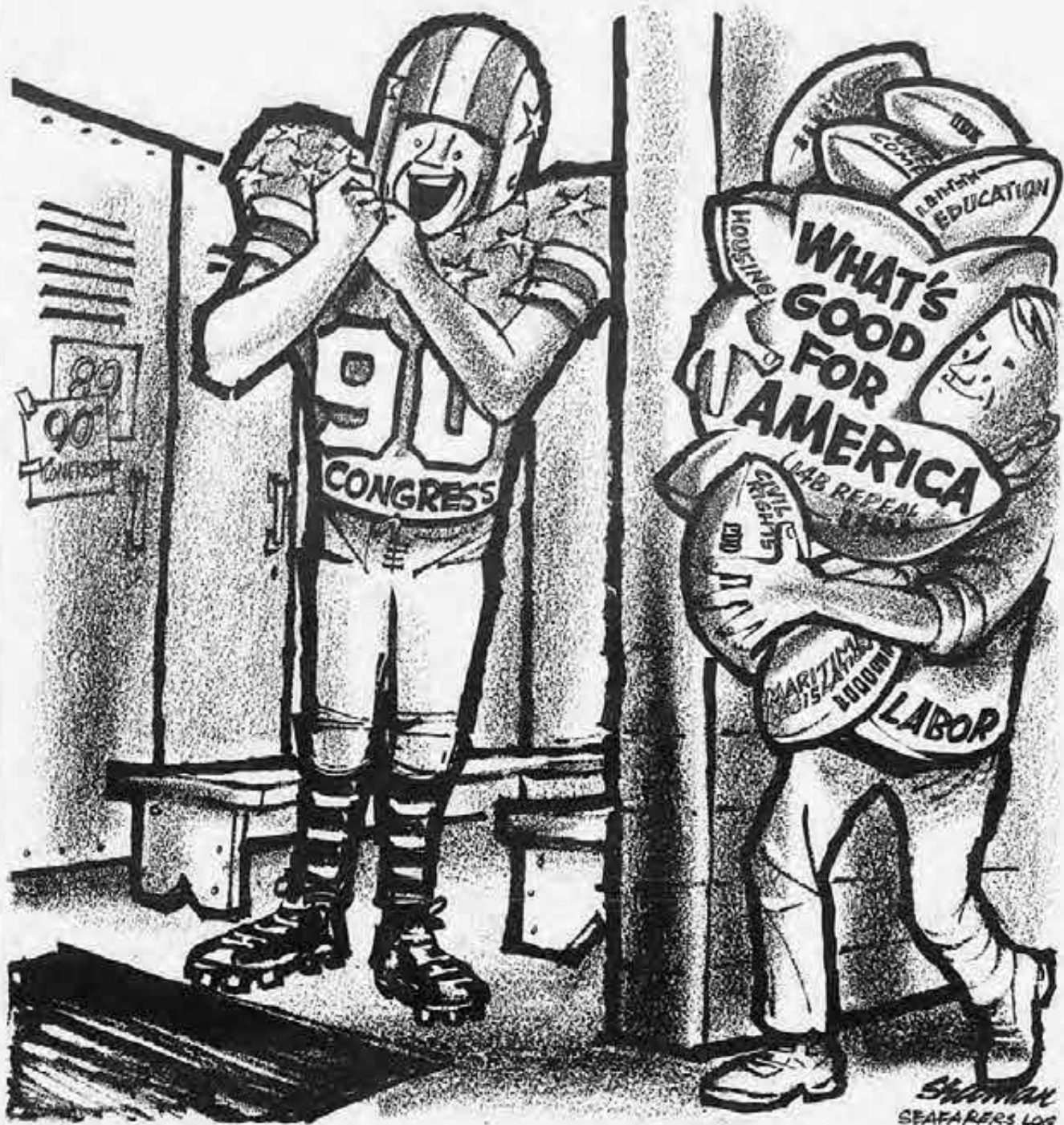
titled to the money for vacations earned before they went on strike in 1963 against Kingsport Press. Management has refused all union requests for vacation pay on the ground that the strike terminated all such claims.

A resolution calling for a workweek of four-six-hour days, with Wednesdays, Saturdays and Sundays off, was unanimously adopted at the 28th biennial convention of the Railway & Airway Supervisors, held in Chicago. The delegates, calling the condition of the economy "basically sound," declared: "In order to keep the economy moving in the right direction there is no doubt that this nation will have to recognize and come to the shorter workweek and shorter work-day."

President James P. Tahney was re-elected to another term, as were other officers whose terms had expired this year—Vice President A. T. Stone and T. W. Stiarwalt, Corresponding Secretary G. D. Martin and Recording Secretary W. H. Taylor.

A package worth more than 50 cents an hour over the life of a three-year contract has ended a strike of about 10,000 members of the Textile Workers Union of America in more than 200 New York and New Jersey dyeing, finishing and printing plants. The walkout, which affected eight locals, lasted 12 days. The workers went back to their jobs after ratifying the settlement, which was worked out with the employers by a 26-man union team.

## "O.K.! Anybody Got a Ball?"



### A Full Agenda

The elections are now over and regardless of personal opinions as to the outcome, the fact remains that the 90th Congress will be convening shortly and there is still much to be done legislatively in meeting the demands of the twentieth century.

Many labor-backed bills are still on the Congressional agenda and await action by the 90th Congress.

Our nation is growing at a rapid pace and much still needs to be done in the areas of providing decent housing and an adequate education for our swelling population.

The Civil Rights Bill, which fell prey to a Senate filibuster in the 89th Congress, is still a sorely needed measure if the minority groups in this country are to achieve their deserved status as full American citizens.

The expansion of benefits under our employment compensation system is one of the vital areas that needs the full support of those

legislators who will sit in the 90th Congress.

Section 14(b) of the Taft-Hartley Act still remains in the statute book, enabling states to invoke right-to-work laws which deprive their citizens the right to a fair wage and decent working conditions through unionization and collective bargaining.

And our maritime industry continues its unabated decline, harnessed by the bureaucratic red tape and indifference responsible for its present dismal state.

It may be argued that the loss of liberal congressmen in the recent election will throw the progressive momentum gained by the 89th Congress into reverse gear.

However, the fact remains that the 90th Congress has yet to be heard from and it is earnestly hoped that they will turn their full attention to the many problems which plague our nation.

### The Great Outdoors?

Today's industries are by and large ignoring public health and public pleasure by polluting air and water through various industrial processes that carelessly leave poisonous materials behind them.

Polluted air may help cause such ailments as lung cancer, emphysema, bronchitis and asthma. So this industrial crime is not to be sneezed at but screamed at. More than 7,300 communities throughout this nation are doused with harmful amounts of polluted air, according to the U.S. Public Health Service.

In many of our metropolitan areas, a trip outdoors will produce the usual symptoms of air pollution: watery eyes and a fuzzy throat which often induces a coughing spell.

Waterways too are being destroyed. The magnificent Charles River in Boston has be-

come a 70-mile long sewage ditch. This waterway once provided at least 30 communities with drinking water and edible fish. Little is left of life in the Charles.

Lake Erie is "dying before our eyes," as Vice President Humphrey has noted. And a cleanup of Lake Michigan would require 500 years! The Hudson River is in far better shape. It would require a mere 15 years to become really clean again, provided all pollution were halted.

Without some prompting, industry will not open its wallet to cover clean-up costs. So we hope that our newly-elected representatives, along with those who remain in office, will responsibly act now on fresh programs for fresh air and fresh water.

Only the lives of us all are at stake.

# Coast-to-Coast Clinic

**T**HE still-expanding system of SIU clinics stretches across the United States from coast to coast and from border to border—and even beyond the nation's continental boundaries, to Santurce and Ponce in Puerto Rico.

Wherever a Seafarer's work may take him in the United States or Puerto Rico, an SIU clinic facility or medical center is easily available. The large number of Union clinic facilities also assures that free diagnostic and other health services are also readily available at all times to the Seafarer's family and dependents, no matter where they live. Even while the Seafarer himself is away from home on the high seas, he can be assured that his loved ones have the finest medical services in the world at their disposal in time of emergency.

To date, a total of well over 125,000 free diagnostic physical examinations have been performed for Seafarers and the dependents of Seafarers at SIU clinic facilities. This total includes more than 110,000 examinations for Seafarers and over 17,000 examinations performed for the dependents of Seafarers.

The services offered to Seafarers and their dependents are extensive, centered around complete regular medical examinations designed to detect illness in its earliest stages, when treatment is easiest and most likely to succeed. Of special importance are the pediatrics services available to insure the health of Seafarers' children and the gynecology program which focuses on the special health problems of female members of Seafarers' families.

The SIU's free medical examination program is conducted in modern, well equipped facilities, situated in convenient locations and staffed by experienced doctors and technicians utilizing the latest in diagnostic equipment—such as X-ray machines, complete laboratory testing equipment, electro-cardiograms, etc.

Further health services available to Seafarers and their dependents include the SIU Blood Bank program, which assures that whole, fresh blood is available to Seafarers and their dependents at all times in case of an emergency, and free eye examinations to detect and correct defective vision or diseases of the eye.

The SIU clinic system was begun in 1957 with the opening of the first facility in New York. Other SIU clinic facilities are located in Boston, Baltimore, Houston, Norfolk, Philadelphia, Toledo, Tampa, San Francisco, Santurce, Superior, New Orleans, Ponce, Seattle, Buffalo, Mobile, Alpena, Sault Ste. Marie, San Pedro, Melvindale, Duluth and Cleveland.



At the SIU clinic in New Orleans, Seafarer Orville Smith, who sails as a waiter aboard SIU-contracted Delta Line ships, has temperature, blood pressure and pulse checked by lab assistant Madeline Sanders.



Genet Allegretti, daughter of Seafarer T. Allegretti, receives shot at the SIU clinic in New Orleans.



Seafarer Mario Lopez is prepared for X-ray by New Orleans clinic laboratory technician Penny Shaw.



Physical exam for Shelby Goings, OS, included check of heartbeat by N.O. clinic's Dr. H. V. Cummins.



Another part of complete physical for Seafarer Goings was chest X-ray in N.O. clinic's X-ray room.



Seafarers (left to right) James Davis, Vincent Kane and Carl Ainsworth make appointments with nurses Sharon Smith and J. Henderson to receive complete physical examinations at the SIU clinic in Seattle, Washington. SIU clinic system stretches from coast to coast and from border to border, and Puerto Rico.



Seafarer Stanley Kreig, who sails as AB, receives a blood pressure test from Doctor Hacken Dorn at the SIU clinic in Seattle, Washington.



Chief steward Donald Forrest received complete exam at Seattle clinic prior to sailing aboard the Princeton Victory. Nurse is Marlene Ryan.



Seattle clinic nurse Marty Holliday adjusts the plate for a chest X-ray of Seafarer Carl Ainsworth. All equipment is most modern available.



Seattle clinic nurse Janice Betts takes blood sample from arm of bosun James Davis for testing in the clinic's complete laboratory facilities.





Mrs. Robert Hand looks on as New York clinic's Dr. Harry Weisler examines Bob Jr. Hand, who soails in steward dept., was at sea at the time.



At N. Y. clinic Dr. Jesse Holland studies medical record of Mrs. Louise Mack, wife of Seafarer Phil Mack, who soails in engine department.



It was full house at the New York SIU clinic when Seafarer Jim Sullivan and the missus brought the kids in for their regular physical examinations. The eight Sullivan children are: Mike, Arlene, Kathlene, Bernadette, Jim, Danny, Delores and Veronica.



Medical records showed Mrs. Mack due for regular chest X-ray, which was done at N. Y. clinic.



Mrs. Carmen Bonefont, wife of Seafarer Juan Bonefont, peers into vision tester operated at New York SIU clinic by lab technician N. Williams. Device diagnoses possible vision defects.



At the SIU clinic in San Francisco, X-ray technician Edmond McClure performs regular TB check for Seafarer Tommy Trehern during physical exam.



In another phase of complete physical checkup Seafarer Trehern gets EKG heart examination from San Francisco clinic technician Bruce Bengelick.



Blood pressure test is performed on Seafarer Trehern by San Francisco clinic's Dr. Charles R. Mallory. SIU clinic physicians agree that of the tests involved in the regular examinations performed for Seafarers, this is one of the most important ones for finding health status.



Dr. G. M. Echelman prepares to take blood sample from Seafarer Joe Sanchez for testing in the laboratory facilities at the SIU clinic in Tampa, Fla.



With Seafarer Sanchez lined up before photographic plate, nurse Pat Danile makes final adjustments necessary to complete X-ray of his chest.



"Say Ahh," urges Tampa clinic's Dr. Echelman, and Seafarer Sanchez complies, allowing the doctor to complete examination of eyes, ears, nose and throat. Modern, fully equipped SIU clinics are centrally located for use by all seafarers and their family dependents.



Blood pressure test on Great Lakes Seafarer James Thompson is performed by Dr. Disbrow at the SIU's modern clinic facility located in Cleveland, Ohio.



Important part of every complete physical examination is blood test, being performed here for Seafarer Thompson by clinic nurse Edith Novak.



Another important part of regular physical checkup is chest X-ray, whose main purpose is to guard against possibility of tuberculosis. Here Cleveland SIU clinic doctor O'Neill watches carefully as the X-ray apparatus does its work for Seafarer James Thompson.

## Senate Ratifies New International Treaty

# U.S.-Flag Bulk Carriers Will Benefit From New Treaty Raising Load Lines

WASHINGTON—The United States Senate has ratified an international treaty revising cargo ship load line measurements.

The agreement, the International Convention on Load Lines, 1966, was ratified with the approval of President Johnson, who noted that since "1930 when the existing Load Line Convention was signed, there have been significant changes and improvements in ship design and a general increase in the size of ships. The new convention should bring improvements in the safety of ships as well as in the economics of shipping."

As a result of the new convention, large American-flag bulk carriers will be in a better position to compete with foreign bottoms.

The 1936 convention established load lines for ships up to 600 feet. Since that time, bulk carriers have grown to 1200 feet in length and up to 300,000 deadweight tons.

Although the United States continued to adhere strictly to the provisions of the 1936 convention, a number of foreign countries operating major bulk fleets have assigned load lines to give their bulk vessels distinct competitive advantages of those of the U.S.

The new load line will allow these U.S. ships to transport at least 10 to 15 percent more cargo, and in some cases 20 to 25 percent more.

Senator J. W. Fulbright (D-Ark.), in reporting to the Senate on the load line treaty, said that: "The 1966 International Convention on Load Lines establishes new rules for the loading of ships on international voyages . . . the convention requires that . . . load

lines are placed on ships to mark the point beyond which a vessel may not be safely loaded and hence submerged."

He added that "the convention does not apply to ships of war, new ships less than 79 feet, existing ships of less than 150 gross tons, fishing vessels, or pleasure craft not engaged in trade. A survey of every ship subject to the 1966 convention must be made before it is put into service, and thereafter surveys at intervals not exceeding five years. Annual inspections are also required," he concluded.

With the ratification of the treaty, the load line will be raised for the first time in 36 years on tankers, ore carriers and bulk carriers of more than 328-foot length. Dry cargo freighters will also be allowed to raise their Plimsoll line levels if they are fitted with water-tight hatch covers.

The agreement, which was signed by the United States on April 5, establishes new uniform rules concerning the limits to which

ships on international voyages may be loaded. Its purpose is to amend load line limits in view of modern ship construction and new techniques in loading and unloading.

The new load line regulations will enter into force 12 months after at least 15 governments, including seven with not less than 1 million gross tons of shipping, have become parties to it.

The Plimsoll Line or mark is named for Samuel Plimsoll, an English reformer who took great interest in the welfare of seamen. He was particularly appalled by the then common practice among British shipowners to send overloaded vessels to sea in the hope that they would founder and heavy insurance fees could be collected.

As a member of Parliament from 1868-80, Plimsoll vigorously pursued legislation limiting the loading of ships. As a result, the load line was required to be marked on every vessel showing the depth to which ships could be legally loaded.

## An Icebreaker, Like a Good Fighter, Is Tough, Aggressive & Hard Hitting

AS winter's icy claws begin to clutch the waters of the Great Lakes ports and channels, one is reminded of the sturdy icebreaker, that relatively recent innovation which makes possible year-around navigation in the North American inland waterways.

The icebreakers which will be chopping through the Great Lakes channels this winter already are moving away from their other tasks, that of clearing the waterway through the Northwest Passage—"over the top."

### The Modern Icebreaker

Today's icebreaker is designed to slide onto the ice and crush it with the ship's weight. About as wide as it is deep, the round-bottomed icebreaker stands little chance of listing over into the sea. Further, if the crushing method doesn't clear a path, the ship can turn around and chop the ice with its propellers, then turn around again and move to the next section of solid ice, repeating the procedure.

To get through the icy waters, the icebreaker has to be built to unusual specifications. For example, those ice-chopping props are made of nickel vanadium steel alloy, strong enough for the job, yet not too brittle. However, even these special blades get chewed up by the ice. On such occasions, the changing of the propeller can often be done at sea by shifting the weight of the ship toward the bow, thereby lifting the shaft up out of the water and making the repair task easier for cranes.

The rest of the icebreaker is also specially designed. For example, the rudder is constructed of low carbon mild steel. Mild steel is also used for the double bottom hull—each layer of which is as much as two inches thick. This enables the icebreaker to take a pounding which would reduce other vessels to scrap in a very short time.

Presently, the Canadian Coast Guard, which operates most of North America's icebreaking fleet, has ten such ships plying the northern waters. Canada also has the world's first ice-breaking cable repair ship and the Canadian government has under construction a ship designed to be the most powerful conventionally-propelled icebreaker in the world.

But the Soviet Union, with its 40,000-horsepower nuclear fueled icebreaker, Lenin, has the largest and most powerful such ship—although built for entirely different arctic conditions.

Recent technological innovations have brought about the advent of the reinforced steel hull cargo ships. These vessels, built with the icebreaker as their model, have been found to be quite independent in the St. Lawrence seaway, and eventually, similar vessels may make the present-day icebreaker obsolete.

Meanwhile, however, the icebreaker continues as the mainstay of northern shipping, enabling cargo ships to travel the Northwest passage throughout the summer.

The passage around Alaska, skimming along the northern coast of Canada down Baffin Bay and into the Atlantic Ocean was found nearly a century after early American explorers first seriously attempted to find a route from the Atlantic to the Pacific.

Among the first such explorers were Lewis and Clark, who, commissioned by President Jefferson in 1804, attempted to find the route to the Pacific by way of the Missouri river. Though they failed in their attempt to find the mythical transcontinental waterway, they did succeed in discovering and exploring areas that were previously unknown to man.

In 1845, some years after Lewis and Clark returned, Sir John Franklin, a Britisher, attempted passage through the northern route using two wooden ships. Years later, a search party discovered that one of his vessels had been crushed by the ice near King William Island, while the other craft had been forced aground. Sir John and all his crew had perished.

That experience in mid-century showed the need for steel ships if the ice was to be conquered. But it wasn't until 1899, when the British built the Ermak for Czarist Russia, that technology finally created the first authentic icebreaker.

And then, in 1903, Roald Amundsen and his crew took the Gjoa on a two-year trip through the dangerous Northwest Passage. An icebreaker had made it over the top after more than a century of searching.



## The Great Lakes

by



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

The United States Coast Guard once again is trying its best to eliminate all unlicensed engine room crews. As you know, we fought the Coast Guard when they circumvented the law by issuing a Q.M.E.D. rating (qualified member engine department) on seamen's papers.

Now they have come up with a new rating called "Apprentice Engineer," who if allowed to sign on a ship, would eventually replace the F.O.W.

According to the proposed rules, the "Apprentice Engineer" trainee would spend a 6-month academic period ashore, a 12-month period at sea, during which the trainee would be participating in a supervised training program, and a final 6-month academic period ashore. Another proposal would be the employment of an "Apprentice Engineer" on board ship under the direct supervision of the Chief Engineer. The trainee would have to serve two years to be eligible for an original Third Assistant license. All of this boils down to a jurisdictional dispute between unlicensed and licensed unions. We all know that on vessels carrying engine room cadets, the men do just about nothing. Except for their studies and making out the log book for the Chief Engineer, etc., if one of these cadets so much as picked up a paint brush, the company would be slapped with an overtime slip. What work,

if any, would the "Apprentice Engineer" be allowed to do? Certainly not the work that has traditionally been assigned to the unlicensed crew members that is covered under present contracts. Automation is probably the big factor behind this move, and except for firemen, automation does not eliminate unlicensed work, although it makes the job easier. For years on the Great Lakes pumping ballast has always been the duty of the Oiler and still is. However, on automated vessels the ballast system is located on a console and controlled electrically by push button. The operation is still the same except that the ballast valves open and close automatically.

The responsibility and ballasting of the ship was not eliminated by automation but it did make the Oiler's job easier. We are now faced with the problem of who is going to operate this system? The Oiler or the Engineer? The Coast Guard apparently is in favor of the Engineer, thus creating a jurisdictional dispute.

### Frankfort

The City of Green Bay will have completed its annual marine inspection and leave the Manitowoc Shipyard on November 1. The M/V Viking will enter the shipyard for repair of damaged wheels at that time.

The National Railroad Adjustment Board hearing on the severance pay for the Ann Arbor No. 5 will begin October 31 in Chicago. Port Agent Floyd Hanmer will attend this hearing.



Wallin



Brander

The Chief Wawatam crew received back pay from the company on October 27th. However, the amounts paid to some of the men were not as specified in the agreement between Mackinac Transportation Company and the SIU. The matter is being taken up with the company. The steward department received its severance pay.

We have plenty of jobs on the Ann Arbor Carferries at this time, but it is unknown how long the jobs will last because of the unpredictable operation of these vessels.

### Duluth

Jack Wallin, wheelsman, is off the Raymond Reiss after spending most of the season aboard her. He is waiting around for a soft job. He plans to sail on the coast this winter. David Brander was injured in a car accident and is now in the hospital. We wish him a speedy recovery.

## MTD Backs Boycott Of Perelli-Minetti, Wines and Brandies

WASHINGTON—The AFL-CIO Maritime Trades Department has thrown its full support behind a boycott of the wines and brandies produced by the Antonio Perelli-Minetti & Sons vineyard, which is being struck by members of the AFL-CIO United Farm Workers Organizing Committee.

The strike by the Perelli-Minetti farm workers, who left the fields in Delano, California when the company refused to recognize the UFWOC as their bargaining agent, is continuing despite the fact that independent Teamsters have brought strike-breakers through the picket lines and announced the signing of a contract.

The striking farm workers are determined to maintain their strike in order to have the union of their choice. Every AFL-CIO member can help them by upholding the boycott of Perelli-Minetti products. These are:

Wines—Ambassador, Eleven Cellars, Red Rooster, Greystone, Guasti, Calwa, F. I., Tribuno Vermont.

Brandies—Aristocrat, Victor Hugo, A. A. Morrow.

# FINAL DEPARTURES

**Charles Carey, 60:** Brother Carey died in Puerto Rico, June 21. He was born in Georgia and made his home in New York City. A member of the Steward department, Carey was a cook and baker. He joined the SIU in New York City. His last vessel was the Warrior.



**George Champlin, 68:** A retired Seafarer, Brother Champlin died Sept. 5, in New Orleans from a heart ailment. He joined the SIU in the port of Galveston and he last sailed on the Fairport. A member of the Deck department, he had sailed as bosun. Brother Champlin was born in Illinois and made his residence in New Orleans, La. He served in the Army during World War One. He is survived by his daughter, Mrs. Virginia Petrucci of Wyckoff, N.J. The body was cremated in Birmingham, Ala.



**Nicholas De Marco, 45:** Brother De Marco died on August 20 in New York City. He last sailed on the Duke Victory. Born in New York, he joined the union in that port and was a resident of Brooklyn. Seafarer De Marco shipped as OS in the Deck department. He served in the Navy from 1943 to 1945. Burial was in St. Charles Cemetery, Farmingdale, New York.



**Lawrence Jarl, 59:** Brother Jarl succumbed to an illness, May 22 in Port Huron, Mich. Jarl was a member of the Steward department. He was born in Minneapolis, Minn. and joined the union in the port of Detroit. A resident of Superior, Wis., Seafarer Jarl is survived by his wife, Katherine Jarl of Superior. Burial was in Calvary Cemetery, Superior.



**Koa Lim, 52:** A carcinoma claimed the life of Seafarer Lim in St. Mary's Hospital, Galveston, Texas Sept. 6. A member of the Steward department, he shipped as a messman. Born in Chinkang, China, Brother Lim joined the SIU in the port of Houston. A resident of Galveston, Seafarer Lim last shipped on the Seatrain Louisiana. Burial was in Galveston Memorial Park, Hitchcock, Texas.



**Edgar Hauser, 65:** A heart attack proved fatal to Seafarer Hauser, Sept. 14, in Brooklyn, N.Y. Hauser was born in New Jersey and made his home in Willimantic, Conn. A member of the Engine dept., he sailed as a chief electrician. He joined the union in Baltimore. The Seafarer served in the Navy from 1942 to 1945. Surviving is his wife, Ethel Hauser of Brooklyn. Burial was in Long Island National Cemetery, Pinelawn, New York.



**Felipe A. Narte, 70:** Seafarer Narte died of heart disease, Sept. 27, in Seattle, Wash. Born in the Phillipine Islands, Narte resided in Seattle for 40 years and joined the union in that port. A veteran of the Navy, Narte shipped as a salon messman. A widower, Narte is survived by his son Jaime Narte of Winslow, Wash. Burial was in Island Center Cemetery, Bainbridge Island, Wash.



**Walter Ulrich, 44:** Seafarer Ulrich died an accidental death on August 4 while sailing as first mate on a Penn. R.R. barge. A resident of Brooklyn, Seafarer Ulrich joined the SIU in the port of New York. An Army veteran, he served from 1943 to 1945. Surviving is his wife, Vera Ulrich of Brooklyn. Burial was in Calvary Cemetery, Queens, N.Y.



# Odd Fish Specimens, Tropical Islands Add Spice to Anton Bruun's Voyage

Twenty-three SIU crewmembers recently returned to New York after a 14-month voyage aboard the R/V Anton Bruun which carried scientists and equipment on an extraordinary research expedition. Seafarer Thomas Brennan in describing the voyage said that it was a great change of pace from the normal run on a tanker or freighter. Brennan, who sails in the Deck department, said the crew "had lots of port time in interesting places we wouldn't normally have gotten to see. On the ship, there was no rush and we worked with the scientists on some very interesting projects."

The R/V Anton Bruun is operated by Alpine Geophysical Associates, Inc. of Norwood, N. J., for the National Science Foundation. The program was directed by Dr. Edward Chin of Texas A & M University's Marine Laboratory. Dr. Chin, Brennan said, was very pleased with the trip's results.



Murranka

In addition to collecting marine biological specimens and birds from different areas, scientists studied ocean currents and depths, tides and winds, as well as the El Nino phenomenon, which was of special curiosity. The El Nino phenomenon is an inexplicably warm current off the coast of Peru which kills large numbers of fish. Why the current is where it is and the reasons for its destructive force remain a mystery.

On board ship were two laboratories, one wet and the other dry. Large numbers of fish were caught at depths of up to two miles. Said Seafarer Brennan, "You would normally never see fish like these." Some Seafarers, he noted, had time to do a little fun fishing of their own.

Bosun Hank Murranka, in fact, caught a blue shark so large it amazed the scientists, who believed it to be a record catch. "Murranka donated the shark to the Smithsonian Institute in Washington," Brennan reported. He had used a hard line to haul it in.

Scientists studied samples of water and mud gathered from as-of-yet unexplored depths and photographed the bottom of the Milne-Edwards Deep in the Peru-Chile trench, going as far down as four miles.

Underwater photos revealed canyons and submerged reefs as well as unnatural rocks in the form of column-like structures projecting from the sediment near a strange, block-like stone. Scientists speculated these might pos-

sibly have been man-made, in which case the trail to a completely lost civilization which could help reveal the origin, formation, and history of the earth itself, may now be open.

### Home of Robinson Crusoe

Among unusual ports of call was Juan Fernandez, legendary island home of adventurer Robinson Crusoe. The island's peoples were welcomed aboard the Bruun for an open house get-together. Other ports included the remote San Felix island, Callao, Guayaquil, and other spots in Peru, Chile and Ecuador.

Many places visited were of special interest due to the large variety of animal life, particularly at the Charles Darwin Research Station on one of the Galapagos Islands which acts as a game pre-

serve for penguins, seals, turtles, iguanas, and other forms of wildlife found in the Pacific.

Seafarer Brennan is not likely to forget the stopover in Chile. "I got married to a girl I met there," he said. Don McMillan, who served as cook and baker, was also married during an earlier phase of the voyage in Port Louis, Mauritius.

Seafarers were well-entertained, having a library, softball equipment, and chess and checker sets at their disposal, and the radio operator kept everyone in touch with the rest of the world.

The R/V Anton Bruun paid off recently in New York City where the ship will undergo some repairs prior to signing on for another exploration which scientists hope to be as fruitful as the one just completed.

# MONEY DUE

Maritime Overseas Corporation is holding unclaimed wages for the Seafarers listed below. Men whose names are listed should get in touch either in person or by mail with Mr. O. E. Manna, Maritime Overseas Corporation, 511 Fifth Avenue, New York, New York, as soon as possible.

| Name                   | Vessel           | Amount |
|------------------------|------------------|--------|
| Sier, Stewart W.       | Ocean Deborah    | 15.76  |
| Simonelli, Michael G.  | Overseas Eva     | 20.37  |
| Simpson, W. R.         | Ocean Anna       | 55.29  |
| Smith, Murray William  | Ocean Ulla       | 15.31  |
| Smith, Richard         | Ocean Ulla       | 573.45 |
| Soon, Ah               | Rebecca          | 66.62  |
| Spencer, Robert        | Overseas Joyce   | 18.00  |
| Spinney, Prescott Y.   | Globe Progress   | 6.43   |
| Stapleton, Robert      | Globe Explorer   | 21.37  |
| Stecker, V. E.         | Ocean Dinny      | 54.00  |
| Sullivan, Frederick R. | Natalie          | 12.00  |
| Talbot, J. R.          | Globe Explorer   | 1.00   |
| Talley, Floyd          | Globe Progress   | 3.79   |
| Tamulis, Victory       | Globe Explorer   | 58.60  |
| Tarantino, David       | Overseas Rose    | 9.27   |
| Tarkenton, Chadwick    | Overseas Eva     | 8.87   |
| Tedora, Charles        | Natalie          | 13.79  |
| Thompson, Stiel A.     | Ocean Joyce      | 16.37  |
| Townsend, Joseph E.    | Globe Progress   | 23.00  |
| Vilk, Heinrich         | Overseas Dinny   | 19.74  |
| Virkki, V. J.          | Globe Explorer   | 1.00   |
| Waller, James A.       | Globe Progress   | 10.39  |
| Ward, P. V.            | Globe Explorer   | 3.00   |
| Warren, Edward         | Overseas Joyce   | 35.00  |
| Warden, Elma E.        | Ocean Joyce      | 11.45  |
| Webb, Edward           | Globe Traveler   | 51.98  |
| Welch, James E.        | Ocean Dinny      | 20.90  |
| Wenger, Jack           | Overseas Rose    | 12.14  |
| Wheeler, Ronald G.     | Overseas Rebecca | 94.98  |
| Wilcox, Earl           | Overseas Rose    | 11.87  |
| Wood, Leonard          | Ocean Joyce      | 4.65   |



**Writes In Praise Of Late Seafarer**

To The Editor:  
I am writing this for my mother, in regard to my late father, Milton C. Habrat who I know had many friends in the SIU and was very well liked. Milton Habrat arrived from Vietnam to change planes in San Francisco. He called on the phone and said he was coming home for a long rest. He died suddenly in his room in San Francisco. My father served as a fireman-watertender on the S. S. Kenmar. He served in the engine department for many, many years and held many licenses. He died on Oct. 11.  
Miss C. Habrat  
Mrs. Betty Habrat  
448 Drycove Drive  
Pittsburgh, Pa. 15210

**LETTERS To The Editor**

**Urges All Nations Enforce Ship Safety**

To The Editor:  
I was pleased to see that the Senate has approved a ship safety bill for passenger vessels operating from U. S. ports, even though the bill was a compromise. Some recent disasters at sea have called attention to the difference in safety standards between American and foreign-flag passenger ships. Every maritime nation should make certain its ships adequately provide for the safety of its passengers. Fire-proof requirements on new passenger ships are an absolute must.

Joe Ryan

**Urges Alabama Pass Minimum Wage Law**

To The Editor:  
I am glad to see that the Alabama State AFL-CIO is making an effort to break through the anti-union block and enable workers to achieve decent wages, long absent in that state. Employers in Alabama have constantly fought unions and it will not be easy to overcome this strong opposition. Alabama has no minimum wage, one reason why the average income is near the bottom in the United States. In addition to a minimum

wage, state AFL-CIO delegates are calling for increased spending for schools. I hope that the state of Alabama will end its old-fashioned ways and give a man a fair day's pay for a fair day's work.

Pat Barker

**Deplores Plight Of Unemployed**

To The Editor:  
It's sad to hear about unemployment in this richest nation of the world and enough to get you mad. Why should almost 4 per cent be out of work? And more unbelievable, why should nearly 8 per cent of Negroes be out of work? A man with no job's got no way to live and nothing to do. He can't improve himself. He can't be a man. Why doesn't the government train these people for work? The SIU trains men to become seamen and to advance themselves. Why can't the government do the same?

James Ritchey

**Lauds AFL-CIO Stand Against Bigotry**

To The Editor:  
I was glad to read recently of the AFL-CIO's strong stand against hate-peddlers. A labor union sets an example of man's ability to get along with his fellow man and work toward common social reforms and unions have always been in the forefront in the fight against racial bigotry. The hate peddlers only blind people to the real needs facing society today. I am glad to see that the AFL-CIO has taken such a strong stand.

Al Carter

**Garmatz Hailed For Maritime Stand**

To The Editor:  
It was wonderful that Representative Garmatz received the Maritime Service Award. He has been a great supporter of American shipping and the men who earn their livelihood from that industry. He has constantly supported key legislation that has helped strengthen the Merchant Marine. Representative Garmatz, along with hard work by the SIU and other maritime unions may yet elevate our industry to the position that it deserves.

Maurice Thompson

**From the Ships at Sea**

"One of the best crews that I ever sailed with" was the way ship's delegate Eddie Bonfont referred to the Seafarers just completed a trip on the **Oakland** (Sea Land). "Thanks very much for your co-operation," Bonfont told the Seafarers. Bonfont said the Steward department did a fine job. The ship's delegate said he would



Davis

check to see if they could get mirrors in each bath room. Meeting Secretary **Wilson J. Davis** writes that a request was made for Seafarers to start a ship's fund. The crew was reminded of the importance of starting a fund as it is used for contacting the union on behalf of a Seafarer who is hospitalized, notifying the family of a sick crewmember and also contacting the union in case of an emergency beef. An expression of sympathy was extended to **L. Serano**, whose father passed away. The **Oakland** lost the services of two men on the West Coast due to illness.



Dawson

Seafarers on the **Fairport** (Waterman) were briefed on union activities by the SIU port agent in Wilmington. Meeting Secretary **James Dawson** writes. The crew received a new TV antenna. Dawson said they will be able to take it down and put it away when not in use. **John A. Sullivan**, who was serving as meeting chairman, was elected ship's delegate, by acclamation. A reminder was extended to the crew to take it easy on the use of water. A vote of thanks was extended to the Steward's department.



Cameron

**Cecil Deiltz**, meeting chairman aboard the **National Defender** (National Shipping), writes that a request was made for Seafarers to chip in 50¢ a man for the establishment of a ship's fund. **William Cameron**, meeting secretary, reports that the voyage was a good one except for the fact that Logs were slow in arriving. The vessel recently left Bombay.



Driscoll

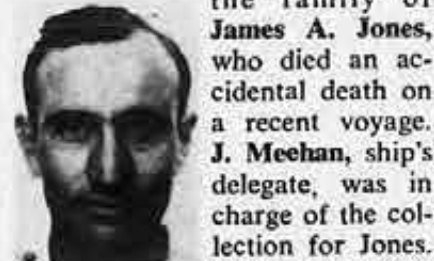
Two members of the Steward department pitched in and did the work of four men when illness struck the Chief cook and a utilityman during a recent voyage on the **Tamara Guilden** (Transport Company Corp.). Meeting Chairman **Tom Driscoll** reported. The second cook and baker took on the added work and earned the praise of shipmates for the fine job they did. **F. Bucayan** and **Bill Barclay** are recovering in a hospital in Haifa. **Leon Kleinman**, meeting secretary, reports that each crewman chipped in \$1 for repairs to the television set. The ship's fund totals \$10.20 and the movie fund shows \$390. New

rollers for the washing machine were recent additions to the ship. There was some disputed overtime reported by the deck and engine delegates.



Foster

All beefs have been settled and things are well on the **Norberto Capay** (Liberty Navigation) as the ship heads for Danang on the Vietnam run. Meeting Chairman **E. Lessor** writes the LOG. **C. Foster**, meeting secretary, reports that the crew was requested to keep all doors closed in port and that only crew-members be allowed in passageways and mess halls. A reminder was given to crew members to help keep the passageways, furniture and laundry clean.



Meehan

A collection has been made on the **Penn Victory** (Waterman) for the family of **James A. Jones**, who died an accidental death on a recent voyage. **J. Meehan**, ship's delegate, was in charge of the collection for Jones. Meeting Secretary **A. D. Hill** reports that the vessel was fired on as it went up the Saigon river but was never in real danger. Hill writes that the ship's fund totals \$11. The payoff was in New Orleans.



Lamb

**Martin J. Trieschmann, Jr.** was elected ship's delegate on the **Penn Carrier** (Penn Shipping). **Judson Lamb**, meeting secretary, writes. According to Lamb, the ship's repair list includes the escape panel in the messman's fore'sle. A slop chest list

will be posted so Seafarers can know the items available and the hours when they can be purchased. **W. Wentlin**, meeting chairman writes that the ship's treasury contains \$4.40.



Johansson

**Andrew Johansson**, meeting secretary on the **Beaver Victory** (Bulk Carriers), reports that the vessel will soon be arriving in Vietnam. **Whitey Johnson**, ship's delegate, said the Captain will advise the Seafarers about the amount they can draw on overtime when they arrive at Subic Bay. Johnson reported that the ship's fund will be discontinued but Seafarers will be asked to donate money to cover the costs of any cables which have to be sent. A suggestion was made to move the ice cube maker since the present location is too hot. A vote of thanks was extended to the steward department for "excellent top class chow and real good service." The payoff will be in Long Beach, Calif., Johnson reports.



Stewart

A smooth payoff with no beefs or disputed overtime for the Seafarers on the **Del Sol** (Delta), **L. J. Dolinger**, meeting chairman, writes. Chief Steward **E. J. Riviere**, who handled the ship's fund, reports a total of \$23.30. **Max Stewart** resigned as ship's delegate with a vote of thanks for a job well done. Seafarers were reminded to put cans, bottles and cartons in a barrel on deck so the garbage chute won't get clogged.

**Chow Time On Alcoa Runner**



Chief Cook Jose Cubano carves a roast beef for hungry Seafarers aboard the **Alcoa Runner** during a recent voyage. Seafarers had plenty of good chow and service thanks to the combined efforts of (l-r) Allan Payne, cook, Adan Martinez, galleyman, Charles "Red" Turner, chief steward and chief cook Cubano. Crewmembers agreed that the Steward department on the **Alcoa Runner** was top notch.

**MONEY DUE**

Robin Lines is holding checks for unclaimed wages for the following men who are to contact the company direct at 2 Broadway, New York City, giving their Social Security number, "Z" number and instructions regarding payment.

- John W. Griffin
- Robert A. Eaton
- Steven Williams
- John J. Cox
- Arthur J. Ahearn
- Edward F. Quigley
- James E. Rogerson
- Joseph J. Olson
- Gerald F. Conant
- Thomas J. O'Connor
- Armond Ramos
- Joseph W. Welch
- Jack Geller
- C. O. Olafsson
- James R. Messec
- Charles A. Turner
- R. Barcelona
- Frank J. Fitch
- John J. Niemiera

- Jacob R. Gnagey
- W. C. Murphy
- Billy K. Nuckols
- Robert S. Davis
- C. Hitchcock
- Leroy E. Richards
- Donald Jones
- John L. O'Rourke
- Arthur R. McCree
- Joseph Prindezis
- George Condos
- Clayton Engelund
- Robert T. Leggo
- H. A. Felippetti
- Allen R. Aragon
- Charles P. Lord
- William R. Blake
- Joseph Kuceta

**SIU Lifeboat Class No. 163 Graduates**



The latest additions to the ranks of SIU lifeboat ticket holders pose for picture after they successfully completed the training course at Harry Lundeberg School of Seamanship in New York City. In front row, l-r, are: Robert Colanitti, Gary Collins, Ray Shaynick, and Phil Powell. In the back row: Joe Kloiber, Dick Velez, Bernard Savage and lifeboat class instructor Arni Bjornsson.

**SIU ARRIVALS**

**Adina Kirk**, born May 22, 1966, to the Lynwood Kirks, Belhaven, N. C.

**Craig Crott**, born September 24, 1966, to the Robert Crotts, Hitchcock, Texas.

**David Hays**, born September 5, 1966, to the David M. Hays, Hutchins, Texas.

**Tiffany Lucritia Koen**, born August 8, 1966, to the Louis Koen, Mobile, Alabama.

**Ramon Ramos**, born July 27, 1966, to the Maria Ramos, Trenton, N. J.

**Anthony Spillman**, born September 17, 1966, to the Tommy Spillmans, Gloster, Miss.

**Kelly Costello**, born May 27, 1966, to the Samuel L. Costellos, Berryville, Va.

**Mechelle Henson**, born August 16, 1966, to the Hulet Hensons, Marrero, La.

**James Allen Bergstrom**, born May 21, 1966, to the James F. Bergstroms, Davis, West Va.

**Todd Harvey Cazallis**, born September 22, 1966, to the Harvey Cazallis, Highland, Ind.

**Thomas Ellis**, born April 19, 1966, to the John T. Ellis, Olean, N. Y.

**Frank Lee Willis**, born October 19, 1966, to the Donald L. Willis, Pomona, California.

**Henry Jankoski**, born September 30, 1966, to the Henry Jankoskis, Galveston, Texas.

**Janice Lynn Rodgers**, born September 5, 1966, to the Leon Rodgers, Hartford, Ill.

**Mark Klein**, born September 30, 1966, to the Clair Kleins, Hubbard Lake, Mich.

**Tresa Malynn Jones**, born April 21, 1966, to the Cyril Jones, New Orleans, La.

**Peggy Donnie Davis**, born September 12, 1966, to the James D. Davis, Semmes, Alabama.

**Francis Wozunk**, born September 24, 1966, to the John Wozunks, Somerdale, New Jersey.

**Seafarer Recalls Career as Boxer When 'Greats' Ruled the Prize Ring**

"All my SIU brothers want to know, how many fights I won and how many I lost", Larry Schroeder said at the hall in Brooklyn. "I had 100 fights without a win," Larry joked. Although even Larry couldn't recall his exact record, he won his share of fights before leaving the ring in 1946 to go to sea. He fought under the name of Sandy Mack.

Larry's first fight was with a fellow known as "Sailor" Kane, who was Navy Champion before turning pro. "He had 16 pro fights", said Larry. "I fought hard, but he beat me." This was in 1939. Larry, who was born in Norristown, Pa., left school that year and was "hungry".



Schroeder

"I went to this gym in Miami. It was on 10th and Seventh Ave. Now, the gym is gone and a junk yard is there". Larry thought he could do as well as some of the fighters he saw working out and asked for a chance to prove it. "I was a give-and-take kind of fighter, but was never taught to box right," Larry explained. A welterweight, he fought some pretty fair fighters.

Before that first fight with Kane, Al Jolson and Al Capone climbed in the ring to shake hands with the boxers. "Capone looked pretty rough," Larry recalls.

Larry's big chance came against Billy Arner, who went on to fight Rocky Graziano. "If I won, I would have been able to fight Rocky," Larry explained. "This was my big chance, but I didn't train right. Billy hit hard and stopped me in the second round. Rocky defeated Billy, and after that fight, Billy quit."

Larry also faced George La Rova and Pete Galiano, boxers who had fought a number of the leading fighters active at the time. "I took on Pete in Baltimore and that was a fight I thought I won, but didn't," Larry said. Larry, who competed as a welterweight, was

mostly a club fighter. Small clubs are almost extinct today.

"I don't follow the sport much, now" Larry said. "Boxing stinks now. The guys aren't hungry anymore."

Larry would like to see fights stopped "before they go too far. A doctor can tell when a guy's had enough," he said. Larry would also like to see a pension for fighters, especially the guys who really need financial help.

Larry tried to promote a fight for himself against Sugar Ray Robinson, but it didn't quite come off. "It was in 1945, and I won \$4,000 at the races. I took \$3,000 and gave it to a promoter to arrange a shot at Sugar Ray. I was cocky in those days and wanted to take him one. The promoter said to me, 'Sugar Ray wouldn't fight a guy like you,' so I lost my chance at him."

Larry was good enough to interest Jack Kearns, who managed Jack Dempsey, Archie Moore and others. Kearns would have managed Larry, who could also have had former featherweight champ, Willie Pep as a manager.

"There were some good fighters when I was around", he said. "Guys like Armstrong, Zale, Graziano, Ambers, Jenkins and 'Bummy' Davis." Larry also fought a fellow SIU man, Joe Smith. "Joe ships out of Jacksonville, where we had our fight," Larry said. "I still see him every now and then," he added.

Although he never got to Madison Square Garden, Larry did make the Convention Hall and Arena in Philadelphia, the old Beach Arena in Miami, Joe Turner's Arena in Washington and the Baltimore Colosseum.

He has high regard for Angelo and Chris Dundee, the famous trainers who work out of Miami.



SANDY MACK

This picture of Larry Schroeder appeared in a 1942 issue of Ring Magazine. Larry was a welterweight under the ring name of Sandy Mack. He joined the SIU in New York in 1948.

"I'd recommend anybody interested in fighting to go and see them," Larry said.

In 1946, Larry met a fellow who suggested that "You can make more money as a seaman than you can in the ring." Larry took his advice and sailed for the first time on the Topa Topa. "Thank God, I met him", Larry said. "I was glad I had a chance to see the world when I was young. Rio and Stockholm rank highest among the places he's seen."

"Rio is the most beautiful city in the world," Larry believes. Although a member of the deck department, he sailed at times in the engine and steward departments. Larry lives in Brooklyn and likes to drop into the hall there as often as possible to visit his old buddies, who know him as one of the SIU's most enthusiastic members.

**PERSONALS**

**Charles W. Palmer**

Please contact John Wiggins, 1156 Oliver St., Mobile, Ala., as soon as possible, or phone 473-8498.

**Almon J. Graves, Jr.**

Please contact your father, Almon J. Graves, Route 2, Box 98, Tampa, Fla., as soon as possible.

**John Francis Griffin**

Please get in touch with your father as soon as possible.

**William "Bill" Dixon**

Please contact Jessica and Richard Dixon at 1315 South 26th Place, Lawton, Okla. 73501. Tel.: El 5-0065, in regard to an important matter.

**George Pickles**

Please contact your wife, Sarah, at 2319 Bailey Terrace, Philadelphia, Pa. 19145, as soon as possible.

**Billy Walter Connett**

Please contact your mother, Nancy Connett, at Grand View Medicare Facility, East Jordan, Michigan, as soon as possible.

**John R. Cheely**

Please contact your wife, Mrs. Jeanette Cheely, 190-12 Station Road, Flushing, N.Y., 11358, as soon as possible.

**Audly Foster**

Please contact your wife, 911 Clinton St., Hoboken, N. J., or the family doctor at 8210 Fourth Ave., North Bergen, Jersey City, N. J., as soon as possible.

**John Barone**

Please contact Joe De Jessa at 143 Fisher Ave., Bricktown, New Jersey, as soon as possible.

**Edward "Frenchy" Spalding**

Please contact Stan Stashak, 3390 Magowan Dr., Santa Rosa,

Calif., 95405, concerning a very important matter.

**Paul T. Babbitt**

Please contact Mrs. Grace Gardner at 40 Russell St., Charlestown, Mass., as soon as possible.

**James E. Kirchner**

Please contact your parents, Mr. and Mrs. Earl Kirchner, 241 S. Main, White Hall, Ill., as soon as possible.

**Bobby Gene McMichael**

Please contact your parents at home in Hattiesburg, Miss., telephone number, 48898. Your parents extend birthday greetings.

**Fred W. Edgett**

Please contact your brother, Elmer Edgett, Hazard Road, Marcy, New York 13403, or any member of your family as soon as possible.

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

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# Schedule of Membership Meetings

## SIU-AGLIWD Meetings

- New Orleans, Nov. 15—2:30 p.m.
- Mobile . . . . . Nov. 16—2:30 p.m.
- Wilmington . Nov. 21—2 p.m.
- San Francisco . Nov. 23—2 p.m.
- Seattle . . . . . Nov. 25—2 p.m.
- New York . . . . . Dec. 5—2:30 p.m.
- Philadelphia . Dec. 6—2:30 p.m.
- Baltimore . . . . . Dec. 7—2:30 p.m.
- Detroit . . . . . Dec. 9—2:30 p.m.
- Houston . . . . . Dec. 12—2:30 p.m.

## United Industrial Workers

- New Orleans . . . . . Nov. 15—7 p.m.
- Mobile . . . . . Nov. 16—7 p.m.
- New York . . . . . Dec. 5—7 p.m.
- Philadelphia . . . . . Dec. 6—7 p.m.
- Baltimore . . . . . Dec. 7—7 p.m.
- †Houston . . . . . Dec. 12—7 p.m.

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

## DIRECTORY of UNION HALLS

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

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- TAMPA, Fla. . . . . 312 Harrison St. Tel. 229-2788
- WILMINGTON, Calif. . . . . 505 N. Marine Ave. 834-2528

## Great Lakes SIU Meetings

- Detroit . . . . . Nov. 21—2 p.m.
- Alpena . . . . . Nov. 21—7 p.m.
- Buffalo . . . . . Nov. 21—7 p.m.
- Chicago . . . . . Nov. 21—7 p.m.
- Cleveland . . . . . Nov. 21—7 p.m.
- Duluth . . . . . Nov. 21—7 p.m.
- Frankfort . . . . . Nov. 21—7 p.m.

## Great Lakes Tug and Dredge Region

- Chicago . . . . . Nov. 15—7:30 p.m.
- †Sault Ste. Marie . Nov. 17—7:30 p.m.
- Buffalo . . . . . Nov. 16—7:30 p.m.
- Duluth . . . . . Nov. 18—7:30 p.m.
- Cleveland . . . . . Nov. 18—7:30 p.m.
- Toledo . . . . . Nov. 18—7:30 p.m.
- Detroit . . . . . Dec. 12—7:30 p.m.
- Milwaukee . . . . . Dec. 12—7:30 p.m.

## SIU Inland Boatmen's Union

- New Orleans . . . . . Nov. 15—5 p.m.
- Mobile . . . . . Nov. 16—5 p.m.
- Philadelphia . . . . . Dec. 6—5 p.m.
- Baltimore (licensed and unlicensed) . . . . . Dec. 7—5 p.m.
- Norfolk . . . . . Dec. 8—5 p.m.
- Houston . . . . . Dec. 12—5 p.m.

## Railway Marine Region

- Philadelphia . . . . . Nov. 15—10 a.m. & 8 p.m.
- Baltimore . . . . . Nov. 16—10 a.m. & 8 p.m.
- \*Norfolk . . . . . Nov. 17—10 a.m. & 8 p.m.
- Jersey City . . . . . Dec. 12—10 a.m. & 8 p.m.

**STEEL RECORDER (Isthmian),** October 12—Chairman, J. Howison; Secretary, Angel Seda. No beefs and no disputed OT reported by department delegates. Ship's delegate extended a vote of thanks to the Captain and his officer for their cooperation during this trip. Also, a vote of thanks to the steward department for a job well done. Two men were hospitalized in Bangkok. A vote of thanks to the two men who operated the movie projector during this voyage. \$2.50 in the ship's fund. Dispute between the cook and baker and 3rd cook to be brought to the attention of the patrolman. Motion made to hold ship's meeting every month during long voyages. Motion to check hospital supply before ship signs on for next voyage. Motion to see the Captain in the future when some one is left in the hospital. To see patrolman about sending more LOGS to the ships when they are in foreign ports.

**ALCOA MARINER (Alcoa),** Chairman, Y. L. Hopkins, Secretary, H. Arlinghaus. Few hours disputed OT in deck and engine departments to be taken up with patrolman. Discussion about shortage of cups and payoff procedure. Vote of thanks to the steward department for a job well done.

# DIGEST of SIU SHIP MEETINGS

**STEEL CHEMIST (Isthmian),** October 17—Chairman, S. Stogee; Secretary, J. Recicle. \$7.00 in ship's fund. Some disputed OT in deck department to be taken up with patrolman in New York.

**FAIRPORT (Waterman),** October 2—Chairman, John A. Sullivan, Jr.; Secretary, James M. Dawson. No beefs were reported by department delegates. Brother John A. Sullivan, Jr. was elected to serve as ship's delegate. Vote of thanks to the steward department for a job well done.

**NATIONAL DEFENDER (National Shipping),** October 2—Chairman, Cecil Deitz; Secretary, William Cameron. A suggestion was made to contact headquarters to find out just what has been done, or what is being done for retirement pension. This clause was left open during the negotiations two years ago. What progress has been made? It was suggested that each man donate 50¢ to start a ship's fund.

**TRANSHATTERAS (Hudson Waterways),** August 3—Chairman, J. R. Prestwood; Secretary, P. D. Sheldrake. No beefs were reported by department delegates. Brother Phillip P. Payne was elected to serve as ship's delegate. Discussion on movies. Discussion on washing machine.

**OAKLAND (Sea-Land),** October 15—Chairman, Eddie Bonfont; Secretary, Wilson J. Davis. No beefs reported. Everything running smoothly. Motion was made that members with twenty years service with the Union, and good standing, with ten years sea time, should be allowed to retire with full pension. And because of the increased cost of living, members would like to see the Union pension raised. Motion was made to contact Union regarding the possibility of naming a committee of rank and file men to investigate the transportation provided by the Sea-Land Company, in all those ports where there is no public transportation provided. They should provide transportation from ship to a bus terminal. Vote of thanks was extended to the steward and his gang for a job well done. This is a good feeding ship, and a nice crew all around.

**TAMARA GUILDEN (Transport Commercial),** October 16—Chairman, Thomas Driscoll; Secretary, Leon Kleinman. Two men were hospitalized in Balboa. Some disputed OT in deck and engine departments. \$10.30 in ship's fund and \$390.00 in movie fund. Motion made the ship's

delegate be given clarification of contracts between Union and shipowners. Matter to be discussed with patrolman.

**HUDSON (Oriental Exporters),** October 16—Chairman, J. H. Maxey; Secretary, D. E. Edwards. Brother J. H. Maxey resigned as ship's delegate and was given a vote of thanks for a job well done. Brother T. K. Larr was elected to serve in his place. Most of the repairs were completed. \$1.00 in ship's fund. Everyone asked to pitch in a few coins to build up the fund. No beefs reported by department delegates.

**NOBERTO CAPAY (Liberty Navigation),** September 15—Chairman, E. Lessor; Secretary, C. Foster. Motion was made to have all SIU-contracted companies install TVs in crew messrooms or recreation rooms.

**BEAVER VICTORY (Bulk Carriers),** October 19—Chairman, Fletcher J. Johnson; Secretary, Andrew Johansson. Brother F. J. "Whitey" Johnson was elected to serve as ship's delegate. Vote of thanks to the steward department for the excellent top-class chow and real good service.

**PENN VANGUARD (Penn Shipping),** October 20—Chairman, H. Fruge; Secretary, E. C. O'Neill. Ship's delegate reported that everything is O.K. with no beefs reported. Motion made to keep messrooms locked.

**PENN CARRIER (Penn),** October 16—Chairman, W. Wenlin; Secretary, Judson P. Lamb. \$4.49 in ship's fund. No beefs reported by department delegates. Brother Martin J. Trischmann, Jr. was elected to serve as ship's delegate.

**PENN VICTORY (Waterman),** October 23—Chairman, J. Mochan; Secretary, A. D. Hill. Ship's delegate to see Patrolman about crew being limited to \$20.00 draw. Crew's rooms need to be squeeged and decks painted. \$11.00 in ship's fund. No beefs and no disputed OT was reported by department delegates.

**FLORIDIAN (South Atlantic),** October 30—Chairman, Tony Aronics; Secretary, F. Alvarez. Ship's delegate reported that everything is running smoothly. Brother Nick Sabin resigned as ship's delegate and Brother H. Miranda was elected to serve in his place. Vote of thanks was extended to Brother Sabin. Motion was made in regards to SIU Pension Plan to have pension on 20 years union membership, same as other maritime unions (MM&P, MESA, MSTs and NMU). Crew extended a vote of thanks to the steward department for a job well done.

**PLATE (Oriental Exporters),** October 23—Chairman, James W. Corcoran; Secretary, C. R. Henricks. Ship's delegate to see the First Assistant about a water cooler for crew passageway. Disputed OT to be taken up with boarding patrolman at payoff. Vote of thanks to the steward department for a job well done.

**STEEL SCIENTIST (Isthmian),** October 27—Chairman, J. Tarrand; Secretary, F. S. Omega. Discussion held about the OT involved while the ship was discharging and loading cargoes at Sues. No launch service available so crew was restricted to ship. \$4.65 in ship's fund. Matter of broken fan in engine room to be brought to the attention of patrolman.

**FAIRLAND (Sea-Land Service),** November 2—Chairman, Victor M. Perez; Secretary, Jose N. Castro. All repairs have been taken care of except for a few items. Disputed OT to be taken up with Union officials. Vote of thanks to the steward department for a job well done. Brother Robert Carey was elected to serve as new ship's delegate.

**HALCYON PANTHER (Halcyon),** October 22—Chairman, Jerome I. Hacker. Ship's delegate reported that this was a smooth trip with no complaints.

**OUR LADY OF PEACE (Liberty Navigation),** October 27—Chairman, R. Wagner; Secretary, H. Carmichael. Four men missed ship, one rejoined ship in Bangkok. Few hours disputed OT in engine department, otherwise there were no beefs of any kind. Discussion about deck maintenance pay being reduced to OS. pay. Explanation will be requested of boarding patrolman. Suggestion was made to check on TV as the Company is supposed to furnish one for the crew, as per agreement.

# UNFAIR TO LABOR DO NOT BUY

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

- Sears, Roebuck Company  
Retail stores & products  
(Retail Clerks)
- Stitzel-Weller Distilleries  
"Old Fitzgerald," "Old Elk"  
"Cabin Still," W. L. Weller  
Bourbon whiskeys  
(Distillery Workers)
- Kingsport Press  
"World Book," "Childcraft"  
(Printing Pressmen)  
(Typographers, Bookbinders)  
(Machinists, Stereotypers)
- Jamestown Sterling Corp.  
(United Furniture Workers)
- 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, Statler  
Men's Shoes . . .
- Jarman, Johnson & Murphy, Crestworth,  
(Boot and Shoe Workers' Union)
- Di Giorgio Fruit Corp.  
S and W Fine Foods  
Treesweet  
(National Farm Workers Association)
- Baltimore Luggage Co.  
Lady Baltimore, Amelia Earhart  
Starlite luggage  
Starlite luggage  
(International Leather Goods, Plastics and Novelty Workers Union)
- "HIS" brand men's clothes  
Kavnee Boysewear, Judy Bond blouses, Hanes Knitwear, Randa Ties, Boss Gloves, Richman Brothers and Sewell Suits, Wing Shirts  
(Amalgamated Clothing Workers of America)
- R. J. Reynolds Tobacco Co.  
Camels, Winston, Tempo, Brandon, Cavalier and Salem cigarettes  
(Tobacco Workers International Union)
- Peavy Paper Mill Products  
(United Papermakers and Paperworkers Union)
- Comet Rice Mills Co. products  
(International Union of United Brewery, Flour, Cereal, Soft Drinks and Distillery Workers)
- Antonio Perelli Minetti & Sons  
Ambassador, Eleven Cellars  
Red Rooster, Greystone, Guasti, Calwa, F. I., Tribuno Vermont, Aristocrat, Victor Hugo, A. R. Morrow Wines and Brandies.  
(National Farm Workers Association)

# KNOW YOUR RIGHTS

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

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

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

Earl Shepard, Chairman, Seafarers Appeals Board  
17 Battery Place, Suite 1930, New York 4, N. Y.

Full copies of contracts as referred to are available to you at all times, either by writing directly to the Union or to the Seafarers Appeals Board.

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

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

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

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

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

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

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

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

# PORTS of the World

## KUALA LUMPUR



**K**UALA LUMPUR—Malaysia's principal city and golden gateway to a rare blend of oriental cultures is a metropolis which visiting Seafarers find interesting.

Kuala Lumpur is a unique port city in that it has its own separate port—Port Swettenham—some 28 miles away, where vessels discharge and take on cargo. Everything that is interesting to see, however, is in and around Kuala Lumpur.

The hour-long trip from the dock area of Port Swettenham to Kuala Lumpur costs about 65 cents by bus, 75 cents by rail and \$9 by taxi.

Kuala Lumpur, a thriving commercial center populated by Malaysians, Chinese, Indians and Europeans, has one of the highest per capita incomes in all Asia. The city has many fine restaurants frequented by its prosperous citizens, an up-to-date race track and interesting museums and parks.

A few miles outside the city Seafarers can see a rubber plantation, tin mines and the Batu Caves. This striking geological formation is a cathedral-like complex of caves in a beautiful limestone outcropping. It must be reached by walking up some 200 stone steps. A few miles from the Batu Caves is the Templar Park, a beautiful tropical botanical gardens with jungle flora and striking waterfalls.

While in the city, places of interest include the famous Mosque off Montbatten Road, The Lake Gardens and the National Art Gallery at 109 Ampang Road.

Shopping is very good in Kuala Lumpur and a variety of goods can be purchased on Petaling Street where Chinese merchants do business and Batu Road where Indian shop keepers prevail.

The SIU-manned Steel Worker, an Isthmian Lines ship regularly makes voyages to Kuala Lumpur. It is one of many cargo ships crewed by Seafarers which make regular stops at this famous Malaysian city.



Whole roast pork hangs outside Chinese restaurant. Kuala Lumpur population is made up of Chinese, Malaysians, Indians and others.



Priest is carried on a palanquin during a Chinese festival in Malaysian capital of Kuala Lumpur. Chinese living in Malaysia are a big factor in the economy and culture of the area.



SIU-manned Steel Worker and other Isthmian Lines ships are among the SIU-contracted vessels making regular stops at Kuala Lumpur. Because Kuala Lumpur is some 28 miles inland, vessels actually dock at Port Swettenham to take on and discharge cargo. The activity is in Kuala Lumpur, however, and a short ride gets you there.



Kuala Lumpur flag shop displays Malaysian banners. The city and surroundings offer many attractions, like restaurants, parks, racetrack and natural formations.



Kuala Lumpur is both a political and business capital. Picture of busy Market Square shows modern nine-story British Mercantile Bank Building in center. The 10-story Chinese Lee Wah Bank Building is at right. Because of the city's business activity, its citizens enjoy one of highest per capita incomes in all Asia.

**B**OTH the SIU crew and the scientists of the oceanographic Research Vessel Anton Bruun were delighted as they looked back on a successful voyage. The crew helped the oceanographers conduct experiments as well as man the vessel. They found time for a lot of fancy fishing as well, and had the chance to visit many areas that Seafarers aboard the vessel described as "island paradises."

## R/V ANTON BRUUN in the SOUTH PACIFIC



Two crewmembers on the R/V Anton Bruun caught this blue striped marlin. Seafarers spent many hours fishing during the long scientific voyage which took the men to remote areas of the South Pacific.



This Mikko shark was caught by Hank Murranka with a hard line, which turned out to be a record for this particular species. Hank was very careful not to get in the way of those dangerous looking teeth.



Fish large and small were among the day's haul brought in by R/V Anton Bruun. Seafarers are shown assorting the huge catch. A large number of the fish were placed on the menu for the hungry crewmen.



Seafarers keep in practice with a boat drill near Galapago Island.



Grade sampler with attached photo device is lowered into the water so scientists can get a clear picture of any object or sea life.



Here are some Seafarers who boarded the vessel in Florida and manned the R/V Anton Bruun on its unusual voyage.



When the ship arrived at remote Juan Fernandez Island, it provided a special treat for natives, who don't often see visitors. The island is the home of the legendary Robinson Crusoe. Seafarers and scientists held an open house and provided entertainment.



Hank Murranka served as bosun during the voyage. Hank's a 22-year veteran of the SIU.



Many species of fish were gathered by scientists, then frozen and sent to U.S. for study.



Part of the large fish catch.



A free fall order is given for crewmembers to send cores to ocean bottom for the purpose of collecting mud sediments. Much was learned about the ocean's geology.



Cameraman Ray Ousknine shows underwater flash outfit.