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

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SIU Shipping Aid Proposals Put To Grievance Committee

Maritime Grievance Group Hears SIU Proposals For Resolving Shipping Beefs

WASHINGTON—The Seafarers International Union renewed its attack here last week on the Maritime Administration's practice of granting so-called "general waviers" of the Public Resolution 17 requirement that states that 100 percent of cargoes financed by the Export-Import Bank must move +

in American vessels.

The SIU action was in the form of a protest to the Maritime Administration which late in to waive the Public Resolution 17 requirement and permit Chilean- country. flag ships to carry 50% of two cargoes to be shipped to Chile under loans financed by the Export-Import Bank.

The protest was submitted to the Grievance Committee on Cargo Preference Administration, which held its third monthly meeting here on July 28.

The SIU was represented at the meeting by SIUNA president Paul Hall; executive vice president authority to grant general waivers. Morris Weisberger, and vice presidents Ed Turner, Bill Jordan and Burt Lanpher, representing all deep sea segments of the International.

During the course of the meeting, the SIU supported a protest Maritime Administration reject a request from Venezuela for waiver of the Public Resolution 17 requirement on an Export-Import Bank shipment to that country.

Alcoa stated in a presentation to carriers. the committee members that it objected to the waiver because the government of Venezuela discrimin the carriage of cargoes to that

The Alcoa protest was filed in its behalf by the American Merchant Marine Institute. AMMI stated in its submission, however, that the Institute was taking no position on the waiver request.

The SIU stated that it was supporting the Alcoa position, not on the basis of discrimination, but because Public Resolution 17 gives the Maritime Administration no

The SIU also protested the composition of the Grievance Committee, which can act only in an advisory capacity, and the manner in which Marad mishandled the C-4 exchange program.

The Union also filed a protest over the slowness with which made by the Alcoa Steamship over the slowness with which Company, which asked that the Marad processes applications for construction subsidies - particu-Iarly the application of the SIUcontracted Steamship Penn Company for subsidy aid to build three modern American-flag bulk

On Monday, July 27, a meeting was held at the SIU office in Washington to plan for the meet-June received requests from Chile insted against American shipping ing of the Grievance Committee the following day. This was attended by the representatives of the deep sea unions of the International-Hall of the AGL&IW District, Weisberger of the Sailors Union of the Pacific, Turner of the Marine Cooks & Stewards, Jordan of the Marine Firemen, and Lanpher of the Staff Officers Association.

> The SIU is currently preparing position for presentation at the first meeting of the Maritime Advisory Committee, which will be held here on August 10.

The Maritime Advisory Committee was set up by an Executive Order of President Johnson on June 17 to "consider such matters of policy and administration of Government programs affecting the maritime industry as it deems to be in the public interest, including policies and practices which may be followed by labor, management or the Government for strengthening the trade, national defense, manpower and labor relations programs of the maritime industry,'

The committee consists of Secretary of Commerce Luther Hodges, who is the chairman; Secretary of Labor Willard Wirtz, and 17 non-Government representatives of management, labor and is President Hall.

International President's REPORT

By Paul Holl



Early next week in Washington the Maritime Advisory Committee recently named by President Johnson will hold its first meeting. This meeting will bring 17 representatives of management, labor and the public together with Cabinet officials of the Government to discuss a broad range of maritime issues.

As we understand it this committee is to delve into the problems confronting U.S. shipping and the maritime industry, ascertain the reasons for its decline and seek ways and means to restore and revitalize the American-flag fleet.

As Seafarers know, this is the second committee which the Government has set up in recent months as a result of the Unions' fight to correct many of the inequities which have been hampering U.S. shipping and reducing the ability of American seamen and other maritime workers to earn their livelihood in this industry.

The first of these was the Grievance Committee on Cargo Preference Administration which so far has held three monthly meetings:

It is now obvious, after three meetings, that this Grievance Committee is falling far short of what we expected it to be when we and other maritime and waterfront unions ended our boycott last winter of foreign-flag ships that were scheduled to carry U.S. wheat to Russia,

It is to be hoped that the Maritime Advisory Committee will prove more effective than the Grievance Committee. We are mindful of the fact that the SIU and other segments of maritime labor felt that the President's committee had obvious shortcomings from the standpoint of its composition, as we pointed out at the outset.

A committee of this sort, to be truly effective and thorough, should represent every segment of American shipping. For example, we felt that the committee lacked representation from coastwise, intercoastal, tramp and independent tankers, as well as the important shipbuilding industry which has a very vital stake in the future of American maritime. We were therefore glad to see the addition to the original 14-man committee of Russel K. Berg, president of the International Brotherhood of Boilermakers and Shipbuilders, and Joesph Kahn, president of the Transeastern Shipping Corporation, who represents the tramp segment of the industry.

If this committee will attempt to meet the problems of the maritime industry head on, in a determined manner, it is possible that we may finally be on the right path toward finding the solutions, which are attainable, to this long-standing dilemma.

The committee's actions should quickly indicate whether it will serve the interests of this nation and her maritime industry. The SIU, for its part, will make every effort and contribution that it is capable of making to promote the advancement of the American merchant marine the public. The SIU representative in the interest of the maritime workers who are dependent upon it for a living and to strengthen it in the national interest.

U.S. Court Upholds Seatrain Rate Fight

WASHINGTON-SIU-contracted Seatrain Lines won a major victory in its fight against discriminatory rate cutting by the railroads with a recent Federal Court decision tempo-

rarily restraining the railproposed rate cuts on polyethylene plastics moving from Texas to the New York area.

The Federal court action preventing the 30 percent rate cut followed the intervention of the Justice Department in the steamship company's appeals case before the Interstate Commerce Commission. The Justice Department supported Seatrain's claim that the proposed rate reduction violates Federal antitrust laws and are otherwise discriminatory.

In a rare appearance before the ICC, the Justice Department asked the government regulating agency to suspend a proposed eduction in rail-rates that would have been a disastrous blow, not only to Seatrain, but to the entire shipping industry. The proposed rates were to have gone into effect August 1.

Railroad Rapped

The Justice Department, in a petition filed here, called Southwestern Lines Freight Traffic Bureau's proposal to reduce the cost of shipping plastics by railroad from Texas to New York by 22 to 33 percent "clearly discriminatory and violating the policies and standards of the antitrust laws." Seatrain Lines earlier had been forced to abandon services from New York to Savannah and to New Orleans because railroads cut rates on a few key commodities that form the backbone of its traffic.

The proposed rates, said the Justice Department's brief, are a tie-in arrangement that would tend to rail monopolization of significant traffic flows and were

roads from instituting the designed to attract the total tonnage shipped by the Monsanto Chemical Company.

Catch-All

Reduced rates would apply if Monsanto shipped 50,000 tons of various commodities by rail over a one-year period. The petition noted, however, the freight could be offered on single-car lots at regular intervals.

A company spokesman said Seatrain would have to abandon

(Continued on page 8)

Highest Maritime Medal **Won By Seafarer Hero**

MOBILE—Seafarer John W. Mullis was presented with the Merchant Marine Meritorious Service Medal in ceremonies here. The medal is the highest award the U.S. can bestow on a merchant seaman.

several Chinese seamen from a

bosun on the former Bull service to Texas City If the rates Line tanker Titan at the time go into effect-since the plastics the award winning incident occurred was cited for bravery in

the Chinese crewmen lost their lives in the disaster and only four were saved-three of them with the help of Mullis. A. C. Hoffman, U.S. Maritime Mobile, presented Mullis the medal, with a citation, at the SIU Hall, 1 S. Lawrence St. The cita-

> "In the early morning of Dec. 8, 1961, the Titan, while en route to Sasebo, Japan, received a brief SOS message from the Motor Vessel Combined One. Late that afternoon, the Titan radioed the given position amidst a heavy rainstorm and mountainous seas.

> "Two survivors were spotted in the water among much debris. Sea conditions had tossed the Titan into a rolling and pitching motion that had her main decks completely awash and prevented the launching of a lifeboat.

> "Life rings, with lines, were thrown to the men in the water der and rescued one of the men.

Mullis, who was sailing as that he risked his life during a During this operation an aircraft storm on the high seas to rescue joined the search and dropped flares to direct the vessel toward ship which sank. More than 30 of two other persons in a lifeboat.

"The Titan was again maneuvered into position and in a very short time these survivors were helped aboard with the use of lines and the ladder. The outstanding Administration representative in courage and complete disregard for his own safety shown by Mr. Mullis in descending the Jacob's ladder under extremely hazardous conditions to successfully effect the rescue of survivors from the ocean, are in keeping with the highest traditions of the United States Merchant Marine."

The citation is signed by Maritime Administrator Nicholas Johnson and authorized by the Secretary of Commerce.

On reading the document to the Seafarer this morning, Hoffman congratulated him and advised the award is the highest a merchant seaman can get. It was authorized by Congress.

Mullis' only reply: "I just did what anyone else would have done under the circumstances. Someday I may be in that same fix and need help."

The 34-year-old Seafarer has been going to sea for 18 years. He (Continued on page 18)

and a Jacob's ladder put over the side. With complete disregard for their own safety, two members of the Titan crew descended the lad-



Seafarer John W. Mullis (center) is presented the Merchant Marine Meritorious Service Medal, the nation's highest award that a merchant seaman can receive, by A. C. Hoffman, Mobile MA representative (r). Looking on with approval (1) is Mobile port agent Louis "Blackie" Neira.



Members of the newly-elected Credentials Committee make a preliminary check of the qualifications of candidates running for office in the upcoming SIU elections. Seated (I-r) are Edward Polise, Jerry Pow, Alexander Brodie, Donald Gagnan, Adele Perini and John Kari.

SIU Credentials Committee Checks Candidates' Eligibility

A membership-elected Union Credentials Committee has begun checking the qualifications of candidates for the 45 elective posts which will be balloted on in this year's SIU AGLIWD elections.

constitution, the six-man Credentials Committee was elected at the regular headquarter's membership meeting on Aug. 3. Committee members, two from each of the three shipboard departments. are: Aldo Perini and John Karl, deck department; Edward Polise and Donald A. Gagnan, engine department, and Jerry Pow and Alexander Brodle, steward depart-

Aid In Qualifying

The committee began processing on Aug. 4 the candidates' credentials that had been received up to received after that date are being processed as they are received so that eligibility can be determined didate lack eligibility under the requirements set forth in the Union constitution, he will be notified in the quickest possible way so that he can furnish any needed documents or information in time to qualify before the deadline of midnight, Aug. 15.

Candidates are reminded that nominations and the necessary documents setting forth their qualifications should be delivered in person or by mail to the Credentials Committee, in care of the Secretary-Treasurer, so that they are in headquarters no later than midnight of Aug. 15.

Requirements

Any member may submit his name, or be nominated by others, as a candidate for Union office. In order to quality each candidate must meet the following constitutional requirements: must have at least three years of seatime in an unlicensed capacity, at least four months of which must be between January 1 of this year and the time of nomination; must be a

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As required by the Union full member of the Union in good standing for three years prior to nomination; must be a United States citizen and have completed a statement attesting to the fact that he is not prohibited from holding union office under the

To assist members interested in filing for a place on the ballot, Secretary-Treasurer Al Kerr prepared printed copies of this statement which are available in all SIU port offices. The printed form may also be obtained by contacting SIU Secretary-Treasurer Al Kerr in Headquarters for a that time. Credentials of candidates copy by phone, mail, telegram or in person.

Sign Statement

as soon as possible. Should a can- all interested members that it is that progressive elements of the from the Export-Import Bank will permissible for candidates to write out the statement, as contained in Section 1 of Article XIII of the Constitution, in his own handwriting, and that it will be accepted if signed by the candidate and includes his booknumber ness and his whole antediluvian and the date. The Board also enand the date.

This year's balloting will begin on Nov. 2 and will continue through Dec. 31. Normally elections begin on Nov. 1, but this nomination for vice president. year that date falls on a Sunday

MTD Executive Board Urges Maritime Fleet Equal To Nation's Need

CHICAGO—A strong national maritime program aimed at restoring the U.S. merchant fleet to a level worthy of a leading world power was among many resolutions of vital interest to Seafarers and all American labor adopted at the AFL-CIO Maritime Trades De-

partment Executive Board+ meeting held here during the vessels in recent years has raised to solve the ills of the American last two days of July.

Other resolutions adopted at the meeting called for a revitalization of the American shipbuilding industry, denounced waiver by the Maritime Administration of the 50-50 requirements on U.S. financed cargoes to Italy, called for a better cross section of the maritime industry among representatives to the President's Maritime Advisory Committee, urged the preservation of the Alaska salmon industry for the U.S. and blasted the anti-labor stand of the Republican candidate for President.

Raps GOP

Blasting the Republican National Convention in San Francisco for adopting a platform which "goes out of its way to be obnoxious to the trade union movement" and nominated a Presidential candidate whose "record has been 100 percent hostile to the policies and pro-grams of the labor movement," the MTD denounced the Republican Presidential candidate.

Noting that the Democratic platform will not be adopted until later this month, and that while labor "has not always been in accord" with President Johnson's positions, the MTD Board in waiting to announce its choice." Republican Party and "even the Senator Barry Goldwater. "Neither dorsed Johnson's announced decision to exclude members of his cabinet from consideration for further action on this matter.

so voting will start the next day. noted that the decline of U.S.-flag Johnson to carry out his promise

adequacy and defense capability of the U.S. merchant fleet. The MTD urged the adoption of a national maritime program aimed at restoring the U.S. merchant fleet to a level worthy of a world power. Called for specifically were:

 Construction-differential subsidies for coastwise, intercoastal and Great Lakes operators.

 Building bulk carriers capable of hauling our projected foreign trade.

· Requiring Government agencles to see to it that at least 25 percent of the oil imported under oil import quotas be carried on U.S. tankers.

· Legislation removing tax havens where U.S. runaway operators go to avoid paying U.S. taxes. More Shipbuilding

Citing the continually riorating condition of the U.S. shipbuilding, conversion and repair industry, the Board set up a committee to explore positive individual American salmon ways to re-establish our shipbuilding and repair industry to prevent the block obsolescence of

our merchant fleet. The MTD Executive Board cited the granting of a general waiver to Italy by the MA under which said that it felt "there is no point 50 percent of \$200 million worth of merchandise purchased in this The Secretary-Treasurer advised The Board expressed the belief country with funds borrowed be shipped in foreign-flag vessels moderate" elements, would not as clearly in violation of the support the Republican nominee, explicit instructions of Congress. It called on the government can we . . . We repudiate his agencies to respect and obey the extremism, his jingoism, his cold- law and called on Congress to "clip the discretionary powers of federal agencies which openly flout the express will of Con-gress," and promised to press

serious questions concerning the Merchant Marine was hit by the Board for a lack of representation for many vital segments of the maritime industry and for having as its head Secretary of Commerce Luther Hodges, "who in the past has shown a fathomless disinterest in the problems of maritime

Cites Gaps

The committee contains no representatives of intercoastal, coastwise, Great Lakes and Inland shipping, tramp and independent ship operators, the MTD charged. Also ignored were three major organizations-the American Merchant Marine Institute, the American Maritime Association and the Pacific American Steamship Association, and both management and labor of the American shipbuilding industry.

The Board rapped the Governor of Alaska for allowing Japanese nationals to buy raw salmon and process the product with Japanese labor while negotiations between packers and the Cordova Aquatic Marketing Association regarding prices to be paid for raw salmon

remain deadlocked. This action by the State of Alaska has caused the loss of jobs and employment to American workers already and will cause additional job losses in the future, it was charged. The MTD urged passage of S. 1135, the Fishermen's Bargaining Bill, and called for federal legislation to preserve the salmon resource for American citizens, for the benefit and use of the American people.

In other action, the MTD Executive Board:

• Announced a big step forward in coordinating the effective operations of MTD Port Maritime Councils. Area conferences held The 14-man Maritime Advisory recently were well attended, it The MTD Executive Board Committee named by President was announced, with many views (Continued on page 10)

Supports U.S. Vietnam Policy

CHICAGO-The AFL-CIO Executive Council has pledged "the complete backing of the American labor movement" to sident Johnson on his ordering U.S. retaliation to the North Vietnamese attacks this week on American Naval vessels in international waters in the Gulf of Tonkin. The Council informed the President that it endorsed his "message of strength to the free world" after he ordered U.S. air strikes on North Vietnamese torpedo bases.

AFL-CIO President George Meany said the President's action against the North Vietnamese aggressors was "the only

action" he can take.

On the final day of its threeday meeting, which began here on Aug. 3, the AFL-CIO Council, in which SIU President Paul Hall, a council member, participated, also called for additional Government measures to stimulate the economy and create more jobs, pointing out that the decline in unemployment in recent months has been "welcome but all too small." The private, profit-making sector of the economy is providing fewer full time jobs than it did ten years ago, the Council said. It urged "increased Government investment in human and natural resources . . . to create jobs in the improvement of our schools, housdevelopment of natural resources."

control of atomic weapons. Hits Extremists

Declaring that the attempt to make "extremism" a synonym for patriotism is "obivous nonsense," the council said that "extremism means the death of the labor move-

voters" and should be rejected, the

council said, because it offers

20th Century America." The

unanimously adopted statement

ly assailing the Republican Party's

handling of the Issues of political

"extremism" and of presidential

adopted recently in San Francisco Republican platform and its selec- The House measure increasing was attacked by the council as "an tion of candidates is the "bread benefits and coverage in the social insult to the intelligence of the and butter issue of the survival of the trade union movement."

The Council adopted a major "nothing to meet the problems of five-point program to make the 1964 Civil Rights Act "a living reality in every phase of American was coupled with two others sharp- life." The program will be presented to a national AFL-CIO Civil Rights Conference in Washington on Sept. 2. The Council charged the conference with the responsibility of implementing a broad range of activity to carry out the purposes of the Civil Rights Act.

In other actions the Council:

· Asserted its intention to continue the fight for hospital care ing, community facilities, and the ment and the death of liberty it- for the aged while welcoming the that "for the 20 percent of Amerself." Federation President Meany increase in social security benefits ica now living in poverty this mea-The Republican Party platform said that the issue posed by the in the recently-passed House bill.

security system, does not contain any program to meet the health needs of the elderly under the social security system.

· Urged Congress to lay the groundwork now for the enactment early in the next session of a comprehensive new housing and community developmet program. The Council noted that one fifth of the American people are still living in substandard or deficient housing.

· Wired every member of the House of Representatives urgently requesting a vote for the administration's antipoverty bill declaring

(Continued on page 10)

MA Awards Three C-4s To SIU-Contracted Lines

WASHINGTON-SIU-contracted Calmar Steamship and Bulk Transport have been allocated three of the last five C-4 troop transport ships involved in the Administration's exchange program, the Maritime Administration has announced here.

The five vessels are the ones+ rejected by the original bid- acquiring five of the ships because tion the large outlay the companies ders when the MA pulled its sudden switch in evaluation policy at the first of this year. The aboutface is one of the five grievances aired by the Grievance Committee son Navigation accepted two. on Cargo Preference Administration at its monthly meeting which began July 28.

The MA hit the shipping industry in the face early this year when it changed the evaluation policy toward the C-4s, a move which boosted the cost of acquiring and converting a C-4 troop vessel to a bulk carrier by about

Original Plan

last fall allowed qualified tramp and domestic operators to upgrade their fleets by trading their older hailed by the MA as the first positonnage for newer C-4s from the National Defense Reserve Fleet, domestic operators, but the SIU seven companies, but the action to destroy the exchange program. forced four tramp operators Ship operators have also objected tracted-to abandon the idea of feel it does not take into considera-

of excess cost.

The SIU contracted Waterman Steamship Corp received allocations for six of the original 18, Calmar has accepted five and Mat-

Requested More

Waterman also bid on the remaining five, requesting six for a total of 12 ships, but the MA rejected the bid. Waterman has not yet signed the formal exchange wide trade under the U.S. Flag. agreement on the first six ships.

Bulk Transport previously objected strongly to the MA's valuation policy, but the Administration held to the plan and gave the companies that accepted the The original plan, announced change additional time to pick up the options.

The exchange plan has been Mve step taken to try to help A total of 18 were allocated to has hit the revaluation as a plan -two of which were SIU-con- to the revaluation because they

must make to convert the ships.

Calmar has estimated it will cost \$3 million to convert one C-4, the General H. L. Scott, Into a 15,000 deadweight-ton carrier of noncontainerized break-bulk cargoes for intercoastal common carrier

Bulk Transport estimates it will cost \$1,450,000 each to convert the two ships allocated to the company into bulk carriers for world-

Japan Pushes Chartering Of **Bulks, Tankers**

The Japanese government, in revamping its maritime policies, has given a boost to the entry of Japan into the bulk and tanker international fleet.

Tanker and tramp owners will be granted government aid, with those chartering tonnage to foreign ports having revenues derived on the same basis as for cargo liners.

Japan is already considered a major power in cargo liner trading and the movement of bulk goods for the country's use.

As a result of the governmental policy, the 20,176 deadweight ton Eiwa Maru was chartered recently to the Socony Mobil Oil Co., for seven years. Also, Mitul O.S.K. Lines has signed a contract with Marcona Mining Co., to carry ore pellets for a period of five years. The line intends to build a 55,000 ton carrier for this purpose.

Owners Reluctant

Up till now, Japan ship owners have been reluctant to enter international "cross trading" because they have been unable to compete against companies that have established international agencies and more complete knowledge of the field. Japan has also had a problem getting crews for ships because of the long period of time international trading requires.

Ship owners agree it will be some time before the impact of Japanese ships in the trade field claim for dependent benefits, must or the hospital, but to insure that will be felt, but they point out be submitted to the office of the all hospitals and doctors are paid that Japan's entry into the market Seafarers Welfare Plan within 100 in full so as to maintain a good will utimately add considerably to various hospitals and our member- too many ships for the tonnage

Your Union Benefits By Al Kerr, Secretary-Treasurer

How To File Dependents' Benefits

To assure speed in handling and prompt service, it is important that Seafarers filing for dependents' benefits be familiar with the qualifications and the information necessary to process these claims.

A seaman who if ling for benefits must have been employed at least 90 days during the previous calendar year, and at least one day within the past six months immediately preceding the date his claim accrued. All of this employment must have been with an SIU-contracted company which was a part of the Seafarers Welfare Plan during the period the seaman worked for the company.

Who is termed a dependent? The "dependent" includes an employee's wife, unmarried children under 19 years of age, and any other person whom the member is entitled to claim as a dependent on his current Federal income tax return, under the US Internal Revenue Act.

Copies of legal documents establishing proof of dependency status must be filed with the Seafarers Welfare Plan office.

In order to be entitled the dependent benefits, a patient must have been admitted to a hospital, and/or surgery must have been performed. In the event of surgery, it is not necessary that this surgery be performed in a hopsital in order to be entitled to payment of this surgery benefit. The surgery benefit is paid in accordance with the Surgery Schedule for Dependent Benefits.

ays of the performance of such surgery, or of the patient's discharge from the hospital.

In addition, the applicant must have, on file with the Seaferers Welfare Plan office, copies of the following or originals: An enrollment card, a claims statement (filled in on both sides and signed by the attending physician or surgeon), a marriage certificate, the child's birth certificate (if a child Is involved). For any other person whom the member is claiming as a dependent, he must furnish a copy of his latest Federal tax return as proof of dependency.

In the event a claim involving a hospital or doctor bill has not been paid, then the check in payment thereto will be drawn in the name of the member and/or the doctor or hospital, whichever is involved. This then means that the member must endorse the check and that the doctor or hospital must endorse it. This proce- TOTAL WELFARE, VACATION dure is used, not to create a hard- BENEFITS PAID THIS PERIOD ...

Any claim, as well as proof of a ship on the member, the doctor working relationship

SIU Welfare, Vacation Plans

Cash Benefits Paid — April, 1964

CLAIMS	AMOUNT PAID
8,727	\$ 79,986.14
28	80,500.00
583	87,450.00
47	9,252.05
724	85,255.36
668	9,594.39
7,549	48,488.00
18,326	400,525.94
1,446	463,180.30
	8,727 28 583 47 724 668 7,549 18,326

863,706.24 19,772

The Atlantic Coast

By Earl (Bull) Shepard, Vice-President, Atlantic

New York Shipping Excellent

Shipping in and around the Port of New York has been excellent during the last period, and from the way it looks here, it will continue to follow that same pattern for the next few weeks.

Into the hall to exchange a few friendly words while resting on the beach for awhile was oldtimer Wilfred Chapman, who started sailing SIU in 1944. Originally from Port of Spain, BWI, Chapman is looking forward to retirement and thinks all things in the SIU-contract, welfare and all benefits—are 100% in favor of the professional Seafarer. He says he is a professional salon pantryman and is not particular as to what type of ship he sails.

Waiting for a round-the-world voyage on a freighter or tanker is Jose L. Gomez, a bosun and deck maintenance man. Joe is married and has three grown children. One son is now a 2nd Lieutenant in the Army. A staunch Union man from way back, he says: "Be a booster of the union, and hold onto your criticism unless it is con-

The shipping outlook for the Hub City, Boston, looks very good as it has been that way for the last period. There were two payoffs and five in-transits, 45 men in all shipped out.

Oldtime Leo Gallagher, 25 years in the Union, checked into the hospital after returning from Greece on the Aldina. He says when he gets out he is going to try to go back to Greece. Remegius McDonald, an AB with the SIU for 20 years, will take it easy ashore for the rest of the summer. His last ship was the Mt. Washington, described by many a Seafarer as a top-notch vessel on which to sail. Mac got off because the ship went offshore,

Registered on the beach and waiting for another coastwise run is veteran Steven Williams, "Starline" was sorry to leave the Mt. Washington. He spent a little time with his family while ashore. Pensioner Lindley MacDonald drops into the hall to see his former shipmates and to play cards with the boys. Sailing in the steward department for 30 years, he says he is thankful to the Union for the pension that he receives-it sure helps him and his wife.

Shipping in Philadelphia has been good and should hold that way. We paid off three ships, signed on one and had seven intransits. A total of 63 men shipped during the last period.

Retirement Paradise

L. P. Drummond was in to give an enthusiastic report for Seafarers thinking about retiring: "On a recent trip to Greece, I learned the following facts: The natives of Greece are very friendly to citizens of the U.S.A. and a small home may be purchased for \$2,500 to \$3,500. The Greek Government will cancell all taxes during the lifetime of an American citizen who buys a home and becomes a permanent resident of this friendly country. Fifty dollars per month for food, fuel, clothing and amusements is ample to provide the best of living conditions. The Greek Government welcomes American citizens who wish to retire in Greece as permanent residents. The Social Security and SIU retirement checks stretch real good in Greece."

Edmund Abusly is ready to go again after laying up the Massmar at Baltimore. Ed is thinking of framing the sounding rod he used to take soundings every four hours around the clock when his ship faced the danger of sinking after a collision.

Two other Seafarers dropped by the hall, William Porter and Oscar Ozer. Bill just got off the Globe Progress and said that he had a good trip. Oscar is on the beach and waiting to ship out again with a steward's job.

Baltimore still is going at full speed in ship activity. Shipping has been very good and prospects for the next period look the same. We paid off five ships, signed on six and had 15 intransit. All beefs were settled at payoff.

Owen Herring has finally had the cast from a broken wrist removed, received while aboard the Steel Executive. He says laying around waiting for a fit for duty slip is killing him and he can't wait to get back aboard ship again. Bill Dunnigan is ready to go again after having to leave the Alcoa Explorer due to an illness in the family. Bill said it really hurt to have to get off the Explorer because it was a fine ship. Everything seems to be going well with Bill now.

Compliments to the SIU crew and ship's officers of the Yaka were paid by William Oswinkle, who just paid off the ship. He says the crew was one of the best he's ever sailed with and the fact the officers were from a "change of pace" voyage to Honolulu aboard a freighter. After eight months as a cableman and ship's delegate aboard the Longlines, he decided to try the new experience and reported it interesting and a good ship. Clyde is registered and expects to ship soon,

Norfolk Slows Down

Shipping has slowed down a little in Norfolk, but the outlook for the coming two weeks is good. We had two payoffs, two sign-ons and six ships intransit.

Some of the oldtimers on the beach in Norfolk are: Charlie Jones, Robert Beale, Clayton R. Bruce and Raymond Leonard. Charlie is now in Carolina spending a few days before shipping out. Bob is waiting for another good Cities Service or other tanker. After eight months as chief cook on the National Defender, Clayton is taking a vacation in Florida. Ray, sorry to say, is in the hospital and hopes to be fit for duty soon so he can ship out.

Shipping may drop off slightly in Puerto Rico. However, August is still a normal vacation time and we may keep the July pace. Shipping increased over the previous month by 18 jobs. This month we shipped 60 men and 25 jobs went out short.

The local membership is still waiting settlement of the unemployment compensation beef. Sealand and Seatrain are New Jersey corporations and New Jersey and Puerto Rico do not have a mutual compact regarding unemployment benefits. This item is pending headquarters action through political help in the New Jersey State Legislature. Vacation checks were a probelm to get cashed, but the problem has been resolved by the Union through an arrangement with First National City Bank

Board Decision Boosts

WASHINGTON-An SIU-contracted Waterman Steamship Lines request for a subsidy on the Atlantic Coast-Far East trade route has been given a shot in the arm by a recent Maritime Subsidy Board ruling.

The board, which recently sidy on outbound as well. completed hearings on the subject, reported that section 605 (c) of the Merchant Marine Act of 1936 did not bar the granting of an operating subsidy on Trade Route 12 which generally covers the area between the Atlantic Coast ports and ports in the Philippines, Japan, Korea, Formosa the U.S operators. and Hong Kong.

Waterman is not presently a ing of a minimum of 18 and a board ruling stated it could find man subsequently requested sub- pose of that section of the act.

The board did note, however, objection to granting additional subsidy on the trade route as being contrary to the general trend of consolidation of steamship services on a world wide basis.

The Board refuted this objection with the argument that it would increase competition among

The basis behind the subsidy board ruling was the report from subsidized operator on the route, the hearing chairman that found but previously requested subsidiz- that the route was inadequately served by U.S. registry vessels maximum of 30 sailings but for within the meaning of the Merinbound traffic only. An early chant Marine Act, section 605 (c), and that granting subsidy to

NLRB Beset By Attacks Waterman Subsidy Bid From Anti-Labor Forces

WASHINGTON-The National Labor Relations Board has been under attack recently on several fronts by anti-labor forces.

The Goldwater Platform adopted by the Republican Party at its San Francisco conven-

tion called for "reorganization" of the National Labor cause the Board is making de- decisions on this point shows no Relations Board to assure its 'impartiality."

In addition, it accused the present Board of "defiance of Congress" and called for an end to a series of decisions under the Kennedy-appointed Board that businessmen have been criticizing noyed with the current Board's said that the decision gave emas "pro-labor."

Picking up the same theme, the U.S. Chamber of Commerce has Board, the right of an employer to the present Board had reversed renewed its own recent efforts to indulge in anti-union propaganda the Eisenhower-appointed Board in cripple the NLRB as it now stands. Latest attack was made by William that almost anything went. C. Treanor, senior attorney for Union Carbide Corporation, on 'What's the Issue?" a radio pro-

tion should be given to turning thing in connection with the union make a unilateral decision without no bar to the subsidy and Water- Waterman would serve the pur- over the judicial functions of the campaign." NLRB to the federal courts be-

cisions "on the basis of the current such thing. Employers still have political realities."

whether a majority of a firm's em- dismissed a complaint against employees want union representa- ployer activity in an election, tion."

position on employer "freedom of ployers far too much leeway. speech." Under the Eisenhower was greatly widened to the point

The present Kennedy Board has

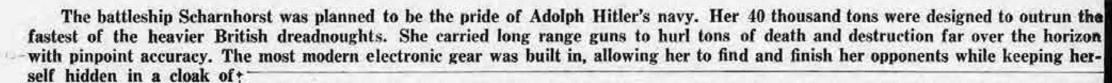
Actually, analysis of many Board the union.

wide latitude in blasting unions "The Board's functions, he said, during collective bargaining camshould be confined to determining paigns. Only recently the Board bringing a sharp dissent from Treanor was particularly an- Member Gerald A. Brown, who

> Treanor also complained that the "Fiberboard" case which is now before the Supreme Court.

The earlier Board had held that curtailed this "freedom." Treanor a company didn't have to consult said that "in recent years, the the union if it wanted to contractgram sponsored by the Chamber. Board has, in effect, held that the out work. The present Board has Treanor declared that considera- employer has no right to say any- held that the employer could not at least talking in advance with

The Cursed Scharnhorst.



darkness.

Nazi technicians put everything they had into this new battle wagon. But somehow, something got in that was not planned for, Somewhere beneath her armor plated bridge, beneath the thick deck plates, lurking in her massive hull, was a jinx which would spell

The trouble with the Scharnhorst started early, while she was still being built, and her toll of death and destruction began, She was only half completed when suddenly, without warning, the glant hull grated against the supporting timbers and rolled over on the side, crushing sixty workmen beneath her and injuring a hundred and ten more,

It took months to raise her again, and once more upright, work crews had to be drafted to complete her because word had gotten around that the Scharnhorst was hoodooed, jinxed, and no one wanted to be around when the jinx took its toll.

Finally completed, the day came for the launching. Mindful of the propaganda value of a deadly new battle wagon sliding down the ways proclaiming Nazi defiance of the world, a big celebration was planned. Hitler himself would be there, and all the top Nazi officials. All went smoothly except for one thing.

The celebration had to be held without the star attraction because the Scharnhorst had broken loose and launched herself during the night, smashing through two huge barges as she lurched drunkenly towards the channel in the dark-

Hitler's propaganda machine went to work on a coverup immediately. Germany had a new and secret method of sliding their warships into the water, they said, and the launching had been carried out during the night to preserve the secret. Many present

that day however, knew the real secret of the Scharnhorst -the secret of the jinx.

The troubled world got its first look at the Scharnhorst in action when the giant killer lay in the harbor at Danzig, pumping hundreds of tons of death and destruction into the helpless city. German propagandists flooded the world with pictures of the Scharnhorst in action, belching flame and fury against the shore.

They failed to mention however, that at the height of the demonstration, one of the Scharnhorst's big guns exploded, while the air system suddenly quit in another forth again. turret smothering the twelve-man gun crew to death.

After that, the Scharnhorst began to lose her crews regularly through unexplained deaths and convoys waddling along on their desertions.

More Bad Luck

again against the forts of Oslo, of the darkness, blasting the con- man battle wagon is on the loose Norway. In that fight the Scharn- voy to pieces, then quickly to a horst took more hits than all the hidden fjord to await darkness Bearings were flashed across the rest of the Nazi fleet combined, again and another fat soft-bellied dark waters and minutes later a Afire in thirty places, the warship Gneisenau finally had to leave at the height of the battle to pull her to safety, out of range of the shore batteries.

Limping toward home, crippled, hiding from British bombers by day and creeping along the coast by night, the Scharnhorst finally made it to the mouth of the Elbe river which would lead her to safety. Limping up the river under cover of darkness her radar somehow failed to pick up the shadow of a giant ocean liner, the Bremen, which lay in her path in the narrow channel.

The watch sounded a fast minute alarm, then died a few second later as the Scharnhorst rammed into the side of the Bremen, pride of the German luxury liners. The Scharnhorst backed off and continued slowly upstream to safety, but the Bremen sank slowly into the mud where British planes eventually

found her and bombed her into junk. Getting in the way of a jinxed ship can be dangerous business, the Bremen learned.

Thus far the Nazi's giant dealer of death and destruction had taken many lives-most of them

By the time the Scharnhorst was ready for battle again the Nazi cause was already going rapidly down hill. The British fleet had finished off the battleship Bismarck; the Tirpitz had been blasted with torpedoes. Jinx and all, the Scharnhorst ventured

She drew what was thought to be the easiest of assignmentsplying the North Atlantic by night to plunder the fat allied way to Russia. The destroyer escorts would be no match for the convoy.

SIU Manned Ships

There were many SIUmanned ships on the run to Russia-ships like the Alcoa Rambler, Alcoa Cadet, Alamar, Topa Topa, the old Bayou Chico, the Massmar, the Beauregard and more. Up to March of 1943, 32 American ships out of 143 setting out for the Barents Sea had been tost. Many of these, and not a few of those lost later, were manned by men of the SIU, for the number of ships crewed by Seafarers on the legendary run to Russia was almost legion.

Nearly every ship setting out for Russia was given a load of explosives to carry; anywhere from several hundred to a thousand tons. It fat, lumbering convoy. was "sudden death" that coulda sudden fearful roar.

Down the Elbe, past the blasted | German raider. A destroyer got a

Norwegian coast the Scharnhorst hurried.

In the darkness of the North Atlantic a British patrol boat lay dead in the water, mechanics working feverishly to repair the disabled engines. Suddenly the silence was broken and the astonished crew of the patrol boat saw the dark bulk of the Scharnhorst thunder by at top speed only a few hundred yards away. Lying low in the dark waters, no one on the Scharnhorst, no electronic mechanism, had picked up the presence of the tiny British boat.

Sounds Alarm

The British crew waited until the marauding battleship was over the horizon, then flashed its alarm The Scharnhorst saw action Scharnhorst, A sudden lunge out over the entire north sea. A Gerhurrying northward at full speed. British fleet was wheeling about, converging at full speed toward the most likely point of intercep-

> The German cause was a desperate one. But a single battleship with so vast an expanse of water in which to hide could smash hundreds of thousands of tons of shipping, take hundreds of vital seamen's lives and disrupt the tenuous allied supply lines if she were not found and destroyed.

In the total darkness of the northern night, the British made contact with the Scharnhorst, fought for a few minutes, and then lost her again as the swift German battleship easily outdistanced them. Onward she thundered, churning the cold water to white froth on a direct path toward the

The British commander howand more than once did-send ever, had spread his ships in a ship and crew to kingdom-come in giant fan shaped formation, combing the rough waters for the

ruins of the once magnificent | glimpse of the Scharnhorst's Bremen, then northward along the shadowy form hurrying by, ther lost it again in mountainous waves. Then came a call from a cruiser with a little better fix on the elusive target. Gun crews had been at the ready for hours and now a definite range was computed and flashed. The Scharnhorst was tak ing evasive action, the British commander knew, But which way would she turn-left or right? Instinct led him to a decision, orders were barked in the darkness and the British guns roared.

Miles away in the black night the German commander also made his decision and the Scharnhorst swung about sharply in the icy waters. Directly into the path of tons of high explosive the Scharnhorst turned. Explosions ripped her apart, She shuddered and reeled under the impact as shells tore into the depths of the ship. Fires broke out all over the vessel. Speed was cut in half, then cut again as thousands of tons of water poured in through gaping, jagged holes ripped in her hull. In only minutes the Scharnhorst rolled over and plunged to the bottom of the sea about sixty miles off the Norwegian coast.

Only a few of her crew survived to be picked up by the British. Most of the men aboard died in the explosions, fires and finally the icy waters before the British arrived. The Scharnhorst was no more, but strangely the jinx of the Scharnhorst lived on,

Two of the German crew somehow managed to reach a tiny rocky island. They made a windbreak of their raft and counted themselves lucky to be alive and to have eluded somehow the curse of the Scharnhorst.

But years later they were found - dead - killed in the explosion of their little emesgency oil stove - standard survival equipment from the Scharnhorst,

SEAFARERS ROTARY SHIPPING BOARD



(Figures On This Page Cover Deep Sea Shipping Only In the SIU Atlantic, Gulf, Lakes and Inland Waters District.)

July 18-July 31, 1964

Seafarers found job calls were more plentiful on the rotary shipping board in the last two weeks as shipping activity jumped upward. A total of 1,441 jobs was filled, compared with 1,166 in the previous reporting period. SIU men shipping in the engine department fared best in the upturn, while the engine and steward ratings also showed healthy improvement over the previous two weeks.

East Coast ports registered the most substantial gains during the reporting period. Boston and Philadelphia led the improvement with heavy increases in the number of men shipping, followed by New York. The job situation in Houston bounced back to a point well beyond the number normally shipping, although other Gulf ports failed to show similar progress. San Francisco was the only West Coast port to report an appreciable increase in the number of men shipping over the previous two weeks.

The quicker pace of job activity had its effect on registration statistics. Total registration fell to 1,401 from 1,466 in the last reporting period. The number of men registered on the beach on the other hand, failed to show much change, standing at 3,914 compared to last period's 3,922.

Shipping activity (see right) was also at a higher level, reflecting the improved shipping picture. Payoffs and in-transit ship visits were both significantly higher, while sign-ons also increased, helping to clear many cards off the board.

There was little change in the seniority situation since the previous reporting period. Class A men accounted for 55 percent of the total number of men shipping, contrasted to 52 percent two weeks ago. The percentage of class B mer shipping slipped a single point to 33 percent, while class C shipping dropped from 14 to 12 percent of the total number of jobs filled.

Ship Activity

	Pay	Sign	In	
	Offs	Oms '	Trees. T	OTAL
Boston	2	. 0	4	. 6
New York	. 24	6	23	63
Philodelphia .	4	1	6	11
Boltimore	5	6	15	26
Norfelk	5	5	14	24
Jocksonville .	0	0	10	10
Tampa	0		. 6	8
Mobile	5	3	5	13
New Orleans .	. 7			23
Heuston	. 10	10	52	72
Wilmington	. 0		4	4
San Francisco	. 2	2	5	9
Seattle		2	4	
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TOTALS	44	43	166	244

DECK DEPARTMENT

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loston	2	10	0	1 12	0	1	2	3	2	8	1	11	1	2	2	5	0	0	1	1	11	5	1	17	7	28	5	40	1	2	4	7
lew York	28	31	10	69	1	11	17	29	26	44	13	83	2	16	12	30	0	11	11	22	83	30	22	135	98	131	24	253	3	39	85	127
hiladelphia	13	22	- 5	40	1	5	14	20	9	15	2	26	3	3	8	14	2	5	3	10	26	14	10	50	17	20	6	43	1	4	16	21
altimore	6	24	3	33	0	8	11	19	5	20	6	31	1	5	7	13	2	3	2	7	31	13	7	51	51	81	14	146	1	18	40	59
lorfolk	6	7	C	13	1	3	5	9	0	7	4	11	0	1	4	5	0	5	1 1	6	11	5	6	22	15	14	4	33	2	5	8	15
acksonville	2	3	0	5	0	9	1	10	1	4	1	6	1	0	0	1	0	0	0	0	6	1	0	7	7	9	1	1 17	3	10	10	23
'ampa	2	0	0	2	0	0	2	2	2	ó	0	2	0	0	0	0	0	0	1.1	1	2	0	1	3	5	7	0	12	2	4	7	13
Iobile	9	10	1	20	0	2	4	6	5	6	3	14	0	1	4	5	0	1	0	1	14	5	1	20	31	34	8	73	0	5	20	25
few Orleans	19	27	5	51	3	9	12	24	13	25	11	49	1	19	12	32	0	4	1 1	5	49	32	5	86	66	89	12	167	3	18	85	106
louston	39	72	20	131	5	8	37	50	34	51	13	98	11	22	26	59	5	2	1 1	8	98	59	8	165	DOM: No. 3 (8)	73	21	140	3	18	41	62
7ilmington	5	7	4	16	0	2	3	5	2	3	1	6	0	1	0	1 1	0	0	0	0	6	1	0	100000000000000000000000000000000000000	11	25	7	43	0	10	11	21
an Francisco	4	15	2	21	0	1	5	6	3	13	3	19	0	6	7	13	0	0	0	0	19	13	0	32		22	4	49	2	14	12	28
eattle	10	2	1	13	0	2	3	5	2	4	1	7	2	2	2	6	0	2	1	3	7	6	3	16	30	15	4	49	3	18	12	33
OTALS	145	230	51	426	11	61	116	1881	04	200	59	363	22	78	84	184	9	33	22	64	363	184	64	611	407	548	110	1065	24	165	351	540

ENGINE DEPARTMENT

	Registered CLASS A					Regis CLA		Shipped CLASS A					Ship				Ship CLA:				Ship				Reg		ed O	n T	he B			
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hiladelphia	0	18	*	25	-	8	15	24	0	15	1	16	1	8	8	17	U	5	0	9	16	17	5	38	4	21	9	30	1	6	12	19
altimore	3	15	- 3	21	1	9	10	20	2	15	4	21	1	12	13	26	1	2	5	- 8	21	26	8	55	14	79	7	100	0	29	27	56
orfolk	0	14	4	18	1	- 8	6	15	0	6	4	10	0	2	3	5	0	3	2	5	10	5	5	20	2	18	3	23	2	6	9	17
acksonville	0	2	0	2	0	3	2	5	0	2	0	2	0	2	0	2	0	0	0	6	2	2	0	4	1	7	0	8	2	6	4	12
ampa	0	4	0	4	0	2	2	4	0	1	0	1	0	0	0	0	0	1	0	1	1	0	1	2	- 1	13	0	14	0	2	.5	7
fobile	3	5	1	9	.0	8	11	19	0	5	0	5	0	2	5	7	0	2	1	3	5	7	3	15	9	25	1	35	0	1.4	19	33
ew Orleans	7	31	2	40	2	23	14	39	7	25	3	35	3	21	10	34	0	5	4	9	35	34	9	78	23	81	12	116	2	43	1 1 1 1 1 1 1	99
ouston	3	24	3	30	1	11	11	23	11	32	3	46	1	22	17	40	0	8	1	9	46	40	9	95	25	60	5	90	6	24		61
/ilmington	1	3	0	4	0	2	4	6	0	1	0	1	0	2	0	2	0	0	0	6	1	2	0 1	3	10	11	3	24	4	- 5	7	16
an Francisco	1	13	1	15	0	2	3	5	2	15	3	20	1	2	2	5	0	ñ	6	0	20	- 5	0	25	11	33	10	54	2		10	20
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OTALS	31	174	27	232	10	106	97	213	36	162	27	225	12	98	78	188	3	40	22	65	225	188	65	478	154	516	70	740	33	204	260	497

STEWARD DEPARTMENT

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OTALS	18	64	47	92	221	7	13	101	121	15	49	37	100	201	5	8	89	102	3	2	44	49	201	102	49	352	113	210	126	274	723	21	36	292	349

SUMMARY

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NGINE																																1 497
TEWARD																																349
GRAND TOTALS																																1386

New Bill Would Liberalize Meaning Of Obsolete Ship

WASHINGTON-A bill to change the definition of an "obsolete vessel" for the purpose of trade-in by government subsidized steamship lines has been introduced into the Senate.

At the present time, ships must be at least 17 years old, more than 1,350 gross tons, and must be declared obsolete or inadequate for domestic or foreign trade for the vessel to be traded in for replacement.

The new bill would require only a declaration by the Commerce Secretary that a ship's replacement would be in the public interest.

The bill was introduced into the Senate by Senator Warren G. Magnunson (D.-Wash.) at the insistence of the Commerce Department's Maritime Administration. It is believed that the new bill would remove a major inconsistency in the government's trade-inpolicy for subsidized lines, in that at present, ships only 17 years old could be traded in, while other vessels of the same type would continue to serve on the same route for a much longer time.

Also, it would remove any uncertainty that vessels traded in by the subsidized companies could be traded to non-subsidized domestic or tramp operators for their older ships.

Although the Maritime Administration desires the bill to be passed during this session of Congress, it is uncertain whether there is sufficient time to do so.

Rotterdam Retains 'Busiest Port' Title

ROTTERDAM-The port of New York lost its long-held title of the world's leading seaport to Rotterdam in 1962 when the Dutch port handled 96 million metric tons of oceangoing cargo, as against 93,666,000+

tons for New York.

From tentative figures available for 1963 It appears that the Dutch port's lead is safe again this year with New York running a close second and London holding down third spot.

Rotterdam made a miraculous comeback after WW II when the retreating Germany army gutted

Survives Five Months Adrift In Open Boat

PAGO PAGO, Samoa- An up to date version of a story familiar to many Seafarers who shipped on the convoy routes during the into Rotterdam. The facilities when natives on Tau Island, 70 miles east of Pago Pago found a small, disabled outboard motorboat washed up on a remote beach with an unconscious man abroad.

Taken to the Samoan capital, the man, Demanihi Tepa, told a story of over five months adrift in the open, flat-bottomed boat, during which time it drifted more than 1,400 miles across the Pacific Ocean. Another man, who was with him, died two weeks before the end of the ordeal, Tepa said.

Tepa said be and his companion started on February 2 from their home on the small Tahitian isle of Maupiti on what was to be a short trip to Bora Bora, when the outboard motor broke down and they found themselves adrift with no oars, paddles or sails.

They carried a cargo of watermeions and tropical apples and had a small quantity of bread, watermelon seeds and two large containers of water. When this food ran out, Tepa told authorities, they caught fish with a spear fashioned from a pair of scissors and wood strips from the bost. Their water supply was replenished by rain.

Tepa started the trip weighing 230 pounds, he reported, but 155 days and 1,400 miles later he was down to 160 when the boat finally washed up on Tau Island on July 6.

Authorities checked his story and received confirmation that Teps had been reported missing from Maupiti in Tahiti since February 2.

about 35 percent of the port area in 1945. Today the harbor boasts some of the most-up-to-date eranes derricks, docks and other facilities in the world. Two hundred thousand tons of bulk cargo can be transshipped every 24 hours.

Average turnsround time for a ship in Rotterdam is slightly less than 30 hours, compared to an average of three days in New

A big factor in Rotterdam's favor is its excellent geographical position on the delta of the Rhine. which is the main artery of the European network of inland waterways. Almost 80 percent of the cargo coming in from the sea goes out again on barges bound for the interior of the Continent.

Oil is a big item in the cargo handling of the port, making up about half of the cargoes shipped war came to light here recently there can handle 100,000-ton tankers. In addition to handling the oil cargoes, shipyards in the city are equipped to build tankers in the 100,000 ton class and some of the biggest oil refineries in Europe are located there.

Congratulations



SIU-Great Lakes veteran George Glamarelos (r) receives congratulations and best wishes as he gets his first pension check from Fred Farnen, secretary-treasurer of the Great Lakes District. Giamarelos, who sailed as an oiler on MacCarthy Steamship vessels, also shipped deep

Europeans Tack Conditions On Dual Rate Data Demand

WASHINGTON-Attempts by the Federal Maritime Commission to get documents at information concerning freight rate making in the U.S. trade from 10 European maritim nations and Japan took another turn recently, but it is difficult to decide whether it was turn towards or away from +

The FMC has been attempting to study disparitles in freight rates by shipping conferences which allegedly discriminate here. If the Commission now against U. S. exports. It has been charged that certain rates are it would represent an about-face Paul H. Douglas (D.-Iti.) again higher outbound than inbound on its past jurisdictional claims. similar items.

Extreme Reluctance

Thus far, FMC attempts to obtain the necessary documents from the foreign nations involved have met with extreme reluctance on the foreign shippers' part to make them available. Several deadlines have been set by the FMC for production of the documents, all of which have been extended to allow the foreign shippers more time.

The latest development in the hassle is a report that the European nations have agreed to turn over the information on the inbound conferences - but with enough limiting provisions to sink one of their own ships. Latest word is that they will make the information available providing:

• The freight rate information and documents can be produced 'voluntarily" so they cannot be used to prosecute any of the lines or conferences or used to assess penalties against them.

 They are given assurances that the documents and information will not be published or made known to any private person or made part of any public record. This means that the FMC could not use any of the information in investigations it might hold or turn over any of the information investigating Congressional committees.

• The FMC stipulates that it will not use any of the information received for rate fixing or rate adjusting.

If all of these stipulations are adhered to it would almost completely nullify the purpose for which the FMC wanted the documents and rate Information.

One condition which the foreign shippers have demanded for some time is that the FMC not use any of the information in legal proceedings against the lines or conferences.

Voluntary Association

American and foreign lines servtracts. Not all shippers are conference members.

In the past the FMC has maintained that it has complete juris-

Use Only One Mail Address

Seafarers with beefs regarding slow payment of monies due from various operators in back wages and disputed overtime should first check whether they have a proper mailing address on file with the company. SIU headquarters officials point out that reports received from several operators show checks have been mailed to one address while a beef on the same score is sent from another, thus creating much difficulty in keeping accounts straight.

diction over outbound conferences Kingdom, Italy, Sweden, Norwa which are headquartered in the Denmark, West Germany, France U.S. and would not compromise on Greece and Japan. the matter of documents located agrees to the stipulation demands,

information on the dual rate setup effect, would authorize Briti created an immediate outcry from shipowners to ignore the FMC the 10 leading European maritime nations and Japan, which accused the U.S. of trying to regulate and frightened by the consequences control what was not its business, interfering with international affairs, and brought threats of retaliation against U.S. ships calling at their ports.

Many compromises have already been made by the FMC, such as the deletion of much language mittee called the British action stressing the control of the FMC attempt to encourage defiance and the 1916 Shipping Act, which protects U.S. shipping, from the dual rate contracts.

The foreign nations involved are Belgium, Holland, the United fean law.

The latest attempts at "co promise" by the foreign shippe followed a recent blast by S introduction of a bill into the Br The requests by the FMC for ish House of Commons which,

contract requirements. British lines, he said, are sulting from the re-evaluation additional facts that they ha lobbied the British government take this unheard of action again its most friendly ally.

Chairman Emanuel Celler (N.Y.) of the House Judiciary Co U.S. shipping laws and urged FMC to "resist to the fullest" a attempt by the British or oth steamship lines to violate Ame



By Cal Tanner, Executive Vice-President



Administrators Should Know Industry

The tough, uphill struggle for survival being fought by the America maritime industry is complicated by many factors. One of the le understood of the many reasons for the poor showing of U. S. mariting in our otherwise burgeoning economy was pointed up recently in r marks made by Commerce Secretary Luther Hodges.

As head of the Department of Commerce, the Secretary has a gre deal to say of the overall problems of the maritime industry. Decisio made today by the Commerce Department will affect the U.S. mariting industry not only in the near future but for years to come. Yet it I came obvious that the head of this powerful section of the governme has no special knowledge of the maritime industry or its problems.

Many in the industry have accused the Commerce Secretary of nev having been "pro-merchant marine or even solidly behind maintain! a strong American fleet." In a recent speech the Secretary display an unfamiliarity with the workings of the maritime industry-a spec which has been variously described as a "quite unbelievable mass

For instance, the Secretary stated that only 9 percent of goods lea ing American ports do so in American bottoms, showing that the st sidy program is not working as it should.

Industry leaders were quick to+ point out however that Maritime derstanding of the maritime inde A steamship conference is a Administration statistics show that try. voluntary association made up of 29.2 percent of the commercial cargo moving in the U.S. trades on problems which maritime mu ing on the same trade route and liners moves on U.S. liners, three face. Can these various Govern Interested in maintaining the fourths of which are subsidized, ment administrators and agenci same rates and practices. Dual The Commerce Secretary's figure with the best of intentions in t rate contracts provide that sign- is so low, of course, because it world, do anything to help ers of dual contracts pay rates up includes the non-subsidized industry out of its present dilemto 15 percent lower than those tramps, tankers and bulk carriers when they have such little i paid by shippers without such con- which have difficulty competing understandings of the industry. with low cost, low wage foreign vessels.

> it seems, because the entire ques- the problems, to really learn son tion of ship subsidies is not too thing about the industry and clear in the Commerce Secretary's the process reach some constru mind.

> the workings and problems of the lems of the industry as are maritime industry is not restricted ship operators. What is need to the Commerce Department. The now is a real willingness on t Interstate Commerce Commission, part of the government agenc a powerful regulatory agency of and administrators to become the U.S. Government, which often familiar with the industry so t makes life or death decisions re- cisions can be made on the bar garding shipping operations, has of knowledge instead of guess always displayed an ignorance of or worse. maritime problems; This ignorance is coupled at times with a strong government department can s bias in favor of U.S. railroads, who as the Commerce Secretary are in turn trying to eliminate recently, "The more we subsidiwherever they can.

> ministration itself is a man not subsidy setup, something is drast equipped with any long-term un-lally wrong.

This then, is one of the serio

They can, of course, but of if they are willing to sit do This obvious mistake came up, with those who are familiar w tive decisions. The mariting Ignorance of or disinterest in unions are familiar with the pro-

When the head of a power then go on to display a comple The head of the Maritime Ad- lack of understanding of the enti



E. B. McAuley, West Coast Representative

W. C. Mourns Sen. Clair Engle

A great loss to the United States was felt here on the Pacific Coasts well as across the Nation-when the news came that Sen. Clair Engle had died in Washington. He served in the Senate for six years fter 21 years' service in the House of Representatives. With Pat Brown unning for Governor of California, and Engle for Senator, the two oundly trounced the Republican "big boys," Goodwin Knight and Wiliam Knowland a few years ago.

The late senator was stricken by a brain tumor 11 months ago and ithdrew his name from the state Democratic primary won by Pierre

Some of the backers of Goldwater at the Convention in San Franisco were quite a line of Birch Society leaders, to name just a few: cent Courtney-operates the "Independent American" from New Oreans: Gen. A. C. Wedemeyer, retired, addressed a pre-convention rally, le was an early Bircher but left the group. Another supporter was dmiral Ben Moreel, retired, who heads the Americans for Constituional Action, an interlocking group with the JBS.

One can't blame a candidate when certain political groups attach semselves to him-good or bad. But in Goldwater's case this is a satter of working hand-in-glove with the "Group." By the way things

ave gone at the Republican Conention. I'll bet next week's din- the beach. Maguad is an oldtimer ill turn out to be a campaign of ber of the old ISU. p holds barred, hit-and-run- and the rolls.

Shipping has been good the last veral weeks, with a few changes n the cable ship Long Lines. The atlook for the coming two weeks assels expected. The port has e have had two sign-ons, and inatelts were: San Francisco, Portar and Seamar.

Les A. Strautins, former crew ember of the Long Lines, was Seattle and Wilmington. me and anxious to ship out is to pay-off the Delaware. hief Cook M. S. Maguad. And, Oldtimers on the beach here lything to do with his staying on ready to ship out.

er that this presidential campaign in the SIU and was a former mem-

Sheffield Merkitt, another oldame calling. The smearing of timer, who generally sails the galparacters will predominate and ley is waiting for a berth to Japan. lere will be plenty of disturbances He is anxious to see his wife there getting the jitters here lately and bugging the counter. After a long time aboard the Choctaw. S. B. Woodell piled off, looking for rest and recuperation from his ily won't give him much of a vacaid three payoffs, the Ames Vie- tion. Sixto Escobar, old time stewry. Choctaw and Transorleans, ard, is back at the USPHS here after being on the Northwestern Victory for a spell. He is coming along nicely.

Not too much to report from jured aboard and is coming shipping outlook for the Port of ong nicely. He wanted to get Seattle is very slow. We have paid it the other day but the doctor off the Fanwood and the Anchorid "No!" On the beach for some age. Around August 12 we expect

all things, he was married four are John Indorf and Phillip Cogley, onths ago. Wonder if this had taking it kind of easy but still

Columbia Crew Takes A Breather



Crewmembers on the Bob-Lo excursion boat Columbia are caught by the LOG photographer during one of their off duty moments after the passengers have left for the night. Seated (I-r) are Adolph "Taxi" Lang, Tony Pace, Leo Troy, Aram "Blackie" Avedisian and Ben Van Derpool; rear, Herman Neilson, second mate; Bob Engleman and Bobby Williams. The Columbia and her sister excursion vessel, the St. Claire, are expected to carry more than 700,-000 passengers this season on the Great Lakes' oldest surviving boat attraction.

Three More SIU Oldtimers **Retire On Lifetime Pensions**

NEW YORK-The names of three more SIU oldtimers have been added to the growing list of Union members who are assured \$150 month for life. A total of 48 Seafarers has oks fair, with several transient hard labors-but it seems his fam- benefited by joint Union-shipowner action permitting them to retire without fear of finan-

cial worry which would normally be the case had they ing years in the New Orleans area. seaman, and made his last trip stopped working without the assistance of a pension.

New Pensioners The three veterans are Kenyon F. Parks, 58; Jose P. Hermo.

64; and Willie T. Hardeman, 65. All three are retiring on pensions which pay \$150 per month.

Parks has been a member of the SIU since he joined in New Orleans, A na-

tive of Wadena, Minnesota, he salled for many years with the steward department before illness forced him to end his sailing days. Parks shipped aboard the Transyork (Transwestern) on his final voyage. He will spend his retir-

Hermo sailed with a bosun's rating in the deck department. He became a Seafarer many years ago in the Port of Baltimore, A native of Spain, he later became an American citizen. Hermo's last ship was the New Orleans (Sealand). He intends to retire in Baltimore with a sister, Mrs. Candalaria Garcia.

Hardeman, born in Georgia, came to New York to join the SIU. He was an engineer, fireman, aboard the Del Norte (Delta), Mar-



Hermo

oiler, watertender and ordinary rero, La., will be the place he seaman in his many years as a spends his post-working days.

latomation Effects Study Set Up In House Measure

WASHINGTON-A bill that would set up a panel to study he effects of automation on the American economy and opulation, has been passed by the House of Representatives. he 14-man panel would be + elected partially from both | • Identification and descrip-

empanion legislation is high on

bor and management.

The program was suggested by ie late President Kennedy during

P-mident Johnson pursued the latter further in his State of the nith message, and later urged blin on the bill saying that the chaical revolution we live was providing us with the highest andard of living in the world" ut that the accompanying "diseations and loss of jobs" might clease "a specter of poverty in e midst of plenty."

Te bill would establish a 14ter panel selected by the resident. The members of the roup would be outside the govmintent, and subject to Senate

The panel's assignment would wade the following:

tion of the impact of technological The bill was passed 259 to 75 and economical change of production and employment, including In Rate Fight new job requirements and the major types of worker that would be displaced in the next 10 years.

 Identification and assessment ie rail labor dispute in 1963, but of the past effects and the curas blocked by another important rent and prospective role and sue up before the house at the pace of technological changes.

 Specific identification of the industries and type of jobs and geographic areas that would be rates. most effected, as well as the social and economic effects of the developments on the nation's economy, manpower communities, families, social structure and human values.

· Assessment of the most effective means for channeling new technologies into promising directions where accelerated technological advancement would provide general benefits.

The Commission would report to the President and Congress by the end of 1965, but could publish interim reports at any time.

Uphold Seatrain

(Continued from page 2) traffic represents more than onehalf of the line's northbound cargo volume. Without the Monsanto freight, Seatrain would be unable to keep its vessels on the run, carrying only a limited number of other commodities that are currently shipped under low-cost

Should service be discontinued, the SIU-manned line-an unsubsidized domestic ship operator would be left with only one route that railroads cannot employ rate slashing tactics against—the run to Puerto Rico.



Congressmen Fight Shipyard Shutdowns

WASHINGTON-Congressmen from states where Naval shipyards are located have formed a special committee to block any move made by the Administration to close any of the 11 naval shipyards located +

(D-NY), the special bi-partisan committee is expected to ask that any move to change the present status of the yards be first sent through both houses' Armed Forces Committees.

The AFL-CIO backed move has been sought as an economy measure. The Navy presently operates the same number of shipyards as it did during the last war when it had as much as 10 times as many ships under its operation.

Also, it has become a government policy to give about 35 per cent of the Navy's repairs, conversions, and modernizations to privately owned yards, In addition, the private yards have received a large proportion of new construc-

It is thought that the Congress has already weakened its arguments against any closing of the attacked the closure on the grounds bers in both kinds of shipyards.

on both coasts and in Hawaii. that it will ruin the economy of Headed by Representative the communities in which the shipthe national defense position would be affected.

In testimony earlier this year before a House appropriations subcommittee, Defense Secretary Mc-Namara denied rumors that as many as six or seven naval yards would be closed. The number would probably be nearer to three,

Private yards have long worked to reduce the number of naval competitors on the grounds that it would cost the government less if all naval work were performed in privately-owned yards.

Representative L. Mendel Rivers (D-SC), a member of both the Merchant Marine Committee and the special committee, warned the group that they had already weakened their position by not supporting the naval shipyards in the past. He also accused organized labor, which through the AFLyards by its continuing screams CIO's metal trades department for less spending in the govern- spearheaded this effort, of not ment. The special committee has helping any because it has mem-



Vice-President, Contracts, & Bill Hall, Headquarters Rep.

Bosun's Duties On A Tanker

A question concerning overtime for the unlicensed deck department when a 'company' bosun performs carpenter work during regular working hours aboard a Cities Service Tanker in the grain trade came in to headquarters recently from Seafarer James N. Bryant aboard the Council Grove.

Question No. 1: "On a Cities Service Tanker in the grain trade, can a 'company' Bosun perform Carpenter work during regular working hours or does this constitute overtime for the unlicensed Deck Department."

Answer: On service tankers, the Bosun is not considered part of the unlicensed Deck Department for purposes of this agreement. Therefore, if the Bosun is used to perform Carpenter duties instead of members of the unlicensed Deck Department, the Deck Department crewmembers who ordinarily would have performed these duties are entitled to

Reference: Standard Freightship Agreement, Article II, Section 10-Customary Dutles: "Members of all departments shall perform the necessary and customary duties of that department."

Standard Freightship Agreement, Article III, Section 12-Carpenter's Duties: "(a) Routine duties of the Carpenter shall include the

- 1. Painting, chipping and clean- Trade, No. 5: "During regular ing the windlass.
- 2. Sounding bilges, fresh water and ballast tanks daily.
- 3. Shoring-up cargo.
- 4. Standing by the windless when necessary.
- 5. Maintenance work such as repairing locks, installing porthole gaskets, fixing and fastening steel lockers, and all blocks.
- 6. Such other work as is customary for Carpenters to perform.
- (b) No overtime shall be paid to members of the Deck Department who are required to assist the Carpenter during their regular hours.

(c) When members of the Deck Department are required by the officer-in-charge to perform regular carpenter work they shall be paid straight overtime for their watch on deck and overtime and one-half for their watch below.

(d) Routine soundings shall be taken on Saturdays, Sundays and Holidays at sea. Except in an emergency, only members of the Unlicensed Deck Department shall take soundings in the absence of the Carpenter and Boatswain, After 5 p.m. and before 8 a.m. weekdays and on Saturday, Sunday or holidays, they shall be paid at their regular overtime rate.

(e) When no Carpenter is carried, the Boatswain shall stand by the windlass and shall take soundings. An Able Seaman may be required to relieve the Boatswain at the windlass during the regular working hours.

(f) When no Carpenter is carried, driving wedges and chipping, painting or cleaning the windlass, repairing and maintenance of all blocks, shall not be considered Carpenter work.

(g) When the Carpenter is required to remove old paint or var- vessel was sold for scrap several nish preparatory to repainting, months ago in Japan, and the crew sand, and repaint the same, he shall be paid overtime for such work performed.

(h) When a Carpenter becomes ill or injured, a deck maintenance man may be assigned to perform carpenter work for which he shall be paid his regular overtime rate. If the Carpenter remains incapacitated for a period in excess of three (3) days, the deck maintenance man may then be promoted and shall receive the differential in pay only."

Question No. 2: "Do members of the Deck Department receive overtime for handling evacuators."

Answer: If Deck Department crewmembers are required to add additional sections of suction pipe, shifting suction lines, or going into the tanks to hook up or unplug suction lines, they are entitled to the long shore rate.

Reference: Standard Tanker Agreement, Memorandum of Understanding-Tankers in the Grain

working hours it shall be the duty of the deck department to set up and shift the ship's evacutors including attaching the first section of suction pipe and to do any rigging necessary for operation and repairs. However, hooking up additional sections of suction pipe, shifting suction lines or going into the tanks to hook up or unplug suction lines, shall be considered longshore work and shall be paid for at the longshore rate."

In, addition, the Contract Department reports on the following

1. Taddel Village-Clothing Allowance - We are still holding checks for the following crewmembers, and we would appreciate it, if any of you know the men involved, that you should have them contact the Contract Department, and we will be happy to forward the checks.

Name Manuel A. Silva \$500. Claude B. Jessup 500. Charles Kempezynski

2. Niagara-Oriental Exporters-Disputed Overtime-We reported previously that we had settled a dispute on this vessel in connection with tank cleaning. We are still holding checks for the following:

Name Amount Richard Anderson \$ 73.40 Robert C. Bujan 22,73 John W. Gibson 32.04 James L. Grant 104.20 Francis. M. Greenwell 5.63 Richard Heckman 27.38 Jose A. Paz 58.96 Albin Samoska 30.14 John J. Wynne 32.04

4. Elemir - Oceanic Petroleum Carriers - (Marine Carriers) . Transportation Differential - This repatriated to the United States. At the time, the crew was flown back tourist class. This beef has now been settled, and the Union is holding checks in the amount of two hundred thirty-nine dollars and sixty cents (239.60), which represents the difference between first class and tourist class, for the following crewmembers:

Samuel Case Robert L. Birmingham Charles Furedi Elmer Clarke Keither C. Smith Harold E. Spell Harrington Alexander William Koflowitch Alfred Hanstvedt Marvin F. Kramer James H. Smith Robert F. Montville William J. Walker Donald R. Oliver Louis F. Greaux Neres Johnson Jose E. McElreath

Binding Grievance Rulings **Urged By Railroad Unions**

WASHINGTON-U.S. railways are frustrating settlement of disputes with their employes for as long as 9 years by appealing virtually every arbitration award to the courts, four union men testified before the House Subcommittee on Transportation & Aeronautics.

Workers have no such road Trainmen, Intl. Rep. Robert volving nonoperating employes-

latest profit figures.

have reported earning during the

first half of this year that would

make last year's reports look pale,

and this in the face of the fact

they are basing their pending

merger case on the fact that they

have been losing so much money.

Hearings on the merger are be-

ing continued by the Interstate

Commerce Commission. The latest

hearing is to receive evidence

solely limited to the agreement

Rising RR Profits

Dim Merger 'Need'

NEW YORK-The hue and cry raised by the nation's two

The Pennsylvania Railroad reached between the two railroads

May 20.

largest railroads that they must merge in order to make

money was dimmed somewhat when they released their

and the New York Central and 18 railway labor unions on

choice open to them when the latter a member of the Nathey lose, said Legislative tional Railroad Adjustment Board, Rep. Al H. Chesser of the Rail- Div. II, which hears disputes in- retrial on the merits. E. Stenzinger of the Machinists- spoke in support of a bill to make

ICC Says No

for hearing from the Transporta-

tion Workers Union of America,

an AFL-CIO affiliate, for addi-

tional hearings on the possible ef-

fects of an arbitration award in

the work rules dispute between

the union and the nation's rail-

The ICC turned down the re-

quest on the grounds that any evi-

dence of changes in the railroad

cost because of the award "is only

indirectly related to the merger

proposal, and the evidence sought

to be entered is not of such signifi-

cance to justify further hearings."

the two railroads would give a pro-

jected \$81 million a year savings,

which the railroads claim is neces-

sary in order to survive in the face

However, Pennsylvania Railroad

reported an earned \$8,460,200

profit during the second quarter

this year, and a total of \$11,628,500

Profits High

profits three times better than last

year, with earnings of \$9,753,575,

against about \$3 million last year

during the second three month

period. Total earnings for the first

The labor agreement reached

May 20 between officials of 18 rail

unions and the Pennsylvania and

the Central provides that in the

event of a merger, reduction in

employment of those on the pay-

roll between Jan. 1, 1964 and the

merger date would be limited to

half of this year was \$10,788,751.

The New York Central reported

during the first six months.

of other competition.

The agreement reached between

The ICC turned down a request

all awards by the four divisions of the board enforceable without

Grievant Testifies

The two other witnesses were Fred A. Hardin, BRT general chairman on the Southern Railway's eastern division, and A. E. Anderson of Selma, Ala., a BRT member who has a dispute pending before the board's Div. 1, the tribunal for operating employes.

Anderson said his grievance with the Southern Railway has been pending since 1958. A trainman on that road for 23 years, he was fired and filed an appeal. The board ordered him reinstated with full seniority and pay for all time lost, but the road refused. Meanwhile Anderson took the only job he could get, that of hotel clerk at \$160 a month, he said, while waiting for the courts to rule.

Chesser told the subcommittee that under present law, awards requiring the payment of money are not final and binding on both parties, but all others are. This means, he said, that if the unions lose a case the decision is final and binding-there is no provision for appeal, even though a number of such decisions are erroneous.

In contrast, he added, "when the railroad loses, and the decision of the board requires the payment of money, no matter whether large or small, it can have the issues retried" by the simple process of refusing to comply with the board's order. The unions then must drop the case or institute enforcement proceedings. They may not use economic force, he declared, under a recent Supreme Court decision.

All three BRT witnesses also testified in support of another proposed bill to establish regional adjustment boards to resolve disputes without referring them to the board in Chicago.

Div. I will decide some 125 cases this year out of a total backlog of 4,000 cases, said Chesser. He estimated that at the rate of 150 cases a year, 27 years would be required to clear the docket even if no other cases were filed. Stenzinger testified that Div. II requires about 2.5 years to process a grievance.



NEW YORK-The joint Unionemployer trustee panel of the SIU pension plan has awarded two veteran members of the SIU-Inland Boatmen's Union lifetime pensions which will pay \$150 per month. The two IBU tug oldtimers can look forward to a com-





Dahl

fortable retirement supported by regular pension checks after a life

of hard work. **Oldtimers**

Thomas M. Robertson, 61, joined the Union in Philadelphia and Martin Dahl. 75, signed with IBU in Chicago.

A \$150 pension was awarded to Dahl, who was employed by the Merritt Chapman & Scott Corp. of Chicago until his career came to a close. A native of Norway, he is now a U.S. citizen and will spend his retiring years with his wife, Igne, at the Dahl's Chicago home.

Robertson, a 61-year-old tug captain with the Interstate Oil Transport Co. since 1942, was forced to retire because of ill health and will receive a regular monthly disability pension. Born in Bivalve, Md., he will live with his wife, Florence, in Salisbury, Md.

LET 'EM KNOW! normal reduction through resignarequires, also, that force reductions would not exceed 5 per cent

Venice Gondoliers Win Strike After Threat To Burn Boats

VENICE, Italy-A strike by the city's 400 world-famous singing inland boatmen, the gondoliers, who at one point threatened to burn their gondolas, has been successful.

For more than a year the gondollers have protested the city's licensing of motor boats to operate on the world-renowned canals. According to the gondollers, the motorized taxis not only left the fragile gondolas awash and dented; the clattering motors and gasoline fumes also took all the romance out of Venice for tourists.

The gondollers had gone on strike before, but although they seemed

to win their strikes, somehow the motorboats always came back.

This time the men decided they would couple their strike with more drastic action. Fifty of them stacked up their boats on the main gondola-landing near the famous Doge's Palace and threatened to set fire to them; and after them, they threatened, would come 50 more. Horrified city fathers, visualizing their profitable tourist trade evaporating, quickly surrendered, and ordered the motor taxi licenses rescinded.



and Fred Farnen, Secretary-Treasurer, Great Lakes

Great Lakes Shipping Remains Good

The shipping picture on the Great Lakes remains good, especially for firemen and able seamen,

Frankfort reports that the Ann Arbor Carferry No. 7 went into the shippard last week for conversion to diesel electric. The car decks will also be raised and it is hoped the job will be completed before the Locks close for the Winter,

Agent Hanmer recently attended the ICC hearings in Cheboygan, Michigan, concerning the SIU-manned Carferry Chief Wawatam which the railroads have been trying to eliminate. The discontinuance of this year-round water ferry has caused quite an uproar in the State of Michigan, especially in the Upper Peninsula.

Steve Fortine is home after spending many months in the USPHS Hospital in Detroit, Michigan, walking around on his new artificial leg. Frankfort oldtimers are all glad to see him getting along so well and wish him the best of luck.

According to Chicago Port Agent Scottie Aubusson, shipping has been so good in his port that he has been staying one jump ahead of the registration board. Walter Dominic, bosun off the Detroit Edison, took his annual 15-day vacation and headed for the hills of Pennsylvania for a well earned rest: Anyone knowing Walter or having sailed with him can well believe he deserves the break. A nice guy and a good SIU man. Curtis Clark shipped last week as crew messman on the Chatham, Waterman Steamship Company. Chicago says that the crew is getting a top-notch guy who is a professional chef, both ashore and aboard ship. It is said that Clark can make a salad out of a block of ice sprouting wings.

"Alameda Red" Wulzen shipped aboard the Highway 16 after trying his luck as bartender on the beach. Red says the temptation was too great for him and he decided to return to sea. Bob Crowley, oiler, just returned from vacation and is back aboard the Detroit Edison. Bob is now looking toward the lay-up and is glad to get back to the grind. Bob is a nice guy and a fine engine department delegate,

Gartland Steamship Company will be operating another self-unloader in the Spring of 1965. They recently purchased the Steamer Gobelle, which is presently in the shipyard undergoing extensive repair and conversion work. There was some hope that she might be out by this October or November, but it looks like she won't be ready until fit-out of 1965. Some of the conversion work includes additional crew accommodations which will make this a good job. If Gartland runs all of her vessels next season, there will be quite a few permanent jobs offered on the Gobeille and we suggest that men with entry ratings who have the necessary sea time go up and get their endorsements for deck and engine room ratings if they are interested in making a permanent job aboard this vessel.

The grain strike continues in the twin ports of Duluth-Superior, and Dakota farmers are looking elsewhere for markets. Federal mediators have now stepped into the picture and negotiations resumed last week. Although the grain business is practically nil in the twin ports, shipping remains good in the deck and engine departments. Leo St. Peter, who is registered as porter, says he is going elsewhere because of the slow shipping in the steward's department.

Buffalo is another port the grain strike in Duluth has not affected to any great degree. Regularly scheduled vessels are arriving at this port, and departing, without any delays.

In the port of Detroit, we are now negotiating with Pringle Barge Lines and expect to sign an agreement within the next couple weeks.

SIU-GLD is now voting all contracted vessels by referendum ballot for Union officers. Patrolmen working in the St. Clair River at Algonac, Michigan, are taking ballot boxes aboard vessels and voting the crews. Polling places are set up in all Great Lakes SIU halls and the voting period will continue through August 31.

Labor Movements. The Chicago MTD Port Council is manually supporting the Automobile Salesmen and Miscellaneous Workers Union, Local 192, which is affiliated with the Distillery Workers Union. MTD pickets are on the line at this moment with support signs and it is hoped that the assistance to Local 192 will help them win their beef.

The MTD is also supporting the Grain Workers strike in the port of Duluth. Here in Detroit, the newspaper strike is now into its third week with no settlement likely in the near future according to labor and management negotiators.

Legislation. Great Lakes ship-owners in the iron-ore trade expect to lose as much as \$13,000,000 this season dde to low Lakes-water levels. This has been a serious problem for the last couple years and is growing worse each season. A Great Lakes Conference of ship owners met in Lansing, Michigan, on July 28th and according to reports the deficiency of one inch in water levels means the loss of 60-100 tons of cargo which can be carried, depending on the size of a ship. Water levels were eight inches below last year and could mean a total loss of 7,000,000 tons of cargo. This is equivalent to the season-carry capacity of a company operating 16 ships.

Vessels loaded to capacity at the Soo Locks must by-pass two smaller locks and use the deeper MacArthur Lock. This causes locking delays from 2 to 9 hours in some cases and a cost to the ship-owner of approximately \$150 per hour.

The only areas not affected too seriously by low water levels are Lake Erie, Lake Ontario and the St. Lawrence River. However, this is of little help to U.S.-flag operators for only one company operates a few vessels on the lower-St. Lawrence River.

General News of the Great Lakes. Great Lakes shipments of the three principal bulk commodities - iron ore, coal and grain - have reached a 4-year high so far this season. Shipments to July 1 totaled 51,000,000 net tons compared with 42,000,000 in the same period of 1963. June grain cargoes of 2,500,000 tons were the highest recorded for any June; however, only 9.06% of the grain was carried in U.S.-flag vessels.

MA Chief Hints Wider Subsidies

NEW YORK-A hint that the Maritime Administration is giving serious consideration to including the domestic fleet, foreign commerce tramps and tankers in future subsidy au-

thorizations was given recent-+ ly by MA chief Nicholas John- sidy setup, he said that the MA Merchant Marine Academy.

Johnson hinted that some drastic changes may be in order to create a more balanced, adequate and economic merchant marine. "I simply refuse to accept the assertion that the present system is the best of all possible worlds, and that it cannot be improved," he said.

Considering Changes

While he did not spell out what changes are possible in the sub-

MTD Board Sets Maritime Goals

(Continued from page 3) exchanged and long-range goals discussed.

 Pledged 100 percent support for the Sheet Metal Workers' strike against the Barber-Colman Company in Illinois. The Sheet Metal Workers were forced to call a strike against this Company after 98 percent of the employees had rejected a management offer of contract terms which the employees considered an insult to their intelligence and dignity. The Company was described as a 'classic illustration" of a "reactionary corporation bent upon the denial of the rights of its employees."

· Called the decision of the U.S. Circuit Court of Appeals supporting the ILA in the Tulse Hill case an important victory for all of organized labor and a landmark confronted with pressure to supply labor under circumstances conflicting with their relations. conflicting with their patriotic Council Meets convictions.

· Paid official tribute to the ILA for the courageous stand it took in boycotting wheat shipments to Soviet Russia last February.

 Threw MTD support behind the Oil, Chemical and Atomic Workers negotiations for wage the AFL-CIO and the American increases from the major U.S. oil companies.

 Resolved that the MTD, of which District 2 Marine Engi- plans. neers' Beneficial Association is a member, supports in every respect certain towing vessels.

 Supported the International Leather Goods, Plastics and Novelty Workers Union in their opposition to the excise tax placed on handbags, wallets, luggage etc.

Stated its gratification of official action naming a U.S. Navy destroyer-tender the U.S.S. Samuel Gompers to honor the memory of the founder of the American trade union movement. The action followed from a resolution adopted by the MTD Executive Board last February.

 Expressed MTD pleasure with the appointment of George Henry Hearn to be a member of 30 of this year, the figure has risen the Federal Maritime Commission.



son at a speech here at the is seriously considering if aid should be given to other than the general cargo segment of the merchant fleet and if passenger ship support should be continued.

At the present time, the government is spending some \$50 million a year to subsidize nine passenger ships, he pointed out, while the remaining \$150 million aids some 300 other dry cargo ships.

Specifically barred from receiving subsidy under the present law are ships operating in the domestic coastwise, intercoastal and offshore services, foreign commerce tramp ships and tankers. Less than onethird of the U.S. merchant fleet is now eligible for subsidy.

Issue Still Open

Johnson made clear that the question of continuing aid to the passenger ships is still open. "We'll have to find out what the Department of Defense thinks about building new passengers, whether or not it is economically necessary to have American-flag passenger liners and whether the prestige of having such ships dictates continued support," he said,

"The \$50 million now going for the passenger ships could be used to build five of the most modern bulk carriers and possibly be given away to the industry," he estimated, adding, however, that the question of subsidizing the liners is still wide open."

"The issue is not saving subsldy dollars but using it in its best form," he said.

(Continued from page 3) sure is of the most crucial importance."

· Approved a statement of principles on pre-payment dental health programs drawn jointly by Dental Association setting out ten driving principles to assist affillated unions in establishing such

· Expressed support for the strike by the Sheet Metal Workers Bills H.R. 9121 and 9130 which at the Barber-Colman Co. in Rockwould require the inspection of ford, Ill., which has been in progress since June 5. The union won an NLRB election at the company in Feb., 1963 but has been unable to negotiate a satisfactory contract.

Trend Reversed

President Meany reported that the AFL-CIO has shown a gain of more than 360,000 members in the first six months of 1964, Indicating "a reversal of the trend that has existed for the past few years." He said the average per capita membership reported at the 1963 AFL-CIO convention was 12,469,-000. From that time through June to 12,830,000.

The next meeting of the council will be held on the morning of Sept. 1 in Washington prior to the meeting of the General Board, which consists of the presidents of all AFL-CIO national and international unions. The meeting will deal with endorsement of candiates in the forthcoming Presidential elections.

QUESTION: How frequently do you apply for your SIU \$800 annual vacation benefit?

Victor Bonet: I usually manage to pick it up at fairly regular inter-



money. The plan is one of the best. It certainly helps to be able to benefit from it when I need

Warren J. McIntyre: As soon as I can get it-which is about every

three or four months. I pick up around \$200 each time and use it while waiting between ships. I don't actually take any vacation. I use the money for living



expenses while I'm staying on the beach. I don't think the \$800 vacation benefit should be taxable.

Clifford Herring: I collect the checks when I need money. About



every three or four months, I would guess. The benefits are a good thing, but it might make things easier for seamen if the money could be left with the

union for a longer time. It would be held in a safe place, and easy to get at whenever we wanted it.

\$ 4 Joseph Larity: After a 90 day trip the vacation benefit checks

come in pretty handy. It's also nice when you get all of the \$800 at one time, although I never wait that long. You can take the money when you want it. I think



our SIU vacation plan is a very good setup because you have the money at your immediate disposal at the Union hall.

Frankie Rodriguez: Everytime I get enough accumulated time I

pick up my check and usually take a vacation in Puerto Rico. The money also comes in handy when I'm on the beach - I'm able to live on it until there's a ship

out. The SIU plan is very good. I like it because you can collect \$200 every 90 days.

1 Thomas Riley: I never want to get the full \$800 benefit, and the

amount that I do collect depends naturally on the length of the voyage. I think the SIU vacation benefit plan is great-it's something to look forward to. I occa-



sionally take a short vacation in Philadelphia with some of the money that the checks provide.

SPAD Senfarers Political Activity Report

SENATOR BARRY GOLDWATER has proved over the years that he is anti-anything that would provide benefit for the common man. In the past two or three years, and in his new book, he has struck out against unions, social security, general welfare, health care, taxes and, of all things, the federal government.

First of all, Goldwater would ban union political activity. He said in his book "Conscience of a Conservative," "I strongly favor enactment of state right-to-work laws." He also "favors" putting unions under anti-trust restrictions. Last year he introduced a bill to place a whole new set of regulations on mions, an open shop law among them.

In a senate speech in 1962, Goldwater said, "The immense and ever-growing power of labor unions constitutes a grave danger to our economy."

In the area of social security, he is quoted as saying that the government spends millions recklessly on social security. He is opposed to any type of social security in which the government provides funds.

In his book, Goldwater said that the government must withdraw from a whole series of programs, and listed among them social welfare, education, public power, agriculture, public housing, and urban renewal.

He goes on to oppose health care by saying it would "destroy freedom." He fights health care for the elderly on the grounds that "the ideals of free enterprise and voluntary action meet head on with the radical liberal dogma of the welfare state."

And as for the federal government, that which gives him the opportunity to speak as he does, on the Senate floor, he said, "I fear Washington and centralized government more than I do Moscow."

The John Birch Society is one of the few pets Goldwater has. He said in Los Angeles in 1961 that he was impressed by the people in it. "They are the kind we need in politics," he said. And the Birchers repaid the compliment. Robert Welch, leader of the Birchers, repaid the compliment to Goldwater by stating he would love to see Goldwater President. Welch is on the record as saying former President Eisenhower is "a conscious dedicated agent of the Communist conspiracy."

In the Committee on Political Activity roster of official voting records, he has voted wrong on 50 roll call votes, for a batting average of zero. His running mate, William Miller, voted right on only 8 of the issues, for a team batting average of .074 percent.

Goldwater voted in every case against the common man, and against effective legislation. He was against any tax extension or reduction; against highway construction, against civil rights laws and the granting of power to enforce them; against federal aid when the individual would benefit; and against parity price supports on basic farm crops.

He said that President Johnson is "the greatest faker in the United States" and claimed President Kennedy's advisers are not democrats, but socialists

LABOR ROUND-UP

been charged with unfair labor charges by the National Labor Relations Board in locking out 13,000 employees as a result of employees of two other producers going on strike. The four companies-Wyerhaeuser, Crown-Zellerbach, Rayonier, and International Paper-were charged with not having a legal joint bargaining group and therefore were not entitled to claim that a strike against one was a strike against all. The case is important in that it is expected to set a precedent on what constitutes a multi-employer bargaining group and will probably have an effect on the number of lockouts by major producers.

The U.S. District Court of Appeals in Washington has granted 1,300 striking union members a motion to dismiss the Kingsport Press' appeal to prevent the National Labor Relations Board from counting votes cast last Mar. 10 at the plant in Kingsport, Tenn. Five unions, which have been on strike at the plant for fifteen months, petitioned last January for new representations

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elections.

The striking workers at the Office Employees International Union have reached an agreement with McMillan, Bloedet and Powell River, Ltd., ending a strike which has lasted seven weeks. A comprotract runs to April 30, 1965.

Four major lumber firms have mise permitting most office emeen charged with unfair labor ployees to remain in the union while accepting the "agency" shop, elations Board in locking out ended the strike which affected some 4,500 workers in unions reimployees of two other producers lated to the woodworking industry.

Striking pressmen and paper handlers in Detroit are still pressing their demands against Detroit's two major newspapers. The strike, which is into its third week, has been given full support from the Detroit Newspaper Council of Unions, which represent 14 craft unions. Federal and state mediators have been called in to help settle the dispute.

Charge of unfair labor practices have been filed by the New York Typographers Union against seven of the City's newspapers. The unions charge that the newspapers should not bargain as a group and have filed the charge to force the newspapers to bargain separately. The publishers, which form a formidable group, said they will fight the charges.

Stewardesses and Pursers of Northwest Airlines have ratified a contract negotiated last month in which pay was raised \$45 to \$90, flight hours reduced, taxi and meal allowances improved, uniform payments provided and a hospital, surgical and life insurance plan initiated. The agreement is retroactive to May 1963 and the contract runs to April 30, 1965.

"May The Er-Best Man-Win!"



When the Interstate Commerce Commission came into being, it was hailed as a totally unbiased body that could and would regulate the Nation's commerce with a fair and impartial hand. The maritime industry, however, has learned otherwise. Instead of being treated in an unbiased manner, U.S. water carriers have been dealt one knockout punch after another by the ICC's action in allowing discriminatory rate cutting by the railroads. A case in point is Seatrain's current battle with ICC which recently approved a railroad freight reduction that threatens a phase of Seatrain operations.

Over the years, the shipping industry has suffered setback after setback in its bid to overcome rail freight discriminations and it appears that only the intervention of the Justice Department is responsible for a temporary victory for the SIU-contracted Seatrain Lines. Only one of a number of steamship lines forced to abandon links between certain cities because railroads cut rates on a few key commodities, Seatrain required the Justice Department to give Federal notice that proposed rate reductions violated antitrust laws and would tend to rail monopolization of significant traffic flows. The ICC had not acted on Seatrain's appeal, which eventually ended up with a Federal Court issuing a restraining order preventing railroads from cutting rates on plastics shipped between Texas and New

From the Great Lakes, to the Pacific, New England and the South, the nation's railroads have established a nationwide pattern of discriminatory rates when competition with water carriers is involved, forcing some competing water carriers out of business.

In areas that are served by inland water or ocean carriers, the railroads have maneuvered to slash rates while maintaining artificially high costs in areas without water carriers. And when competition is eliminated in those locations served by water transportation, the rates go back up again. Thus regional trade barriers are established that damage the economy of the country.

The ICC makes the majority of its rulings allowing the rail industry to fatten up on domestic shipping on the basis of loopholes in the Interstate Commerce Act, which was designed to bar discriminatory rates.

The ICC has ascertained that if water competition exists in one place and not in the other, these are circumstances "of a different nature" and the rails must prevail.

In order to halt the railroads' reckless drive to regain some of their lost power (which still exerts a great deal of pressure on Capitol Hill) at the expense of the maritime industry, the Interstate Commerce Commission must govern the transportation industry as a whole by the same rules on discriminatory pricing which are applied by antitrust measures. And this control must be exercised in such a way that the Justice Department is not required in every dispute to identify or define the meaning of the Federal antitrust laws.

Now Is The Time

Seafarers who have been following the latest political news know that both they and their families have an extremely high stake in the national elections this fall.

On other pages in this issue, the LOG carries statements by the Executive Board of the AFL-CIO Maritime Trades Department and the Executive Council of the Federation blasting the anti-labor platform passed at the recent Republican National Convention in San Francisco. Not only did the Republicans approve a platform obnoxious to the goals of the labor movement, but it also nominated a man whose record has been completely at odds with the purposes and programs of organized labor.

Seafarers who are rightfully concerned with the future of the country's labor movement, have the opportunity of furthering their common cause by making certain that they register to vote, and then, with their families and friends, vote in November on

Election Day.

See Diversification No Bar To Subsidized Operations

here recently that he does not oppose, as a matter of policy, plans put forward by several subsidized steamship lines to diversify their operations by * branching out into non-ship- with its subsidy contract or in ping activities.

Each such proposal should be considered separately to decide if such diversification moves would hinder the line's ability to comply

Uncle Sam To Pay Hydrofoil's Repair Costs

WASHINGTON - The U.S. Government, with some reluctance, will repair the damaged hydrofoil ship Denison. an ocean-going experiment that cost five million dollars.

Since an early spring accident in which the vessel's foils were ripped from the hull and other damage sustained, the government has been undecided whether to lay up the vessel and collect insurance on the hull or resume experiments to determine the worth of hydrofoils as ocean-going transporta-

The decision to make an estimated \$340,000 worth of repairs and return the Denision to service was made by Undersecretary of Commerce for Transportation Clarence G. Martin. Grumman Aircraft Engineering Corp., which built the vessel at its Bethpage, N.Y., plant will get the

The Denision ran aground on an uncharted shoal in the Brunswick River, below Wilmington, N.C., in March.

WASHINGTON-Commerce Secreary Luther Hodges said

some way violate the Merchant Marine Act or other laws, he said.

Several shipping lines have been considering diversification moves recently because they feel that by branching out into fields not so radically affected by the natural and unavoidable general business fluctuations as the shipping industry, they can provide the whole corporation with a greater margin of stability.

They feel that the shipping industry is the first to be hurt by bad business conditions and the last to recover when business improves, and that more diversification would help reduce this hazard.

Under the very tentative prescompanies would continue their present shipping operations under the same management, but would also acquire other, non-shipping operations which would act as a buffer against hard times for the corporation as a whole.

For the subsidized lines, permission from the Maritime Subsidy Board is necessary before any such acquisitions can be made. Recent diversification proposals submitted to the Subsidy Board are pending a decision by the Commerce Department.



India's Charter Regulations Called Unfair By Shippers

NEW YORK-Two associations of American-flag shipowners have jointly announced that they have asked for Federal action to correct the contract conditions "imposed" by the Indian Government which tend to make it non-compensatory for American ships to carry U.S. Government - financed+

grain to India.

Charging that the charter party (the contract setting forth the terms and conditions under form charter party." which the ships operate) imposed by the Indian Supply Mission Is "unfair," the shipping associations urged prompt action by the Grievance Committee on Cargo Prefer- comment" from American owners, ence Administration to correct the India receives more surplus grain conditions they cited.

Shipowners Association, representing jointly more than 90 per cent ent diversification plans, such of the U.S.-flag tramp fleet, also theory the shipowner is allowed a and the Department of Agriculture to consult promptly with the induscharter party for use by all foreign supply missions.

> The request for action to protect from the associations to Nicholas at all. Johnson, Maritime Administrator and chairman of the Grievance Committee.

The AMA and the American parties. They said that although cent of his fee. Agriculture has been working for

in the sun and watches Bill Slater, wiper, call the en-

The associations pointed out that while the charter parties with virtually all the foreign missions are than any other nation, and the The American Maritime Associ- India trade is the most important ation and the American Tramp in which American-Rag tramps engage.

The associations stated that in urged the Maritime Administration compensatory rate for his vessel when the ship is delayed through the responsibility of the charterer, try and prepare a fair and uniform and claimed the India rate "is not compensatory." "In many instances," they added, "where the vessel is delayed through the fault the earnings of American shipping of the Indian Government, the Inwas contained in a joint letter dia Supply Mission refuses to pay

The AMA and the Tramp Shipowners also called for revised procedures for the payment of freights. Under existing condi-Tramp Shipowners also criticized tions, freights are not considered the Department of Agriculture for earned until the ship arrives at its "failure to eliminate the unfairness first port of discharge, at which and inequities" in the charter point the owner receives 90 per

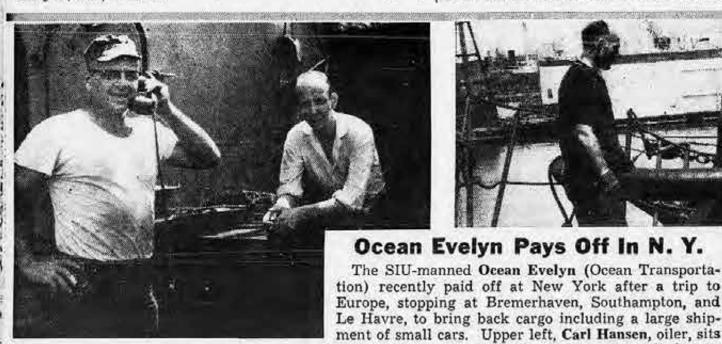
Payment of freight on arrival is at least three years on a uniform unfair to American shipping, the charter party that would be used associations charged, "since it re- bring the ship into a discharge by all foreign supply missions for quires the U.S.-flag vessel owner berth.

chartering American - flag ships, in effect to finance the freight ship-'we have not seen the results of ments and requires him to discount Agriculture's efforts . . . nor have the charter party in order to meet we even seen a draft of their unl- his current obligations such as payroll expenses, bunkering, etc. "We suggest," the associations said, "that 90% of the freight should be paid after the vessel has completed "imposed without negotiations and loading and sailed from a United States port."

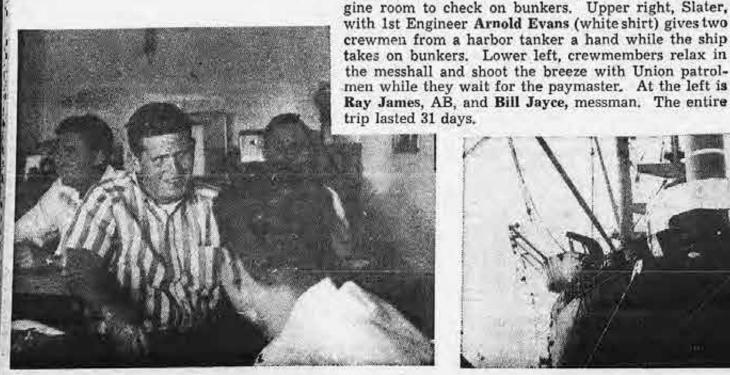
The associations also proposed changes in a charter party provision which gives the India Supply Mission the option of selecting the ship's discharge ports and which spells out when the ship will not be paid if its discharge is delayed by congestion or Indian Government action.

"In the past," the associations said, "this provision has worked to the severe detriment of the American-flag vessel owners. On one recent occasion, the Indians ordered an American vessel into a strikebound port when another lightening port was strike free and required the American-flag vessel to wait in the strikebound port for approximately three weeks without any compensatory payment."

When Calcutta is congested, the associations added, American ships are kept at anchorage at Sandheads, an area outside the port's geographical limits, for several days or weeks until the local Indian authorities assign a pilot to









SEAFARERS PORTS OF THE WORLD



Djibouti, nestled in a remote corner of Africa, stands as a metropolis and stop-over point for SIU ships bound for India. The capital of the overseas territory of French Somaliland, the port contains up-todate facilities with six cargo berths. Top photo shows an aerial view of the city, built on a horseshoe shaped peninsula made up of mudflats spanned by causeways. Djibouti is an international pert with a large harbor that serves as the main outlet for the country of Ethiopia. The city shows the influence of the Muslim religion by its many mosques (right).





An unexpected sight in the middle of the desert is a city with a cool, prosperous appearance. Djibouti's European section looks like any typical French city, with white houses, good hotels, cafes, movies and tree-lined avenues.



The native market place, each bazaar protected from the blazing sun by canvas and thatched canopies, buzzes with sound—and flies. Seafarers can pick up good bargains in liquor, perfumes and tobaccos in the duty-free port.

DJIBOUTI

Djibouti, one of the trade crossroads of the world and a far away exotic sounding name on the map to most people, is an interesting port of call for Seafarers making the hot, dusty run thrugh the Suez Canal.

SIU-manned vessels are callers at the seaport tucked away in this remote corner of Eastern Africa, the Coeur D'Alene Victory having pulled into the harbor this week (Aug. 3) and the Coe Victory scheduled to arrive August 22.

Located on the Western shore of the Gulf of Aden, the port controls the entrance to the Red Sea and serves as the primary sea outlet for the country of Ethiopia. Djibouti (or Jibuti as it is sometimes known) is linked to Addis Ababa by a railway which brings Ethiopian produce for shipment.

SIU-manned ships stop at the port, which is also the capital of French Somaliland, to replenish dwindling food supplies or drop off or pick up an occasional cargo.

An international port with a large landlocked harbor, Djibouti's importance to shipping was greatly increased when, in 1949, it was made a free territory with its customs largely eliminated.

Facilities include six cargo berths and two bunkering berths, all of which are fitted with bunkering apparatus. Although it is primarily a way point, the port has an annual average tonnage of about 800,000.

After having been subjected to barren desert wastelands, sweltering tropics and the endless glare of the open sea, Seafarers coming into Djibouti are met with the sight of a typically pleasant French town of some 40.000 persons.

In spite of the heat, the European quarter has a prosperous appearance—white houses and laurel-lined avenues. And more important, visiting seamen find the inhabitants to be very friendly and courteous to strangers.

The town is built on a horseshoe shaped peninsula partly consisting of mudflats spanned by causeways, and deep sea sailors are never at a loss for things to do. Djibouti has a good share of cafes, movie houses and boats, four good hotels. The favorite meeting places of off-duty Seafarers are the night clubs situated around the central square and the small,, friendly bars in the native district.

For the Seafarer who likes to keep track of his journeys with a camera, Djibouti is a perfect place to record the colorful scenes and happenings of the Middle East. French Foreign Legionnaires parade through the streets in their gaudy uniforms and the market place is alive with sounds and smells (sensitive noses stay in this area for only a short time, since it is also an open-air livestock yard).

Look for the town to close down in the afternoon—the time-honored custom of the siesta is observed.

Since customs duties are virtually non-existent, SIU men usually stock up on personal supplies and gifts for their families or friends back home. Good liquor, perfumes and tobaccos are available at low cost, as well as curios of the local area such as rugs, herbs and jewelry.

A few tips from Seafarers calling in the port regularly: Although it is a nice stopping over point with an abundance of friendliness, the taxi drivers are sometimes treacherous, the water supply is slightly brackish and the local clinic is not the most up-to-date.

A great deal of Djibouti's life centers around the sea—its people grow vegetables and dates for the stores of ships, the small industries make minor repairs for sputtering freighters and the port's main wage-earners are the dockers.

Djibouti is no longer quite so exotic to Seafarers making port regularly, but is still a quiet oasis in one of the hottest parts of the world's oceans.



SIU-manned Victory Carriers vessels are frequent callers at the port of Djibouti, with the **Coe Victory** scheduled to be in the African way point Aug. 22. Longshoremen draw the highest wages, and the city's shops cater to shipping.



By Lindsey Williams, Vice-President, Gulf Area

Labor-Backed Candidates Win

Candidates endorsed by the Greater New Orleans AFL-CIO made a strong showing in a Democratic Primary July 25.

In Orleans Parish, Traffic Court Judge Lambert B. Hassinger made a runaway of his race, while incumbent Judges S. Sanford Levy of First City Court and Edwin A. Babylon of Municipal Court won Democratic nomination (tantamount to election) with Labor's support. A. W. "Wes" Wambsgans, seeking election to a newly-created civil district Judgeship in nearby Jefferson Parish faced a runoff to be decided on the last Saturday in August.

In the Second Congressional District, Congressman Hale Boggs, Democratic Whip in the House and long-time friend of the SIU, won renomination without opposition. He, along with Congressmen Jimmy Morrison and Ed Willis and newcomer Speedy O. Long will have Republican opposition in November however. Both Representatives Morrison and Willis and candidate Long will have the support of Labor.

Long, who was regarded as friendly to Labor when he served in the Louisiana Legislature, defeated his distant cousin Congressman Gillis Long, also a friend of trade unionists, in a hotly-contested campaign, Representative T. A. Thompson, a ranking member of the House

Merchant Marine and Fisheries Committee, and also a friend of the SIU, won re-nomination to Con-+ gress from his Southwest Louisi- three-year agreement with a wage ana District, which includes highlyindustrialized Lake Charles, site of a big Cities Service refinery and a

port well known to Seafarers.

Labor also was in the news in Houston where the Harris County AFL-CIO Council was urged by state leaders to step up its political program for the November campaign. Officers of the Council were re-elected and SIU Port Agent Paul Drozak was among 14 candidates nominated for a place on the organization's executive board. Also in Houston, the West Gulf Ports Council, an affiliate of the AFL-CIO Maritime Trades Department, re-elected C. E. DeFries of the MEBA as president and Drozak as executive secretary-treasurer. W. H. Hopkins, an international vice president of the ILA, was elected vice president and the following were elected to the executive board: W. C. Wells and C. N. Heaton, ILA; Bob Jones, MM&P; Don Hofer, Retail Clerks; Alma Herring, Office Employees, and James Kennedy, MEBA.

The Port Council also formed a committee to protest to the Houston Port Commission that lives of workers would be endangered in event of a disaster because of the Commission's policy of keeping only one gate on the north side of the port open to graveyard shift

Progress was made in the inland field when the SIU's Inland Boatmen's Union completed negotiations of a first contract providing full union representation, job protection, wage raises, improved working conditions and full coverage by the Seafarers Welfare and Pension Plan for the some 150 employees of Slade, Inc., and Southern Towing Co. (formerly known as The initial pact provided for a Transeastern.

increase on each anniversary date of the contract and a one-step increase in the companies' contribution to the Seafarers Welfare Plan.

Some familiar faces seen around the New Orleans hall in the last 10 days included Joe Vigo, Bill Padget (now fit for duty after a session in the hospital), Bert Eckert, Gus Brosig, Arthur Valiente, Sam Bailey, Johnny Ward and Nolan DuBois, who was at the hall to attend a meeting of the Maritime Council of New Orleans and Vicinity, MTD, AFL-CIO. Du-Bols is a delegate to the Council from the Bartenders and Culinary Workers Union, of which he is an elected official.

Harvey Graham who returned to Mobile for a rest after sailing for a while as bosun on the supertanker Manhattan now has his license and is on his first trip as a mate on the Monarch of the Seas on the Puerto Rican run. Roscoe Alfred left the chief steward's job on the Eagle Traveler and is on out-patient status and unable to ship for the time-being. C. W. Hoard, veteran electrician, got off after a couple of years on the Claiborne and is vacationing on the beach in Mobile. Bill Wallace, who last sailed as bosun on the Alcoa Runner, is rounding out a long vacation and is hoping to ship soon.

In Houston, Norman A. Longtine paid off the Overseas Eva and shipped back out on the Transyork bound for India with grain, Eddle cook and baker's job on the supertanker Mayflower is ready to go again and is looking for another tanker's job. He says he's shopping for an air-conditioned job.

Joe Clenomski and Charlie Conrepresent these employees in a oiling job, preferable one destined recent election conducted by the for a long trip. Marion Beeching National Labor Relations Board. made a job on the coastwise tanker Pacific trade.

Notify Union On LOG Mail

As Seafarers know, copies of each issue of the SEAFARERS LOG are mailed every two weeks to all SIU ships as well as to numerous clubs, bars and other overseas spots where Seafarers congregate ashore. The procedure for mailing the LOG involves calling all SIU steamship companies for the itineraries of their ships. On the basis of the information supplied by the ship operator, four copies of the LOG, and minutes forms are then airmailed to the agent in the next port.

Similarly, the seamen's clubs get various quantities of LOGs at every mailing. The LOG is sent to any club when a Seafarer requests it by notifying the LOG office that Seafarers congregate there.

As always the Union would like to hear promptly from SIU ships whenever the LOG and ship's mail is not delivered so that the Union can maintain a day-to-day check on the accuracy of its mailing lists.

New Orleans Optimistic Over Shipping Boom

NEW ORLEANS - Waterborne commerce in this SIU port is enjoying such a boom that shipping volume is reportedly five years ahead of itself. The Port of New Orleans handled more than 70 million tons of cargo in 1963 and new developments for the first six months of this year have made predictions based on 1959 estimates seem grossly inaccurate.

Total tonnage was up 11 percent from last year and its exports were up about the same, leading observers to believe that the port's water business will double in ten

New Orleans credits these remarkable strides to intensive port promotion programs and the decision by the State of Louisiana to go about attracting industry here in a big way.

The result has been an increase in trade with European countries, chemical plant construction have also contributed to burgeoning waterway operations, South America, which had been the port's primary promotional target, is no longer New Orleans' top trader, replaced by American and other foreign interests lured by the port's persuasive powers.

Florida Boom

Another of the South's growing seaports, Port Everglades, is experiencing a minor boom. Shipping in the Florida port rose seven percent over the comparable six months in 1963, up from 3,174,891 tons to 3,407,430

Port Everglades also handled more than 800,000 tons of water for the U.S. Naval Base at Guantanamo Bay, Cuba, giving the port its highest half year total in shipping in history.

Increased export business was responsible for huge cargo handling gains in the Port of San Diego. An overall gain of 67 percent was reported for fiscal 1963-64, up 888,400 tons of revenue cargo from a previous 531,679

San Diego's high speed bulk handling facility handled 313,136 tons of export cargo as compared to only 42,044 tons in 1962-63.

E. Davidson, who paid off from the cook and baker's job on the super-

Pacific District-contracted Pacific Higman Towing Co.). The Inland ner paid off the Haleyon Panther Far East Lines has been author-Boatmen's Union won the right to and are looking for any firing or ized by the Maritime Administration to construct an additional mariner type vessel for its trans-

> Pending construction, it will be necessary to withdraw the Canada Bear from the Guam service and utilize her trans-Pacific.

In order to maintain the continuity of PFE's Guam service and provide the maximum service for Guam shippers, the line for chartered the Hawaiian Craftsman, to depart San Francisco July 5 for Kwajelein and Guam.

PFEL has also obtained the Longview Victory under a longterm charter contract.



Accepts Death Benefit



Frances VieBrock, sister of the late railtug veteran Edward Zuhowski, accepts a death benefit check from G. P. McGinty, director of the SIU Railway Marine Region. Zuhowski was a veteran tugman for the Pennsylvania Railroad. Regina VieBrock, another sister, looks on.

In trade with European countries, Asia and with the new nations of Africa. New developments in **Sharp Export Jump**

WASHINGTON-The U.S. Department of Commerce has forecast a sharp gain during 1964 for U.S. exports to Western Europe, South America, and the Far East.

West Europe's market for + manufactured goods and in- offering U. S. exports a bright dustrial raw materials is con- promise of good future markets. stantly expanding, buoying the hopes of U.S. trade observers. With a little more aggressiveness, they forecast, exports to that part of the world are capable of reaching a new \$8.5 billion high this year.

are continuing to expand, inflation has been no deterrant to U.S. exporters trying to create a good Regulations competition market for U. S. goods. Also, the French and German non-inflation policies are helping to For Barges boost exports to these two coun-

Outlook Good

Recent developments in Veneincreased the export outlook to those countries, and these three, plus Mexico, Colombia, and Peru are expected to continue buying strongly from the U.S. during the last six months of this year.

Exports to Chile, on the other hand, are not forecast especially good because of a lack of money and a general business slowdown in that country.

Hong Kong, Thailand, Australia, SAN FRANCISCO - SIU New Zealand, and possibly Japan expected to continue a high rate of buying from the U.S. because of the sharp rate of growth these countries are showing. Last year, sales to the Far East had a total dollar value of more than 3.5 billion, and during the first three months of this year, exports were 16 percent above the same period last year.

> A not so favorable outlook was predicted for the Philippines, Korea, and Indonesia. Recent legislation to discourage foreign buying and tariff problems are blamed for cutbacks in U.S. buying in the Philippine Islands.

Near East Promising

The prediction for exporting goods to the Near East and South Asia, while not as rosy as the other parts of the globe, are still considered promising. Local crops have been good in these regions and oil revenues are continuing shipper, the speaker pointed out, to rise, especially in India and and both of the proposals under-Pakistan. Also, new markets being developed in Kuwait and Iraq are key sector of barge operations,

In Africa, the Commerce department said, U. S. investors would have to be more aggressive to further open this huge potential.

And, since European economies Blast New

FORT WORTH, Tex.-The possible passage of federal legislation which would inhibit the use of barges on inland waterways was zuela, Brazil and Argentina have rapped recently by the president of the American Waterways Operators, a management group, in a speech before the Fort Worth Chamber of Commerce.

Braxton Carr called for a fight against "subtle forces at work" to stymie the barge industry. Specifically, he hit out at recommendations made by the Federal Administration for several years now that the Interstate Commerce Commission be stripped of its authority to regulate railroad rates on bulk commodities agricultural products.

Rate Cutting Used

This would lead to rate cutting by the railroads, the head of the barge association said, which would endanger inland water operations. In the past, ratecutting has been a method used by the railroads to force competing water carriers out of business. When the water carrier competitors are eliminated, the rates go back up again,

Another danger to the inland water industry was pointed out in Federal proposals that would assess commercial users of waterways in the form of a tax on fuel. The fight over this proposal is expected to come sometime next year, he said,

The key to the attractiveness of barge service is its cost to the scored in his talk would hit at this

Wilderness Bill Is **Backed By House**

WASHINGTON-The House of Representatives has passed the controversial "Wilderness" Bill after years of controversy. The measure that would set aside 9.1 million acres of

Government land to be preserved in its primitive state for the benefit of future generations of Americans now needs

Urge Channel Deepening For Hampton Roads

NORFOLK-The Army District Engineers here have recommended biles are forbidden. a deeping of channels for the ports of Hampton Roads to meet the needs of large grain and coal vessels. The engineers made the report upon completion of a comprehensive study of port needs.

The recommendation is to deepen the main channels leading only if their operation did nothing into the ports of Norfolk and Newport News from 40 to 45 feet. The ment. channel of the southern branch of the Elizabeth River, leading to large export grain elevators, would be increased to 40 feet from 35 feet if the report is eventually accepted by Congress.

The engineers made their recommendations in letters to the derness. Hampton Roads Maritime Association, the industrial port commission of the city of Chesapeake, and railroads that serve the port.

Review Due

The recommendations must be reviewed by the Engineers' superiors, the North Atlantic Army tana, New Mexico, Oregon, Wash-Engineer Division headquarters in ington Wyoming, North Carolina, New York, by the Defense Department and then by Congress.

Actual deepening of the channels may not be accomplished before 1966.

The Hampton Roads port exported 29.7 million tons of coal last year. However, there have been complaints from ship owners because ships had to come into the port area at less than capacity load to keep from running aground in the 40 foot channel.

The engineers feel the economical benefits from the channel deepening will come from tanker traffic to and from oil terminals on the river and grain ships serving the elevators in the port area.

SIU West Coast Ships Modified

Three new ships have been modified for the SIU-Pacific District-contracted American Mail Lines, and the changes have been approved by the Maritime Subsidy Board, it was recently announced in Washington, D.C. The modifications, completed by Todd Shipyard, Inc. of San Pedro, result in an increase in the contract price of \$493,990. Out of this total, \$239,495 is for the Government account, and \$254,495 is for American Mail Lines account. The modifications relate to reducing stations, modification of interior design, ton booms and rigging, scantling plans, time extension and penalties for late delivery.

only Senate approval, which is expected, to become law.

Under the bill 54 areas in 12 states would be set aside to provide hunting, fishing, camping and recreational facilities and to preserve the nation's natural beauty from commercial exploitation.

Fishermen, hunters and naturalists who find their special domain becoming cluttered by beer cans and neon signs will be able to enter under permit large areas almost complete seclusion where commercial establishments and permanent roads and automo-

Grazing that is now permitted would be continued only if deemed "necessary," the use of aircraft and motorboats could continue where now established and prospecting for mineral and other resources would be allowed to destroy the wilderness environ-

Provisions Added

These latter provisions were included on behalf of Representatives from areas where ranching. mining, and the petroleum and lumber industry might be seriously "threatened" by virgin wil-

The wilderness project would be built from lands now classified by regulation rather than by law as "wilderness," "wild," primitive and "canoe." The areas, none containing less than 5,000 acres, are In Arizona, California, Idaho, Mon-Nevada, Colorado, Utah, New Hampshire and Minnesota.

Conservationists have been pressing for such a program since 1957. In seeking such legislation, they warned that If the areas were not sealed soon, they would be lost forever. President Kennedy was a staunch supporter of the "Wilderness" legislation.

UNFAIR TO LABOR DO NOT BUY

Action in the marketplace offers a method for trade unionists to assist each other in their campaign for decent wages and better con-

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

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

> * * * Eastern Air Lines

(Flight Engineers) * * *

H. I. Siegel "HIS" brand men's clothes (Amalgamated Clothing Workers) t t t

"Judy Bond" Blouses (Int'l Ladies Garment Workers)

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

* * *

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

1 1 1

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

± ±

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

* * *

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

Subway To Uncover Old Gold Rush Ships

SAN FRANCISCO-Several old ships, relics of the gold rush days in this port, may be uncovered soon when work is begun on a new subway here.

The Callao, Byron and Galen were three sailing ships that sailed around the Horn to the West Coast in the days of the gold rush carrying eager gold hunters to San Francisco. Like never made the trip back around the Horn but were abandoned on the West Coast.

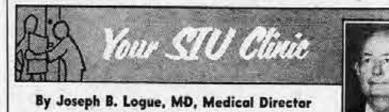
For a while, the Callao and Byron were used as warehouses, and the Galen was used as a home by Pilot Commissioner E. W. Traversa and his family in 1850. After a while though, the ships sank and were covered with debris and sand. Now they lie in the heart of downtown San Francisco, the first two at the intersection of Pine, Davis and Beale Streets. The latter ship has been traced to the south side of Market street between Main and

Although scores of other sailing been stripped from them.

vessels suffered the same fate, the Callao, Byron and Galen may be uncovered soon. All three lie in line with a new rapid transit subway being built under Market Street. The San Francisco Maritime Museum has pin pointed the location of the three ships and said if the ships are still below the water line they may be in somewhat of a preserved condition. In the early days the water came up to First Street six blocks from the present shore line.

In the days following the gold rush; a forest of tall ships lay idle in what was known as Yerbe Buena Cove. Many were hauled up on the beach to become hotels, offices and prisons.

The piers soon surrounded them, and fill from the nearby hills eventually covered their remains after all valuable material had



Food Spoilage-Summer Danger

Recent outbreaks of typhoid fever in Switzerland and in Scotland have focused the health authorities on the possibility of these outbreaks occurring. The likely cause of these two was a broken sewer in Zermatt and possibly some outdated corn beef in Scotland.

Writing in the medical column of the Group Health Association of America publication, William A. MacCall, M.D., points out that these episodes make one wonder why there are not more of these outbreaks. Reports in the papers and various health reports indicate an increase in epidemics of food poisoning from the various types of Salmonella, which are closely related to the typhoid group and thrive under many of the same conditions.

Strict Control

Modern food processing is under strict regulation and control. But, as new methods of freezing, precooking, partial cooking and preserving are developed, foodstuffs may appear on the market before adequate regulations are written or enforced.

Fortunately, most food processors are careful and conscientious in their methods of food preservation. However, almost every month we read of seizures of large lots of foodstuff by responsible authorities because of high bacterial count, or other forms of contamination. The public sees or hears little of these hardworking civil servants, We owe them a daily vote of thanks for their work in the field of prevention of disease.

Bacteria thrive in most foodstuffs and since most of us do not produce our own food we eat, the problem of food processing becomes ever more important, Meat, milk, eggs, fish, fowl, vegetables, fruits and cereals form most of our diet.

A thinly spread corps of veterinarians, sanitarians, and inspectors is charged with the supervision of the vast volumes of foodstuffs processed and shipped daily throughout the United States in order that we may eat. Volumes of regulations have been developed as guides for the manufacturers and shippers, and in general, they are observed.

Food spoilage is an economic as well as a health problem, and great effort goes into prevention of loss in equipment. In spite of all the effort, periodically something gets through and an outbreak of food poisoning occurs. It is a tribute to the combined work of the processors and the inspectors that there are so few slips in the system.

The problem is compounded for the consumer by what he does with the food after it passes into his hands, beyond the control of anyone else. Once the can is opened, the top of the bottle removed, the frozen food package partly thawed, or leftovers created, the problem is ours.

Care at Home

There is a growing suspicion among health authorities that many of the minor episodes of vomiting and diarrhea in many families may be traced to improper storage or handling of foods after they leave the market.

It is particularly important at this time of year that all foods for picnics and camping trips be adequately preserved and protected, for these are the dangerous situations when we are away from our ordinary cooking and storage facilities and we are less careful than

We can stay out of trouble if we exercise the same care in food handling at home as do the processors and inspectors, never forget-96,500 ton tankers under construct have been slowed by reversing the ting that bacterial contamination is a constant threat. Typhoid, dysentery, staphylococcus, botulism and streptococcus all can be foodborne. Be watchful!

Japanese Shipbuilders Develop **Powerful Diesel And 'Brake'**

TOKYO-Japan, which has lately been pressing toward becoming one of the world's shipbuilding powers, is also putting its efforts toward developing more powerful engines and marine aids.

horsepower diesel engine and a 'brake" for small ships.

The diesel engine has until returbines in the matter of size and output and limited to use on ships of 70,000 to 80,000 tons deadweight, and less. This is despite the fact that the diesel engine is more economical with fuel.

Develop Small Diesels

At least two Japanese companies, 2,300 horsepower per cylinder to 2,560 hp from each cylinder. One such engine, developing 2,300 hp loch type diesel. in each of 12 cylinders is presently being placed in a 96,000 ton liner being built for a Japanese steamship company. Another company is scheduled to place a 27,600 hp

The braking device consists of a and makes steering difficult.

Two such new develop- split rudder that is hinged at the ments are a small, highcan be opened to a position 90 degrees opposed to the ship's keel. The propeller helps the braking accently, been considered inferior to tion by pumping water against the flat surface of the rudder.

Prolonged Effort

Marine engineers have been putting their efforts behind developing a diesel engine that could deliver output of 2,500 to 3,000 hp per cylinder for some time. At present, one company has succeedhowever, have developed small ed in boosting the output of one diesel engines that develop from diesel from 2,300 hp per cylinder to 2,540 horsepower. The engine is a Babcock-Wilcox & Goldie-McCul-

The new ship brake, which was developed in cooperation with the Maritime Safety Agency, has been successfully tested and is termed usual, a "revolutionary type ship brake" diesel with 12 cylinders into two for small ships. Until now, ships propellor, but this method is slow

YOUR DOLLARS Seafarer's Guis

Buying Calendar For August

August is the big month for home furnishings sales, with reductions available on furniture, bedding, rugs, household linens, curtains and drapes. Also look for cut-price specials on tires just before Labor Day.

But shop food values closely this month. Prices are rising, especially on meats.

August also is the month factories and dealers trim price tage on current model cars to clear them before the new ones arrive this fall. Even sharper price cuts will be available in September. Economy minded drivers who prefer a relatively simple, compact car may find the late Summer-price concessions a double-barrelled opportunity. For one reason, on approximately the same size and model you typically save about \$150 at the close of the model year. For another, the forthcoming 1965 models are going to be longer, more powerful and more luxurious, with consequently higher operating costs.

Bigger Cars

In general, the manufacturers are planning to push larger cars with expensive optional features such as bucket seats. Because the auto industry has just completed a record sales year, it is convinced the public wants more size and power, and that the demand for compacts has dwindled. The industry made much the same mistake in 1959-1960, and had a recession as a result. While Detroit is pushing big cars, sales of imported small cars have increased 22 per cent this year.

Here are tips on other August buying opportunities:

• FURNITURE: In shopping the August furniture sales, we advise comparing values at three stores at least, including one department store, one so-called "discount store" and one independent specialty furniture store. Department stores are especially sales-minded and often offer sizable reductions in the August sales. Discount stores often sell furniture for about 10 per cent less than standard prices. But specialty furniture stores, especially when pressing for volume or in need of cash, sometimes are the biggest price cutters of all.

Package Deals Are Tricky

Beware the stores that emphsize installment terms, and especially those that promote large groupings such as "15-piece suits." Often the additional pieces consist of cheap lamps, pictures, etc., thrown in to build up the appearance of value. Often a complete set, such as a full bedroom set, does offer more value than assembling separate pieces, if you do need all the pieces. But at sales you somethimes canfind individual pieces sharply reduced, that can be assembled into

Maple usually gives you more for your money than most other hardwoods. But you need to make sure whether you are being sold genuine maple, not gumwood finished in maple. Solid maple is closely grained. Gumwood may be satisfactory for your needs, but don't pay a "maple" price for it. Also examine the finish carefully to make sure it has depth and smoothness without the shininess characteristic of poorly made furniture. Oak also often is used in moderate price Early American furniture, and is closely grained, strong wood. Walnut is the most widely used furniture wood today, and makes strong, stable furniture although often a little more expensive. Mahogany usually is the costliest furniture. Pine often is the least expensive, and is satisfactory if carefully selected.

One simple way to compare values is to compare the same size chest in different offerings. Be sure the chest is the same size in depth as well as height and width. Some inexpensive chests may be only 15 inches deep; others 16, and the better qualities 17 to 18.

Examine Construction

Also examine the construction details. Look especially for corner blocks, dust-proofing (a thin sheet of plywood between drawers) and the center guides on drawers. Dovetail joints, which have wedge-shaped projections, are stronger than lock joints, which have square projections and holes, the New York State College of Home Economics

• RUGS: Prices of nylon rugs have been reduced this year and offer good value. But "nylon" rugs can vary tremendously in quality. even rugs bearing the name of the same fiber manufacturer, such as Du Pont. You need also to compare the closeness of weave, thickness of pile and weight of the rug.

TIRES: There are few really standard prices on tires. Gas Stations, tire specialty dealers and discount stores all cut prices of the national brands in varying degree, while the large retailers such as consumer co-ops and mail order houses feature their own brands, made by the same national brand manufacturers, at low prices. The price juggling gets especially hectic just before Labor Day.

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Huge Senate Majority Passes Antipoverty Bi

WASHINGTON-After several hours of last minute bitter debate, the U.S. Senate has passed the controversial Antipoverty Bill, which has been strongly supported by American labor unions including the SIU.

The legislation was the first major action sponsored federally-financed antipoverty procompletely by President Johnson which has passed through either the Senate or the House. The bill passed by a vote of 62 to 33. Other major bills passed this year including the tax cut and civil rights bills were sponsored originally by President Kennedy.

The bill now goes to the House of Representatives where its future is uncertain. However, it is felt that the unexpected strong support received in the Senate, the bill has a very good chance.

The bill was passed by an unexpected large margin when 22 Rethe measure.

The measure did not, however, escape the Senate practice of shaving as much off spending as is

Originally asking for \$962.5 million dollars, an amendment cut fled war on poverty with old-age the bill to \$947.5 million. An additional last minute proposed amendment to cut another \$100 tors and retail and service workmillion from the bill was de- ers. feated. Other major changes to the bill included a states' rights a true workers' paradise, promptly measure that would give Governors veto powers over certain

As the bill stands, it would set up a Job Corps with the purpose of training and educating some munities to wage war on poverty steads. themselves. Another provision of peace corp" to be known as 'Vista."

In order to gain solid Democratic support, an amendment was passed which would allow govtution or organization.

gram which would give small farm-

The grants were changed to ject sponsored by a private insti- loans. Also eliminated, but against administartion will, was a The administration also backed program by which federal loans an amendment to change a pro- would have been made to corporations to acquire property and ers a \$1,500 grant to improve their develop it into family-sized farms for sale to low-income families.

Soviet'Worker's Paradise' **Planning War On Poverty**

MOSCOW-Russia, faced with sagging morale among colpublicans swung their support to lective farm peasants, has decided to bring its "pie in the sky" program down to earth with a "war on poverty" of its own.

> In a land where poverty theoretically went out with attracting more youths into these the Revolution in 1917, the Kremlin will begin its own modipensions for collective farmers and pay increases for teachers, doc-

Red China, intent on remaining denounced the action as "phony Communism."

The Supreme Soviet, Russia's parliament, will instigate the program at a time when the 1964 harvest is about to come in. Mo-40,000 young women and men; rale in rural areas was shattered ping out of school; and a \$340 want farm workers thinking of million federal fund to ald com- deserting their collective home-

Beginning later in the year and the bill called for a "domestic expanding to total coverage in 1965, nearly 25 million Russian people will receive more than \$5 billion in annual benefits.

The pay hikes for doctors and professional workers - averaging ernors to veto, within 30 days, any 21% - are designed as lures for

professions and allowing the group to catch up on the status scale with industrial workers previously given raises.

What will the Russians do with all of the newly-found opulence? Buy more fashionable clothes, make a downpayment on an automobile or acquire a television set, ever-developing signs of the capitalistic syndrome.

Broader Policy a work training program to keep following the 1963 crop disaster and Nikita Khrushchev doesn't Ship Swapping

WASHINGTON - Senator Warren Magnunson of Washington, chairman of the Senate Commerce Committee, recently introduced a series of bills that if enacted would liberalize the ship exchange program for Great Lakes operators, make the Coast Guard responsible for marking wrecks or obstructions to navigation, and establish a cabinet level National Oceanographic Council.

The ship exchange liberalization was aimed at helping Great Lakes operators by eliminating the present provision in the 1938 Merchant Marine Act which requires that an operator exchanging his ship for a better one in the US reserve fleet must turn in a World War II-built ship.

The act effectively rules out the Great Lakes operators which have few or no war-built ships. Magthe average hours worked a week | nunson introduced the new measure at the request of the Departship exchange program from June 5, 1965 until July, 1970.

The second measure introduced by Magnunson would vest the Coast Guard with the responsibility for marking wrecks or similar navigational obstructions. At present there is no provision in law relating to marking of a wreck one a decision has been made not to remove. The legislation was introduced at the request of the Treasury Department.

Magnunson's third would establish a cabinet level National Oceonographic Council. The Council would be given one year to submit to Congress an expanded and comprehensive marine when Congress was considering science program and would "keep a sharp and watchful eye over the scientific capabilities and merit, efficiency and economy," of all oceanographic operations.

Shorter Workweek **Making More Jobs**

WASHINGTON-Shorter workweeks negotiated by unions have increased employment and slowed the loss of jobs to automation, Labor Secretary W. Willard Wirtz told Congress

recently in calling for legis-+ lation raising the penalty pay | they seek at the same time as exfor overtime work to doubletime. This would have a similar predicted.

Wirtz told a committee that the Administration is willing to drop Its controversial proposal for tripartite boards to determine whether overtime rates should be raised in a particular industy-a proposal criticized by the AFL-CIO. He suggested as an alternative that employers might be allowed two or three hours of overtime a week at time-and-onehalf rates to meet "emergency situations, with doubletime required for additional hours.

9 Hours OT

Noting that a Labor Dept. survey shows that the average employe on overtime works 9 hours over his regular workweek, Wirtz added:

"More overtime hours were worked in manufacturing during June of 1964 than in any June during the past decade; yet the seasonally adjusted unemployment rate was 5.3 percent. It doesn't Act and other pioneering social make sense to have 4.7 million men | legislation, including social securand women unable to find work ity and the Walsh-Healey Act.

tensive overtime is being worked.

In 1948, he said, when railroad impact of the job situation, he shop workers could be employed up to 48 hours at straight time pay, was 46.2. In 1950, with premium pay required after 40 hours, the ment of Commerce. The proposed average dropped to 40.8. There is legislation would also extend the 'a strong presumption," Wirtz said, that the reduction in hours prevented the loss of 140,000 railroad jobs.

Wirtz said studies by the Dept. of Labor on "moonlighting"-the holding of two jobs by the same worker-"convince me that an increase in the overtime penalty would not affect the extent of dual jobholding."

As for the predictions by industry and business groups of dire effects on the economy if the overtime penalty rate were raised, Wirtz had a caustic rebuttal,

He submitted to the subcommittee a long list of similar management prophecies of disaster-made the original Fair Labor Standards



How To Conduct A Meeting

Regular meetings of the membership, both aboard ship and ashore are an important feature of the regular functioning of the SIU. At these meetings issues can be discussed, beefs aired and settled, and future action planned. At one time or another, every SIU man should take his turn at the important job of being ship's delegate, and knowing how to conduct orderly, constructive meetings will be

Whether the meetings consist of a gathering of 30 men on ship or 1,000 in port, they are all part of the same process and serve the same purpose. It is at these meetings that Seafarers bring their opinions and experiences directly to bear on the functioning of the Union. In turn, the decisions of the meetings have considerable effect on the lives of every Seafarer.

The way in which these meetings are conducted is all important, and knowing the rules can count for just as much in the Seafarer's life as knowing the skills his rating calls for.

The Union wants every Seafarer to become thoroughly familiar with the standard meeting rules, so that he is fully competent at hitting the deck and chairing a meeting. A heads-up membership and a wide-awake crew is a guarantee of business in a truly democratic fashion.

Robert's Rules of Order are the accepted rules governing meetings of all types throughout the English speaking world. Special rules are adopted to fit special needs.

The word quorum simply denotes the number of members in good standing necessary to constitute a working attendance at a meeting. Due to the fact that the majority of our membership is away at sea, the quorum established at shoreside meetings is fifty members. Aboard ship the quorum is no problem inasmuch as all crewmembers not on watch attend the meeting.

Meetings on Ship -

Aboard ship, meetings should be held regularly to take care of the ship's routine Union business. Special meetings should be called when any disputes between individuals or departments arise that cannot be settled by the departmental delegates. If the dispute is entirely within one department, a meeting of the personnel of that department only should be called and should not involve the other two departments.

There is no special meeting time aboard ship. The usual procedure is to fix an hour at which the greatest majority of the crew is off duty.

Meetings ashore are now held on a once-a-month basis with a call to order at 2:30 p.m. local time for the port concerned.

All SIU men are allowed to attend meetings. All have a voice, but only full members in good standing have a vote.

All officials are required to attend all meetings unless occupied on official Union business.

Masters-At-Arms -

As many master-at-arms as are necessary may be appointed to act as ushers, doormen and to keep order at all meetings ashore. The Agenda -

The agenda is simply the order in which the business of the meeting is conducted. At shoreside meetings it runs as follows:

- 1. Call to order.
- 2. Election of meeting officers,
- 3. Action on minutes of previous port meetings.
- 4. Presentation of financial reports, 5. Branch agent's report.
- 6. Reports by committees, patrolmen, auditors; other reports.
- 7. Communications
- 8. Charges and appeals. 9. Action on written motions and resolutions.
- 10. President's verbal report.
- 12. One minute of silence.
- 13. New business. 14. Good and welfare.
- 15. Adjournment.

Shipboard meetings, too, need an agenda to keep the meeting entists said the river carried a going on an even keel. Since many inings that are taken up at shoreside meetings will not occur aboard ship, the following agenda should

- 1. Calling the meeting to order, tship's delegate),
- 2. Election of officers-chairman, etc.
- 3. Action on previous minutes.
- 4. Ship's delegates: reports, reports of committees, safety report and discussion, etc., and action thereon,
- 5. Old business,
- 6. New business (motions and resolutions only).
- 7. Good and welfare,
- 8. One minute of silence.

9. Adjournment. Election of Officers.

The meeting is called to order by a temporary chairman or ship's delegate, who calls for the nominations for chairman. He recognizes only those who raise their hands. Names shouted from sections or the assembly are not recognized. To nominate a brother for chairman after you have been recognized, you rise and state, "I nominate Brother .

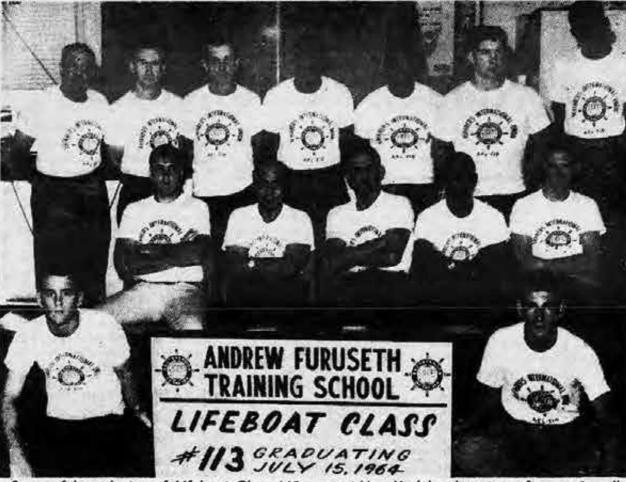
After a suitable number of nominations have been made, the nominations may be closed by a motion.

The temporary chairman asks for acceptances or declinations, Those who accept are voted upon by a hand vote and the one receiving the largest number of votes is declared chairman,

The chairman then follows the same procedure in the election of other meeting officers.

(Continued In Future LOG Issue)

Lifeboat Class 113 Passes Course



Successful graduates of Lifeboat Class 113 pose at New York headquarters after passing all the requirements of the Coast Guard course. The new owners of lifeboat tickets are (front, (1-r) Jeffrey Gregorie, William Kane; middle row, Jay Fritz, Leo Bugo, Nicholaos Vcettos, Edgar Mitchell, Scott Hoyman; rear, instructor Dan Butts, Kurts Binemanis, Richard Buie, Thomas Smith, David Perkins and Anthony Robert.

Mud Rivers Flow Over Ocean Floor

A network of enormous mud rivers has been discovered flowing like mercury across the ocean floor. The largest of these undertimes more water than the Mississippi River.

The discovery was made by scientists aboard a floating laboratory U.S. coast and of the ocean depths. The gigantic mud rivers discovered in the Bay of Bengal, off the Indian coast are apparently caused by underwater avalanches, scientists believe.

Dr. Robert Diaz, who was aboard the research vessel, said that there are at least 20 of these monstrous mud channels originating in that area which flow "with compelling her foils, She can travel at 14 force" for some 500 miles or more.

Four Miles Wide

where the bay is more than two launched next April. Speed of the miles deep, was about four miles craft is classified information. wide and 300 feet deep. The scivolume of water more than 25 times larger than that of the Mississippi.

The sea bottom rivers of mud create their own levees or walls, Dr. Dietz said, just as the Mississippi does on land. They are created initially by great rivers, such as the Ganges and Brahmaputra in India and the Irrawaddy in Burma, which deposit mud on the continental shelf. Once or twice a century, the oceanographer explained, these deposits are churned up by some unknown force and slide off the shelf with avalanche force, carving out the sea bottom channels.



Hydrofoil Tested For Sub-Killing

SEATTLE-A new hydrofoil craft has been developed for the Navy to make enemy submarine captains think twice before attacking U.S. ships near the shore.

The 110-ton hydrofoil, the sea rivers is reported to carry 25 first to be put into operation the existing speed law to allow by the Navy, has logged better than 50 miles an hour across Cape Flattery, according to the Boeing Co., who built the craft. engaged in making studies of the The hydrofoil High Point is undergoing additional tests before delivery to the Navy.

The purpose of the craft is to hunt and kill the fast submarines that will prey upon the merchant marine ships in case of war.

Driven by gas turbine engines, the High Point is designed to "fly" at more than 50 miles an hour through 51/2 foot waves, on miles an hour as a surface craft.

The Navy is also building a 320-The largest, located at a point ton, 212 foot hydrofoil to be

Offshore Menace

During World War II. Ameri cans were given a ringside seat to the Battle of the Atlantic by German submarine captains who torpedoed tankers three miles from the Jersey shore. They even torpedoed liberty ships at the mouth of the Houston Ship Canal because of inefficient protection. The new hydrofoil craft are exin the event of another war.

Meanwhile, the same speed that submarine-killers is giving commercial hydrofoil operators headaches, Government vessels can zoom around pretty freely but the private hydrofoils are confronted the survey. with harbor speed limits below 10 minimum efficiency.

Authority has its way in amending pressed area.

hydrofoils to operate.

Anxious to develop hydrofoil service on Baltimore harbor, the MPA plans to revamp existing laws that call for a maximum of seven mph, enabling the speedy craft to thrive.

N.Y. Seeks Aid

WASHINGTON-A faltering survey for construction of a new canal between Lake Erie and Lake Ontario has brought a request from Walter J. Mahoney, New York State Senate Majority leader, to approve \$200,000 to continue the study. Mahoney made the appeal while testifying before the House appropriations subcommittee here this month.

The Republican state Senator told the congressional group that the proposed waterway would pected to deter this type of action break up a bottleneck to the full development of the St. Lawrence Seaway and Great Lakes shipping makes hydrofoils such effective routes. Congress had appropriated \$250,000 last year for such a study during the fiscal year which ends June 30, but President Johnson did not ask for any money to continue

Mahoney, chairman of the New miles per hour, while the vessels York Joint Legislative Committee require speeds approaching 20 on the Lake Erie-Lake Ontario mph to begin to operate with Canal said that to diseard the survey now would waste the money Seafarers shipping out of Balti- which has already been spent on more may soon see one of the the project. He asserted that the new craft skimming across the waterway would create thousands inner harbor if the Maryland Port of new jobs in an economically deSenate Subcommittee Makes Charge

Health Insurance Industry Distorting Medicare Facts

WASHINGTON-The commercial health insurance industry has been "distorting" and "manipulating" facts in an effort to create an impression that Congress need consider no further action to meet the hospital insurance needs of the elderly, a Senate subcommittee

has charged in urging Con-+ gress to enact a social security quality all but the poorest appliprogram of hospital insurance cants under stringent means tests. for senior citizens.

Only one out of four aged that 10.3 million of 18 million per- zens. aons 65 and over were covered by adequate insurance.

In A Squeeze

private health insurance find themselves squeezed between higher the subcommittee urged lawmakers to act quickly in providing a program of hospital insurance financed through social security.

The present Kerr-Mills Act has program is entirely ineffective, be considered by legislators: Statistics frequently bear this Kerr-Mills Act programs of med- tirement policies.

Proponents of the King-Anderson bill are deeply concerned that automation and other technologi-Americans has even reasonably attitudes expressed in the Repubadequate hospital insurance, and lican Party program and reflected nearly half have no protection at by Senator Goldwater will make alt, the subcommittee said in an- it much more difficult for enactswer to claims by the Health In- ment of the measure, placing surance Association of America greater pressures on senior citi-

Need Real Protection

Citizens insists on protection Since older persons who hold through the time-tested social security and railroad retirement systems, decent housing for older premiums and shrinking benefits, people at reasonable prices and reductions in the prices of drugs.

In urging the Senate to add a social security-financed Medicare bill to the social security amendments expected to pass the House been attacked by many groups and of Representatives, the NCSC also factions who point out that the suggested other points that must

 Elimination of job discriminacharge out. Most states which have tion because of age and fixed re-

feat assistance for the aged dis- New ways of protecting pen-

sion funds and pension rights against bankruptcles and the changes in employment caused by cal changes.

 Passage and expansion of the food stamp plan so that surplus foods, in a wider assortment and variety, can be made available to the low income families among the

 Comprehensive programs of The National Council of Senior retirement preparation education.

N.Y. Institute Will Research Sea Resources

CONEY ISLAND, N.Y. -The Laboratories of Marine Sciences, a unique complex designed to bring forth realization of the sea's resources, will open here at the New York Aquarium in 1965.

Dr. Ross F. Nigrelli, head of the New York Zoological Society's Department of Marine Biochemistry and Ecology, will direct an initial staff of 11 scientists working with pharmacology of drugs from the sea, the genetics and endocrinology of fishes and other related research.

Grants for the institution, designed by the architectural firm of Goldstone and Dearborn, include \$350.00 from the National Science Foundation, \$266,400 from the John A. Hartford Foundation, Inc., \$250,000 from the Health Research Council of New York City, and additional monies from the Damon Runyon Memorial Fund, the National Cancer Institute and the Office of Navat Research.

SIU Tug Lends A Hand



The master of the ferry Cape May watches the SIU-Inland Boatmen's Union-contracted tug Elwina (McAllister) manauver to free his vessel after she ran aground recently in Delaware Bay.

Ports Fear Discrimination— **Oppose Meat Import Quotas**

WASHINGTON-A meat importation quota bill which was passed by the Senate last week has been hit by the American Association of Port Authorities as setting a precedent which

could open the way to possible discrimination of one U.S. ports with cold storage lockersport against another.

The bill, which passed the Senate by a vote of 72 to 15, would give the President the right to control the importation of beef, beef products, veal, mutton and lamb through individual ports. This means there could be different import quotas put on each port, instead of making a single quota for the whole country.

House Must Act

The bill must now return to the House for action. The Port Authorities Association is opposed to the entire bill which would legislate the quotas of meat products after 1964.

The association has claimed that the foreign countries involved have already made voluntary cutbacks in these imports and that the legislation is therefore unnecessary and unwarranted at this

The association stated that the

New York; Wilmington, Del.; Charleston; Los Angeles and Galveston-would be directly hit by restrictions on the amount of meat imported, but because of the nature of the bill, all ports could eventually be affected by presidential power to control cargoes through individual ports.

The Senate Finance Committee report on the bill said the "quotas of meat shall be suspended in periods of national emergency and whenever the President determines that domestic supplies are inadequate because of a natural disaster, to meet demand at reasonable prices.

Seafarer Wins **Highest Award**

(Continued from page 2)

is presently bosun aboard the Alcoa Runner. He identified the other Seafarer aboard the Titon, who assisted in the rescue, as Horace Sikes, "a neighbor of mine," who is presently at sea.

Hoffman said a similar award will be presented Sikes on his re-

turn to this country. Questioned about the rescue, Mullis said when the Titan reached the area where the Chinese ship had sunk, "there were waves 25 to 40 feet high. There were logs, cargo and dunnage all over the place and it looked like a Chinaman was on every piece of it. We got to the first two and Sikes and I were on watch, so we went down the ladder to help them up. One was already dead.

"I got hold of one of them and passed him over my head to Sikes. During the transfer, a big wave knocked all three of us from the ladder. I was washed on deck by another wave. Sikes missed the the deck and a second wave started washing him in and I managed to grab his hand and helped him on teck. Somebow, I'm not sure how, but we had gotten the seaman accourd." Other men in the water were already drowned, he said.

This was the second time Mullis received recognition for work above and beyond the call of duty. In 1959 he and all the crewmen of the Alcos Pioneer received a unit citation for rescuing five Tampa men from a disabled yacht in the Gulf of Mexico.

See Polar Uses For New Craft

A long sought after vehicle that could carry men and equipment across the ice-choked and crevice-marked wastes of Greenland at high speed and yet maintain a good speed on

the open highway may have been found in the new by three down-blasting fans pow-"ground effects machine"

The machine, named the Carabao, is a type of craft that rides on a cushion of air between 12 and 18 inches from the ground. It is moved by tilting the craft in the direction desired or by a fan like an airplane propellor.

The GEM, which by a recent ruling of several federal agencies, has been designated a marine craft and subject to maritime control, is being tested by the Army to determine if it could be developed into the equivalent of a two-man

Over The Ice

In a demonstration, the Carabao has skimmed over the ice-clogged Potomac River at speeds up to 40 miles an hour, although tee floes stuck out of the river as much as two or three feet.

The Army has also been testing the vehicle in the Everglades, and is impressed by the way it travels over the swamps and morasses of that area.

There are several drawbacks to the GEM. Because no part of the machine touches the ground, it is often quite difficult to stop when going downhill. Also, in a strong crosswind, the craft will drift from its path.

Over Mud & Grass

Canada has long been interested to a machine which could travel across the soggy muskegs and tuntras that cover most of that country. If practical and economical the craft could revolutionize the Canadian transportation industry.

The major drawback to the ground effect machine is the amount of fuel it uses in order to keep itself airborne. It is lifted

ered by an aircraft engine.

This feature is only slightly offset by the fact that there is no friction to overcome.

Other uses for the machine may be found in transporting passengers across bays and harbors.

1. J. BOLAND (Boland-Cornelius), April 17—Chairman, John Kornish; Secretary, John Ludwiczek. No beets were reported by department dele-gates. Discussion held to find out

about scraping and painting tunnel.

ANN ARBOR NO. 7 (Ann Arbor).

May 12—Chairman, G. Dragoo; Secre-lary, George Pilz. Contract proposals that company has agreed to were discussed and voted on

PETER REISS (Reiss), May 17— Chairman, William Goroff; Sacralary, George Desjardins, Deck department

requests patrolman come aboard to straighten out OF disputes. Safety committee elected one man from

EMORY L. FORD (Garlland), May

15 Chairman, Thamas Allen: Secra-tary, Wilfred B. Hith. No leefs re-ported. Request for 25c from each man to be applied to ship's fund.

Discussion on having sailing board

GLOSE EXPLORER (Maritime Over-

seas), May 31—Chairman, W. Brews Secretary, C. Hushart, Ship's delegate reported that the repairs from pre-

LUCILLE BLOOMFIELD (Bloom-Reld), May 17—Chairman, William Tillman; Secretary, Leo Kissman, Brother William Tillman was elected to serve as ship's delegate, \$21.37 in ship's fund. No heefs reported.

WILTON (Merine Carriers), May 31—Chairman, P. P. Stesland: Secretary, F. Quintayo, Two crewmenslers were luspitalized, one in Port Said.
Egypt and one in Bombay, India: Fow

visus voyage were not entirely co-pleted. Few hours disputed (VI' deck and engine departments.

each department.

DIAMOND ALKALI (Soland & Cor-nelius). May 13—Chairman, Jack Yaung; Secretary, Jerry Martin. Dis-cussion and motion made to assess members \$1 to build up ship's fund due to a depletion of \$33 for flowers sent to deceased shipmate. Balance in ship's fund in \$3.89. Discussion on remains. hours disputed OT to be taken up with patrolinan. Crew and officers extend vote of thanks to the chief cook and 3rd cook for the good cooking. Captain very cooperative in all

MAYFLOWER (Mayflower), June 11
—Chairman, John Tobin; Secretary,
Robert Sancher, Discussion held on
transportation. Some disputed OT in
engine department to be turned over
to patrolinan.

KEVA IDEAL (Keva), June 7 — Chairman, R. V. Goiling; Secretary, F. Spruill. \$10 in ship's fund, Few



ours disputed OT. No beefs. Every-

SEATRAIN NEW JERSEY (Seatrain), June 27 — Chairman, W. N. Thompson: Secretary, James M. Nelson. Ship's delegate reported that all is O.K. The ship's fund was raffled off and was won by Broiber John F. Dickerson, Ship laying up.

MANKATO VICTORY (Victory Carriers), June 14—Chairman, R. Ransome; Secretary, J. Craft. No beefs
reported by department delegates.
Broiber B. Ramsome was elected to
serve as ship's delegate. Request
exterminators abound after payoff.
Discussion was held regarding repairs and a close check will be made
to see if they are completed.

WILD RANGER (Waterman), June F. Chairman, Euko A. Clamboll: Sec-retary. Wilbut C. Sink. 851 in ship's fund. Volunteer contributions ac-

cepted at payoff to purchase TV for messhall. No beets reported by de-partment delegates. Ship's delegate thanked everyone for doing a good job and reflecting a good light on the Union.

AZALEA CITY (Sea-Land), June 21 Chairman, Jose Correr: Secretary, R. Bowman. No beefs reported by department delegates. Discussion on seeing patrolman about transportation from dock to bus stop at sirport. WILD RANGER (Waterman), March

I—Chairman, Luke A. Clamboli: Sec-retary, W. C. Sink, Ship just came out of 13-day layup in San Francisco. and it in good shape. Cooperation requested by the ship's delegate on every day matters such as cleaning laundry, library, quarters, menu sug-gestions and heating of quarters.

GLOBE CARRIER (Maritims Overseas), May 24—Chairman, T. Dezewicki; Secretary, Ralph Tondell, Brother T. Drzewicki was elected to serve as new ship's delegate. Vota of thanks extended to outgoing ship's delegate. Motion made to include time-off clause in contract.

COE VICTORY (Victory Carriers), June 2—Chairman, G. A. Wile; Secre-tary, A. Burke. \$20 in ship's fund. No beefs reported by department delegates. Vote of thanks to the steward department for job well dance.

HENRY (Progressive), June 14 — Chairman, Jimmis Bullock; Secretary, James Temple. Ship's delegate reported that the captain will see about getting as awning and some cols. Everything going along fine. No beets reported Motion made to see parcolman about chairs for mess room.

ALCOA ROAMER (Alcoa), May 25— Chairman, E. Kelly; Secretsy, J. E. Mannen. Ship's delegate reported that all is O.K. Repair list turned in and all will be taken care of. Vote of thanks to the steward de-partment.

LOG-A-RHYTHM:

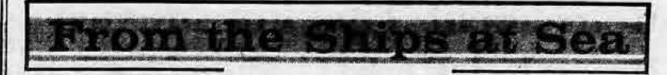
A Prayer

Dedicated to the memory of J.F.K.

("And so my felious Americans: Ask not what your country can do for you-ask what you can do for your country." John F. Kennedy, Inaugural address, January 20, 1961, delivered on the Capitol steps, Washington, D.C.

The Flag of Freedom, the stars and stripes Long may it wave o'er the land and sea. As a haven and shelter for the oppressed America, may we always sing that of thee. Keep hate and false creeds from us Keep their false doctrines from our shores; Keep ours as a land of internal peace Here let freedom linger evermore Let not worldwide conflagrations Destroy that feeling in our land Come . . . come all ye good and faithful Lend us a willing and helping hand.

(The Log-a-Rhythm this issue is a poem written by a Seafarer in memory of the late President John F. Kennedy. The poem has received considerable interest in many areas. A New York City Councilman introduced a resolution recommending the poem for use in the schools. It has also been printed in the Congressional Record.)



There is nothing like a few timely improvements to turn a "tub" into the "best ship afloat" in the eyes of a Seafarer who has returned for a new voyage. Seafarers aboard the Beloit Victory (Marine Managers) are making ear-to-ear grins the fashion this trip

after taking in a series of improvements that will make their lives on board a good deal essier in the future.

Not only were their requests for new mattresses honored, but the black gang can breathe easier now since ventilation holes have been burned into the roof of the engine room. According to J. W. Crowley, ship's delegate, this is a real improvement since the engine room skylight has been blocked off since World War II. Crowley reports that eredit for getting the improvements goes to Marcus Evans, former ship's delegate and SIU reps in New Orleans.

* *

Crewmembers aboard the Norberto Capay (Liberty Navigation) are really raving about their new



ateward department. The galley gang has been doing such a great job that everybody has been commenting on the cleanliness, good service and friendly smiles. Ship's delegate Edward Dooley says that it has made for a much happier

C. Quinnt, ship's delegate on the Olga (Marine Managers) thinks that he's never had it so easy as a delegate. The reason, according to him, is that all hands go out of their way to keep beefs to a minimum. Quinnt thanked SIU men in the crew for their cooperation and told them that considering the length of the trip, everything was running smooth.

Seafarers aboard the Eagle Traveler (United Maritime) are ticked off about not being allowed off the ship during anchorage in Poland recently. Joseph O. Thibodeaux, ship's delegate, reports the ship's captain received a letter from the Polish government restricting the seamen aboard while the ship docked, thus depriving them of getting a first hand glimpse of this behind-the-Iron-Curtain-country.

And speaking of pantry problems, during the good and welfare section of a recent ship's meeting on the Petrochem (Valentine cording to Elowsky. Chemicals), the crew made it plain that it wants to make sure that there is enough milk aboard, especially when extra workers are being transported topside. Accordning short before reaching port.

* * *

Thirsty crewmembers on the Penn Exporter (Penn Shipping) were up in arms at a recent ship's gation be sent topside to "requisition" it back, reports Z. A. Markis, meeting secretary.

1 1 While Sesfarers don't spend all they are off watch. Crewmembers the pantry clean.

in the Keva Ideal (Keva) recently heard the steward offer to purchase more deck chairs if they would make a donation for them, reports Tex Strickland, ship's delegate.

1 1 1

The Wild Ranger (Waterman), just out of a 15-day lay-up in San Francisco, is reported to be in fine shape, according to Luke A. Clamboli, ship's delegate. He doesn't anticipate any feeding problems on this trip, since the steward department is under the capable hands of W. C. Sink. Captain James Schepis, who is well known to West Coast and Waterman "stiffs," has relieved Captain Hunt, Ciamboli writes.

* * *

Some Seafarers find that a good cup of coffee is worth its weight in gold. This is the reason why the erew on the John A. Kling (Reiss) was happy to learn that the





Paylor

taste of their java was going to take a turn for the better since the thermostat on the coffee urn had been replaced. However, Emil Elowsky, steward delegate, informed them that the urn has been placed in the galley, creating another problem. Not only is the urn's new location hazardous to men during meal hours, but it is also inconvenient to the porter who busses the officers' mess, ac-

1 1 1

Another "ship-shape" vessel is the Cottonwood Creek (Oriental Exporters). Reports from ship's ing to Frank Paylor, meeting sec- delegate O. M. Brooke say that the retary, every time milk runs short vessel is running very smoothly topside, the crew finds itself run- and the crew is working together and right on the ball. They do have a problem in the pantry though. When the ship begins to roll, the icemaker refuses to deliver.

1 1 1

Somebody aboard the Wilton meeting. It seems that someone Carrier (Marine Carriers) has ap-"liberated" a water cooler used by parently been loading too much the deck repartment, and there clothing in the machine so that the were several demands that a dele- agitator has had to be replaced several times on this ship. Robert Broadus, ship's delegate has advised the brothers to be careful about overloading. The crew gave the steward department a vote of day lounging in deck chairs as do thanks, and and in return, the passengers on luxury liners, they stewards said they could do a good do enjoy their own comforts when Job if everyone belped in keeping

Hails Seafarers As Best Crew

To the Editor:

I am taking this opportunity to congratulate the Seafarers International Union and its officers for the fine organization which it is today.

In my forty-two years at sea, of which I have sailed 25 years as Master, this ship, the SS Saint Christopher, stands out as having the finest bunch of men I have sailed with. This statement holds true for every department on the ship.

> J. Boje Master, SS St. Christopher 1 1 1

SIU Oldtimer Asks For Mail

To the Editor:

I'd just like to say hello again to all my old friends in the SIU who I sailed with right from the very start of the Union. I'm laid up now in the U.S. Soldier's home hospital in Washington, D.C., so I can't get around to chew the fat with my old shipmates anymore.

I've been in drydock here since February with a broken hip, and I'm likely to be stuck until at least next spring. I keep in touch with my old brothers through the LOG, but I really do miss them. If any of my old sailing friends are in the neighborhood, I sure do hope that they can drop in. If Washington is too far, I would apiste a few words via Uncle Sam's mail service.

The reason I miss my old buddies from the Union is that I'm surrounded with nothing but service veterans. While they're all a good bunch, there's nothing like chewing over old times as a merchant seaman with a couple of true-blue Seafarers. Paul C. Stevall

Welfare Checks Are Big Help

To the Editor:

I wish to thank everyone in the SIU who was involved in making it possible to get the care I received during my recent illness

I am truly grateful to the



All letters to the Editor for publication in the SEAFARERS LOG must be signed by the writer. Names will be withheld upon request.

Union for the aid which was extended to me.

Mrs. Frieda Paschal

1 1 1 To the Editor:

I'd like to tell each and every Seafarer in the SIU how grate; ful I am after having received the Union death benefit check for my busband, Harvey L. Thomas, I just can't get over how kind the SIU is. The SIU representatives here in New Orlean gave me immeasurable help all during my time of grief.

I think that everyone should know what a grand thing it is to belong to such a strong, faithful family of union men.

> Mrs. Bertha Thomas 1 1 1

To the Editor: I am writing to thank the Seaferers International Union

for the Welfare fund check of

\$4,000 which I received after the death of my brother, George Zalensky. I would have written sooner, but it is still hard for me to believe that my brother is dead.

I would like to thank the Union again for its generous offer of assistance and for all that it has done for me in the past.

Marina Roszkowski * * *

Pension Check Brings Thanks

To the Editor:

I am writing to gratefully acknowledge the first check for my disability pension that I received a short time ago. I would like all the brothers to know just what kind of wonderful relief it is when you know that that there will be a check coming in every month when your working days are over. If it wasn't for the SIU and benefits like these, I don't know where I would be today.

I also want to sincerely thank everyone in the Union who gave me assistance when I needed it so much. Not only did I get help which could never be duplicated during my recent sickness, but I also received prompt action when I filed for my pension.

Finally, I want to let everyone know that I really enjoy reading the LOG. I really look forward to getting the paper every two weeks to find out what my old buddies and former shipmates are doing now that I can't get to see them as frequently as I used to. I especially like to see the Union's progress, since I know that it will go on giving assistance to people like myself.

Hazen Schneider







Retirement Tips For Mexico Revealed By SIU Pensioner

Seafarer Howard E. Rode has suddenly found himself an expert on retiring in Mexico. Seeking the place where he could settle down most comfortably on his Union pension, Rode headed south of the Rio Grande where he found his American dollars did double duty.

Rode found living in Mexico so enjoyable, that he very good," the Seafarer writes, inexpensive. A private room with wrote the LOG, and an article appeared in the May 1st issue telling of his experiences. In addition to describing how much farther his SIU pension dollars went in Mexico, he had high praise for living conditions and the quality of hospital care available there.

Since then he has been flooded with cards and letters from old friends, and seafarers about to easily and the price is very low. retire, people who have already retired and even one from a person who was in business in the month. Transportation is good. You States and wants to close up shop and move to Mexico.

"I was very glad to hear from all of them," he says, "but I can- but it sure helps. not answer all their questions individually, so I will give you whatever information I can through the

"First, to get into Mexico, you don't need a passport, only some proof of birth. You can get a tourist parmit good for six months, or the new two-year permit which has to be stamped every six months-by the local officials in the town where you are living.

"It is very hard and takes a long time to get permanent residence here," he wrote. "But if you really want it, the American Consulate will give you all the help and information you need. Also, you don't need shots to get into the country. You only need a smallnox shot to get back into the States."

"You can bring all the clothing you need, your car, television set (portable) and just about anything else you need, as long as you don't want to sell them. Each piece has to be resistered at the border, and each time you cross the border, like if you leave the country or get a permit renewed, you have to take It with you.

"But you don't need much in the way of clothes. Mexico has many good and large clothing and household goods stores and its is probably better to travel light and buy what you need after you've set-

"Your best bet, when moving to Mexico is to move into a hotel for about a week while you look for an aparlment to rent. You can rent a small furnished apartment for between \$25 and \$100 a month. A very good two-bedroom furnished apartment in the best part of town will cost around \$50 to \$80 a month, Sometime you can find them even cheaper.

"Food is very cheap as well as

File Complete Minutes' Form

SIU ship's delegates, meet-Ing chairmen and secretaries who forward the ship's minutes to headquarters are urged to make sure they fill out an important section on the back of the form. This portion, located at the bottom on the left, relates to the ship's itinerary and the mail situation, including packages of the SEAFARERS LOG sent to all ships when each issue is published. Seafarers who fill out the minute's form can provide headquarters with a handy means of checking the accuracy of mailing lists by completing this particular section before sending in their meeting report.

- SMACH TV MANAGE STATE OF STA

about \$20 a month. They have

"The drinks are cheap. A bottle of beer costs 8 cents and all the other local booze is very cheap. Imported stuff is expensive.

"You can find a servant very A good housekeeper and cook will only cost between \$16 and \$25 a can ride all over town for 4 cents."

As an added note, Rodes says, "You don't need to speak Spanish,

STEEL VENDOR (Isthmian), May 30

Chairman, James R. Thompson, Secretary, Fred Shain. \$49.20 in ship's fund. No beefs reported by department delegates. Appointment of safety delegates discussed.

SEATRAIN NEW JERSEY (Seatrain), May 24—Chairman, James M. Nalson; Secretary, H. Bishop, \$19.97 in ship's fund, No bee's reported by department delegates. One man missed ship in Belle Chasse.

SPITFIRE (American Bulk),

15—Chairman, L. Low; Secretary, K. P. Schluter, Some disputed OT in deck department and ateward depart-ment. Crew requested to turn all beefs over to boarding patrolman.

ALCOA MASTER (Alcoa), June 7-

Chairman, J. Tilley, Secretary, J. R. Johnson. Several hours disputed OT in deck department to be referred to

patrolman. Crew requested to leave all keys with delegates or depart-ment heads. Vote of thanks to the steward department.

FAIRPORT (Waterman), May 24— Chairman, Steve T. Hayer, Secretary, A. J. Kuberski, Ship's delegate re-ported that all is in order with no beefs \$4.85 in ship's fund, Ship's delegate McAleer resigned and Broth-er Sieve Thayer war elected to serve,

DEL VALLE (Delta), June 7-Chair-

man, Frank Rowell, Secretary, Zee Y. Ching. No heefs were reported by department delegates. Vote of thanks was extended to the ship's delegate for a job well done.

OLGA (Marine Managers), April 25
—Chairman, M. Klieber: Secretary,
C. Quinnt. Ship's delegate reported that considering the length of this trip, everything seems to be running

smoothly.

March 8—Chairman, C. Quinnts
Secretary, J. Moore. Ship's delegate
thanked all hands for keeping beefs
at a minimum. A vote of thanks
was extended to entire crew for their
totagest in cunning a smooth ship

ALCOA MASTER (Alcoa), April 13
—Chairman, A. Hanese: Secretary,
W. Messenger, \$3,40 in ship's fund.
No bec's reported by department
delegates. Motion made to elect a

EAGLE VOYAGER (United Mari-time), June 6 Chairman, W. John-son: Secretary, N. Merrick. Ship's

delegate reported that ship is clean with no beefs. He will see patroloan about night's lodging.

STEEL CHEMIST (Ishmian), June 7—Chairman, George Finles: Secre-tary, Eugene J. Baegly, \$2 in ship's fund. Vote of thanks to the steward department for job well done,

ROBIN LOCKSLEY (Robin Line),

April 26 — Chairman, E. E. Lambi Secretary, James Sullivan, 52.15 to ship's fund. No bacts were reported by department delegates.

DEL ORO (Delta), May 24—Chair-man, B. M. Moye; Secretary, F. F. Fraone, \$9.50 in shin's fund. No beets reported by department dele-

STEEL SEAFARER (Ishmian), May 31—Chairman, L. Alexander: Secre-tary, T. Weems, \$3.80 in shin's fund.

Ship's delegate reported no beefs with the exception of a few hours disputed OT which will he straightened out before ship gits in. All hands requested to strip bunks and turn in lines. It was successed that all room keys be formed in.

SENECA (Marine Carriera), June 7
—Chairman, R. R. Moldonado: Secre-tary, F. A. McGrath, Repairs from last voyage were not completed. Water taken on in Presport con-

delegates. Mot ship's delegate.

in running a smooth ship

hospitals costs \$10 a day. Medicine many large supermarkets around is about the same price as in the town, just like the ones in the States, but you can go into just any drug store and buy anything you want.

"The best way to get your mail," he reports, "is in care of the American Consulate. The Mexican mail service is about the same as it is In the States, except for packages. They will take a long time, especially if they are coming from the States.

"To finish this up," Rodes said, 'Mexico is a great place to live, whether you want to live here or just coming for a visit. Guadala-"Hospitals are very good and the country."

Taking a few minutes off from tending the boilers on the Longview Victory (Victory Carriers), K. Allen enjoys a cup of coffee during the pause that refreshes. The Longview Victory is currently headed for the Far East.

tained salt and was not fit to cook with. A few hours disputed OT in deck department and engine depart-

ANTINOUS (Waterman), May 31-ANTINOUS (Waterman), May 31—Chairman, D. Forrest; Secretary, H. Loll. Ship's delegate reported that the ship had a clean payoff with no beefs and disputed OT. All repairs were consummated. \$2.40 in ship's fund. Brother C. Mehl was elected to serve as new ship's delegate. Vote of thanks was extended to the outgoing ship's delegate, Brother F. Snow, for his efforts during last voyage.

TOPA TOPA (Waterman), June 7— Chairman, H. Schmitt; Secretary, C. G. Brissett, Sr. Brother E. B.

DIGEST of SIU SHIP

Saunders was elected to serve as ship's delegate, No beefs reported by department delegates.

DEL SOL (Delta), May 24—Chairman, Pete Valintine; Secretary, Mark Moseley, \$23 in ship's fund. Everyone was reminded to donate \$1 to same. No beefs were reported by the department delegates.

STEEL SURVEYOR (Isthmian), June 7-Chairman, J. Duffy: Secretary, Francis R. Naioli. 59.46 in ship's fund. Some disputed OT in deck and steward departments. Otherwise, everything is running smoothly. Vote of thanks to the steward department for a job well done.

PANOCEANIC FAITH (Panoceanic Tankers), May 26 — Chairman, Sam Drury; Sacretary, Kenneth Collins. \$14.15 in ship's fund. This will be turned over to some one who is staying for next voyage. Disputed OT the control of in deck departments. Ship is badly in need of new gangway as present one is very dangerous. Vote of thanks extended to Brother Sam Drury in his effocts to get all topside rooms for passengers, not being used, to be used for crew.

7—Chairman, Luke A, Ciamboli; Sec-retary, Wilbur C, Sink, Ship's dele-gate reported that crew is very coop-erative. \$51 in ship's fund. Volunerative. 551 in snips jund. Voun-teer contributions will be accepted at payoff which will be added to this amount to purchase a TV for messhall. No beefs or disputed OT

LOS ANGELES (Sea-Land), June 9 Chairman. Jasper Anderson: Secretary, Jasper Anderson. Most repairs have been taken care of. \$2.42 in ship's fund. Motion made to put reefer men to take care of deisel on trailer ships, or put oiler on OT for working out of engine spaces carrying reafer care holds was a second care of the second c ing reefer cargo both ways.

WALTER RICE (Reynolds Metals), May 10—Chairman, Manuel E. San-chezr Sacretary, Thomas J. Moore, deligates. Vote of thanks extended to the steward department.

thanks was extended to outgoing ship's delegate for a job well done.

ELDORADO (American Asia Lines), June 28—Chairman, Cyril A. Scott; Secretary, Robert Carbone. Some dis-puted OT in engine department. Ship's delegate was notified by the Union that the crew's wages are secured. No beefs reported.

LA SALLE (Waterman), June 13— Chairman, Wm. C. Sellers; Secretary, Leo J. Gomes, \$2.40 in ship's fund. Few hours disputed OT in engine department. One crewmember was hospitalized in Nassau. Vote of thanks to the steward and the entire steward department for a job

LOSMAR (Calmar), June 17—Chairman, Clifford Bellamy; Secretary, John Garber. Ship's delegate reported that one man was hospitalized in San Pedro. Some disputed Of in deck and engine departments, \$3.65 in ship's fund. Vote of thanks to the steward department for service and general feeding. Special mention for Sandy Crawford, crew messtion for Sandy Crawford, crew mess-men, for fine service.

COE VICTORY (Victory Carriers), June 2—Chairman, G. A. Wife; Sec-retary, A. Burke. \$20.00 in ship's fund. No beefs reported by depart-ment delegates. Vote of thanks to the steward department for the good food and service.

food and service.

COE VICTORY (Victory Carriers),
June 27—Chairman, G. A. Wiles Secretary, Toner. One man missed ship
in Pusan and boarded in Japan, \$13.00
in ship's fund. No beefs reported by
department delegates.

CITIES SERVICE BALTIMORE (Cities Service), June 19—Chairman, Peter V. Hammel: Secretary, Seymour Heinfling. Ship's delegate reported that the ship may make two more trips coastwise before going to shipyard. Motion was made to have air compressors moved from sleeping quarters. \$5.32 in ship's fund. No beefs reported. Vote of thanks to the steward department for a job well done.

SAN FRANCISCO (Sea-Land), July 2—Chairman, H. R. Nathey; Secretary, S. M. Simos. Ship's delegate reported that delayed sailing in New York is to be taken up with patrolman. Two hours disputed OT for each man in steward department. Vote of thanks was extended to the deck department.

ROBIN LOCKSLEY (Robin Line), June 28 — Chairman, H. J. John-son: Secretary, N. J. Mafonte. 32:15 in ship's fund Several hours disputed OT in deck and engine de-partments. One man hospitalized in Ascension Island. One man hospital-ized in Lourence Marques.

PETROCHEM (Valentine Chemical), June 21 - Cheirman, Johnny Grimess Secretary, Frank Paylor, Motion made to have something done about working hours of galley force on this ahip. Steward requested to have proper amount of milk on board. Discussion on having starboard passegeway painted. \$2.62 in ship's fund—\$1.00 spent on telephone call—\$1.62 balance.

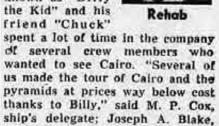
EAGLE TRAVELER (United Maritime), June 28—Chairman, M. C. Barton; Secretary, J. O. Thibodeaux, Ship's delegate reported that everything is running smoothly as far as the crew and topside are concerned. Steward to be hospitalized upon arrival. Ship is going to the shipyard and entire crew will be laid off. Ship's delegate and patrolman to see the captain about letter from Polish government relative to restriction to ship while at anchor. Vote of thanks to the department delegates and the steward department for Job well done.

Honest Guide Proves Boon To SIU Men

Many a Seafarer leaving ship at a foreign port for a look around, has found himself lost and confused. Not able to understand the language, unsure of the customs, and not able to tell the real value of items he wants to buy, he often wishes for someone he can trust to give him a helping hand.

Recently, the Producer (Marine Carriers) docked at Port Said for a three week stay. And SIU crewmen found themselves a real

friend. Sayed Abou Rehab, better known as "Billy the Kid" and his friend "Chuck"



C. Yeamans. In fact, they were so pleased with "Billy" that they have asked for copies of the SEAFARERS LOG to be sent to Billy's office for distribution to other SIU crewmembers

William F. Randall, and Edward

The Seafarers praised Billy in the highest terms possible. "We found him to be honest, sincere, unselfish and jolly at all times." they said. The members of the tour were saved considerable money by Billy and he insured that the merchandise they bought was of a good, high quality.

"We recommend him highly to all men calling at the port for anyone who may want a friend, as well as a licensed guide that will not cheat them for everything," they said.

Sayed (Billy the Kid) Rehab has his office at Sharkawi Stores, 10 Fouad Street, Port Said.







MEETINGS

WILD RANGER (Waterman), June

COMMANDER (Marine Carriers), Juna 21—Chairman, Roy Alslan; Sec-retary, Raymond R. Obidos. Ship's delegate reported that all repairs were taken care of. \$9.00 in ship's fund. No beefs reported and every-thing is running smoothly. Brother Julian Debleatoria was elected to serve as new ship's delegate. Vote of

Coffee Time

More Kudos For Del Sud Crew

The SIU crew aboard the Del Sud (Delta) has grown accustomed to receiving high praise for the high standard of service it maintained in feeding the more than 15,000 Latin American guests who visited the vessel when it sailed as the first U.S. Trade Exhibition Ship, J. W. Clark, the president of Delta Line, has recently added his voice to the chorus of kudos Del Sud crewmembers have received.

In a letter to Lindsey Williams, SIU-Gulf Area vice president, Clark said, "I want to express our sincere appreciation for the splendid cooperation received from the crew of the SS Del Sud during the rather unusual voyage. I know that the circumstances, with large numbers of visitors aboard for receptions and luncheons . at each South American port, placed a heavy burden on the men, but we can all be tremendously proud of the able and efficient services provided by the crew. I realize that a great deal of credit must go to the SIU for the preliminary briefings which were prepared prior to the voyage.

"This special voyage of the SS Del Sud, the First United States Trade Exhibition Ship, represents a substantial investment in time and money. We can only hope that our confidence in the trade potential between U.S. Gulf ports and Brazil, Uruguay and Argentina will justify the effort. In any event, we feel the voyage was eminently successful and a great contribution to our National Export Expansion Program.

"Again, thanks for a job well done."

An account of the enormous task which SIU crewmembers on the Del Sud carried out so successfully appeared in the July 10 July 24 issues of the LOG.

Home Town Envies Traveling SIU Man

Louis Cirignano is a shining example of what distinguishes the Seafarer from the humdrum existence of his landlocked, stay-at-home neighbors. Around his home town of Passiac, N.J., Cirignano has the repu-+-

tation of being the world infamous Jersey mosquitoes that

He reports that his friends back in Passaic never fail to turn green with envy when he starts regaling Pnang, Samarinda and other ports are certainly no strangers to.

Sea Passport

nano and his friends, however, is that his SIU card enables him to hop a ship to the other side of

The difference

between Cirig-

fly in nightly from the nearby salt marshes. The Passaic Seafarer believes

his work as a professional seaman them with his adventures in such gives him a better chance to see exotic places as Kurtardja, Bacint, the countries of the world, along with a much truer picture of life of call which his Union brothers overseas than the average American tourist gets. As far as he is concerned, it's not only what you happen to see in a particular country that counts, but the way you go about taking in the sights.

> Cirignano feels that the average American tourist who seldom travels anything but first class and throws his money around like it was minted yesterday, can't help the world, while but give foreign citizens the idea the closest his that everyone in the U.S. has a buddies come to goldplated Cadillac, a mink-lined the sea will be swimming pool and is a first cousin of the Rockefellers.

Licensed Teacher

Although he is a graduate of Montclair State Teachers College and holds a New Jersey teaching license, Cirignano still prefers the life of a Seafarer. In the event he ever does end up in a classroom, he wants to make sure that his students don't end up being infected with the "Cadillac" philosophy-looking at everything in terms of its value in dollars and

The way to get around this kind of thinking, according to him, is the need of Americans to see ourselves as others see us and to actually learn about others instead of simply reading about them.

Cirignano started his shipping career when he shuttled between the English and French coasts during World War II where he sailed with SIU oldtimers such as Red Campbell and Marty Breihoff. He joined the Union in 1945 and ships in both the engine and steward departments.

After shipping on the dredge Senzibar for several months, Cirignano says that it's about time he visited foreign shores again. It looks like his friends back in Passaic soon will be turning green again as they follow him vicariously through those far-off ports that are mere way stations to the average Seafarer.

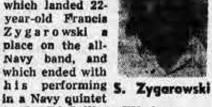


Francis Zygarowski, son of Seafarer Sylvester Zygarowski demonstrates his skill with an accordion which won him a place on the all-Navy band.

Seafarer's Son Scores A Hit In Navy Band

NEW YORK - Although Seafarer Zygarowski has been putting to sea with the SIU since 1944, he readily agrees with his son that he has never had a trip like one his offspring was lucky enough to receive while serving just one hitch in the Navy.

But, then, perhaps it was not so much luck but just hard work which landed 22year-old Francis Zygarowski a place on the all-Navy band, and which ended with



on the Ed Sullivan TV show. Francis, whose chosen instrument is the accordion, was assigned aboard the Canabera with the unit band on board. His hitch

took him to the Mediterranean Sea, where the band played in several ports. His Navy career culminated in a concert at the Brussels World Fair held there in 1961, and the Sullivan appearance a

short time later.

Now 22, Francis has continued his musical career in civillan life. He is teaching the accordian technique to students at the Burlington School of Music in Burlington, Mass.

YAKA (Wefermen), June 28—Chair-man, M. McArthur; Secretary, M. E. Taggeri, Disputed OT in engine and steward departments. Vote of thanks to the galley crew, especially the

DEL NORTE (Delle), June 7—Chair-man, James L. Tucker; Secretary, Bill Keiser. Ship's delegate reported that one man was hospitalized in Buenos Aires and another in Curacao. Buth brother were given \$25.00 each from ship's fund. Resolution submitted to contract negotiating committee was read to the crew. Resolution pertained to new working rules for the steward department on Delta Line passenger ships. Everything running smoothly with no beets. \$123.17 in ship's fund and \$443.70 in movie fund.

DEL MONTE (Delfa), June 21-Chairman, Howard Menzi Secretary, Albert G. Espeneda. Brother Essen A. Johnson was elected to serve as ship's delegate. So far everything is running smoothly. No beefs have been reported by department dele-sates.

NORBERTO CAPAY (Liberty Navi-gation), June 14—Chairman, W. F. Coggins: Secretary, P. P. Luketii, Ship's delegate reported that all is running well with no major com-



preciated comment was made on the cleanliness, good service, congeniality of the new steward department.

JEFFERSON CITY VICTORY (Victory Carriers), June 20—Chairman, Marvey Hill; Secretary, James Fisher, Jr. Brother James Fisher, Jr. was elected to serve as ship's delegate. Everything is running smoothly. Few hours disputed OT in engine department. Some repair work to be done before ship gets into port.

PENN EXPORTER (Penn Shipping), PENN EXPORTER (Penn Shipping), May 7—Chairman, Robert Aumilier, Secretary, Z. A. Markis. Motion made to see patrolman about getting a water cooler in the deek passageway. Also, to negotiate for raise in pay for messmen. Vote of thanks to the steward department and a special vote of thanks, to the steward for being a fair guy.

TRANSORIENT (Hudson Water-ways), June 1-Chairman, R. O'Rourker Secretary, R. Bridges. One crewmem ber injured his shoulder and was sent to horpital then flown to States. Captain praised crew on excellent trip. Motion to contact negotiating committee to have garbarge disposal barge available every four days when ship is in port for a week or more. Garbage is unasfe and unsanitary. Vote of thanks to Brother Robert Grant, steward, and his entire department for excellent feeding. Special vote of thanks to ship's delegate, Brother R. DeBoissiere, for smooth trip and his taking care of injured man. sent to hospital then flown to States.

MONTICELLO VICTORY (Victory Carriers), June 31 — Chairman, P. Sernyk, Secretary, S. Pierson. Few hours disputed OT in deck depart-ment. Request that Food Plan repre-

sentative check fruit order. More of fresh fruit is desired.

DBTROIT (See - Land), June 25—Chairman, D. Meehan; Secretary, T. Scardells. Everything is running fine. Ship should be fumigated for roaches. \$3.00 in ship's fund. Three hours delayed sailing beef in engine department. Sailing board was never changed and company should pay penalty for this.

TRANSGLOBE (Mudson Waterways),
June 26 — Chairman, Van Whitney;
Secretary, Patrick Macklin. No beefs
were reported. One man missed ship
in Brooklyn and was replaced in
Bremerhaven. Brother F. Harvey was
elected to serve as ship's delegate.
Suggestion made to have mail delivered to crew as soon as it arrives
aboard. Vote of thanks was extended
to the steward department for a job
well done.

SEATRAIN GEORGIA (Seatrain), June 20—Chairman, P. Smith; Secre-tary, R. Whitney, No major bects reported. Small repairs attended to. \$1.05 in ship's fund. Crew complain about monotony of menu.

PENN VANGUARD (Penn Shipping), June 14—Chairman, Glen Vinson; Secretary, Charles J. Mitchell, Brother G. Weaver had to get off in Port Sald, G. Weaver had to get off in Port Sald, Egypt, to return to his sick wife. Ship's crew contributed \$510.00 to wards his transportation home. Motion made to have grades of meats to be used included in contract and to have Food Plan published periodically in the LOG. Motion made for an increase in new due to the increase in in the LOG, Motion mide for an increase in pay due to the increase in dues. Patrolman to be notified about condition of the sinks in the crew pantry and galley; and also about the chief mate doing deck department work. Ship needs fumigation. Vote of thanks to the steward department for job well done.

BIENVILLE (See-Land), June 28—Chairman, McChesney; Secretary, Bill Stark. Brother Martin Slerra was elected to serve as new ship's delegate and a vote of thanks was extended to retiring ship's delegate, McChesney. Chief cook expressed appreciation for installation of port fan in room.

BELOIT VICTORY (Marine Managers), June 27—Chairman, M. N. Evanu Secretary, H. M. Karisan, No beefs reported by department delegates. New mattresses were received in New Orleans, also a new gangway, thanks for the support of the Union officials in Mobile and New Orleans. ship's delegate resigned and was given a vote of thanks for a job well done. Brother J. W. Crowly was elected to serve in his place. An arrival pool to be made for San Francisco and part of the pool money to be used for a shrimp boil to end the younge.

SEA PIONEER (Pioneer Tankers), June 19-Chairman, Herbert Skyles) Secretary, John Pennell. Brother Jerry Ange was elected to serve as ahip's delegate. Crewmambers agreed to donate fifty cents to start a ship's fund. No beefs were reported by department delegates. Patrolman at Norfolk advised crew that ship will get bigger bunks upon arrival in the States at the end of this trip.

JOHN B. WATERMAN (Waterman), March 21—Chairman, J. M. Morris; Secretary, W. B. Yarbrough. Ship's delegate reported that averything is running smoothly. Thanked entire crew for their cooperation. Discussion held on changing rooms. Members were asked to write letters to head-quarters regarding same. Vote of thanks extended to the ship's delegate.

Seafarers Rave Over Remodeled Delaware



SIU men aboard the Delaware (Oriental Exporter) have nothing but praise for their newly renovated ship which recently came out of an 18-month layup in New Orleans. Ship's delegate Dick Massey (right photo) reports that the

vessel is one of the fastest C-2s he ever sailed on. His enthusiasm for the remodeled Delaware, formerly the Francis, is shared by two other Seafarers in the crew (left photo), John Long, chief electrician (1) and Willie Hale of the steward department (r). Massey writes that the crew's quarters, mess hall, showers and heads all got a thorough face lifting during the repair work. "It's a swell old ship with a good crew, good officers and plenty of OT, he declares. The Delaware is now on a voyage to the Far East via the West Coast.



SIU ARRIVALS and DEPARTURES

All of the following SIU families have received maternity benefits from the Scafarers Welfare Plan, plus a \$25 bond from the Union in the baby's name:

Karen Fay, born April 22, 1964, Samuel Wade Buck, born Feb-New York.

Esther Gonzales, born February 29, 1964, to the Ramiro Gonzales', Houston, Texas.

t t t Gineo Isaac Gordon, born April Orleans, La.

Leary Diehl, born March 28, 1964, to the Robert L. Diehls, Ecorse, Mich.

Denise Joyner, born April 2, 1964, to the Jay F. Joyners,, New 1964, to the George A. Burchs, Orleans, La.

Kimberly Brothers, born Janu-Chesapeake, Va.

Chester Makuch, Jr., born April Wilkes Barre, Pa.

* * Karl Senff, born March 9, 1964, to the Edward Senff, Roger City,

Jeffrey Rainier, born February Mathews, Va.

Maplewood, Mo.

Juliana Duet, born March 4, Kenner, La.

to the Martin V. Fays, Brooklyn, ruary 28, 1964, to the John W. to the Ronald S. Hills, Lansing, Bucks, Jr., Blounts Creek, N.C.

* * * Edith Anne Orville, born April 22, 1964, to the Charles W. Orvilles, Wantworth, Wisc.

Randall Allen Ruthsatz, born 22, 1964, to the Isaac Gordons, New April 1, 1964, to the Kenneth H. Ruthsatzs, Sandusky, Ohio.

> * * * Christine Schultz, born May 3, 1964, to the Henry E. Schultzs, Bronx, New York.

Rickey Burch, born February 5, Tickfaw, La.

Suzanne Sites, born May 27, ary 7, 1964, to the Harry Brothers', 1964, to the Norlan Sites', Passadena, Texas.

Diane Jacobs, born May 13, 1984, 9, 1964, to the Chester Makuchs, to the Herbert L. Jacobs', Akron, Ohio.

Johnny Rogers, born April 24, 1964, to the Earl S. Rogers', Baltimore, Md.

Deborah Jean Mills, born May 3, 1964, to the Harold M. Rainlers, 20, 1964, to the Cecil H. Mills', Portland, Oregon.

Michelle Kram, born March 4, Lyle Ray Cox, born July 29, 1964, to the Matthew W. S. ams, 1963, to the Jimmy D. Cox's, Long Beach, Calif.

Donald Paul Gebbia, born June 1964, to the Maurice C. Duets, 13, 1964, to the Peter Gebbia's, Jr., Folsom, La.

The deaths of the following Seafarers have been reported to the Seafarers Welfare Plan (any apparent delay in payment of claims is normally due to late filing, lack of beneficiary card or necessary litigation for the disposition of estates):

Louis A. Belin, 39: Brother Belin died of brain injuries on August 29,



1962, in Cook County Hospital, Chicago. A member of the deck department, he joined the Union in 1960. Brother Belin's last ship was the Omnium Freighter. Burial was in Warren,

Arkansas. No beneficiary was reported.

Aubrey Lavern Sargent, 57: Bronchial pneumonia took the life

of Brother Sargent on February 2, 1964, in Central Emergency Hospital. San Francisco. A member of the deck department until placed on pension in 1963, he joined the Union in



1955. He is survived by a sister, Lela Reeves, of Gardena, Calif. Burial was at Olivet Cemetery, Colma, Calif.

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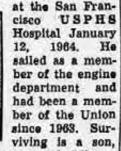
Leonard A. G. Smith, 65: Brother Thomas Wilson Keyper, 53: Brother Smith died of heart failure



on November 21, 1963, in San Francisco USPH Hospital. He had been a member of the Union since 1956, and sailed in the engine department. Surviving is a son, Roger C.

Smith, of Boothwyn, Pa. Burial was in West Haven, Conn.

Donald A. Peterson, 49: Brother Peterson died of natural causes



Donald R. Peterson, of Minneapolis, Minn. Burial was at the Golden Gate National Cemetery in San Bruno, Calif.

t 2

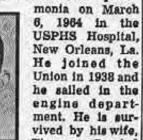
Albert A. Pruden, 28: Brother Pruden died at Bellevue Hospital in New York City

December 10, 1963, as the result of injuries sustained in an accident. He joined the SIU in 1956 and sailed as a member of the deck department. He



had no survivors. Burial was at the Pinelawn Cemetery, Farmingdale, L.I.

Keyser died of bronchial pnou-



Theresa. Burial was in Greenwood Cemetery, Slidell, La.

Susan Hill, born March 27, 1964, 111.

Tony Bryan, born April 9, 1964, to the Dewey R. Bryans, Jackson, Alabama.

Jacqueline Larkin, born April 2, 1964, to the James E. Larkins, Clayton, N.Y.

John Finnerty, born March 16, 1964, to the George Finnertys, Cleveland, N.Y.

\$ \$ Donna Broadus, born March 8, 1964, to the Edward Broadus', Mobile, Alabama.

1 1 1 Leonard Hugh Talevich, born March 19, 1964, to the Leonard Talevichs, Kemah Gen. Dely, Texas.

* * * Richard Andrew Gouldman, born April 14, 1964, to the James Gouldmans, Metairle, La.

t t t Charles Spiers, born February 23, 1964, to the Token H. Spiers'. Columbus, Miss.

t t Patricia Karen McNell, born April 6, 1964, to the Archie Mo-Neils, Kalena, Maistee.

t t Kerry Ann Warhola, born April 14, 1964, to the Paul Warholas, Middle Village, N.Y.

t t t Jimmie Mullins, born March 11, 1964, to the Henry C. Mullins,' Baltimore, Md.

Duane Jay Cudworth, born March 7, 1964, to the John M. Cudworths, Wanchese, N.C.

* * * Anna Nottage, born March 9, 1964, to the Anthony F. Nottages, San Francisco, Calif.

Janet Markovits, born February 12, 1964. He 27, 1964, to the Steve Markovits', Aurora, Ill.

> James Murray, born January 9, 1964, to the Robert Murrays, Jr., Woodbury, New Jersey.

> Michael Paul Aikens, born April 11, 1964, to the Ronald G. Aikens', Lachine, Mich.

Mary Ellen Quinn, born March 10, 1964, to the David Quinns, New Orleans, La.

\$ Peter David Knechtel, born February 10, 1964, to the Victor W. Knechtels, Alpena, Mich.

Duana Lee Richards, born March 29, 1964, to the John W. Richards', Jr., Gretna, La.

Marvin Bishop, born April 6. 1964, to the Hollis Bishops, Bayou La Batre, Alabama.

Juan Garza, born April 8, 1964, to the Juan A. Garzas, Houston,

Gissella Canales, born March 81. 1964, to the Servando J. Canales', New Orleans, La.

5 t t Seberina Johnson, born March 25, 1964, to the Robert Johnsons. New Orleans, La.

t t Lorraine Canalejo, born March 21, 1964, to the Mario Canalejos, Sr., Tampa, Fla.

Peter Psanis, born November 7, 1963, to the Christos Psanis', Bronx, New York.

ONALS and NOTICES

Felix P. Amora

You are asked to contact V Salting, 1510 32nd Avenue, Seattle, Wash., regarding your New York life insurance policy.

> * * Joseph E. Bailey

Mrs. J. E. Bailey asks that you get in touch with her at 3630 East L Street, Tacoma, Washington, 98404.

James B. Elliott

Your mother requests you to contact her as quickly as possible either by phone or letter. She says that it is very important that you sign an important paper.

> * * * Francis J. O'Neill

Anyone having any information about the where-abouts of the above-named individual is asked to contact his sister, Mrs. Ann P. Coyle, 3305 Howard Street, Philadelphia, Pa., 19140.

> * * * James Morton

Ray Leonard is on the beach and would like you to send money as quickly as possible to him at 903 Pine Street, Henderson, N.C.

> \$ Thank You Notice

The family of the late Joseph Denton and the Rev. and Mrs. Oscar Stokes gratefully acknowledge the kind expressions of sympathy received from members of

> * * * John P. Hickey

You are asked to get in touch with Sternfels, Garzotto and Slavich, 1040 Maison Blanche Building, New Orleans, La. about a matter being handled by your attornies.

Charles Slanina

Headquarters is holding your W-2 form for the wages you received while working on the Eldorado. The form is in your membership jacket.

Charles Oglesby You are asked to get in touch with your wife immediately, about an emergency matter. Telephone

her at CH 1-5491.

Frank Higgins

The above named, who is believed to ship out of New-York, is asked to get in touch with his sister, Mrs. Ellen Eefstrom, 11 Lee St., Old Bridge, N. J.

E. G. Britton

Your suitcase is at 14444 Greenville St., Cloverleaf, Tex., and the plane ticket was left in the baggage room of the International airport in Houston. Milton lost your address, or he would have delivered It to you.

Tax Refund Checks

Income tax refund checks are being held for the following SIU members by Jack Lynch, Room 201, SUP Building, 450 Harrison Street, San Francisco 5, Calif.:

Marparito Borja, Roy C. Bru, Eugene L. Castano, Jr., William F. Doran, Orlando R. Frezza, Donald J. Hampton, Eigil E. Hjelm, Harold Kottwitz, Robert W. Oslin, Potenciano Paculba, Arthur D. Payton, Jorgen G. Pedersen, Michael Romalho, Champ C. Smith, Henry R. Smith, Charles E. Switzer (2), Bernardo Tombocon and Willie Walker (2),

Your Gear...

for ship . . . for shore

Whatever you need, in work or dress gear, your SIU Sea Chest has it. Get top quality gear at substantial savings by buying at your Union-owned and Unionoperated Sea Chest store.

Slacks Dress Shoes Work Shoes Socks Dungarees Frisko Jeens **CPO** Shirts **Dress Shirts** Sport Shirts Belts Khakis Ties Sweat Shirts T-Shirts Shorts Briefs Swim Trunks Sweaters Sou'westers Raingear Caps Writing Materials Tolletries Electric Shavers Radios Television Jewelry Cameras

Luggage

Sport Coats



** SEACHEST

Gordon McLorend Barney Majjesie James Noffsinger Albert Pfisterer

Frederick Primeau Herbert Robinson

Lyman Sheridan Andrew Schuschu G. Smith

Milburn L. Hatley Benjamin Huggins Arthur A. McCaig Roscoe T. Milton Robert D. Phifer John Rawza

Schedule of Membership Meetings

SIU-AGLIWD Meetings

Regular membership meetings for members of the SIU Atlantic, Gulf, Lakes and Inland Waters District are held regularly once a month on days indicated by the SIU Constitution, at 2:30 PM in the listed SIU ports below. All Seafarers are expected to attend. Those who wish to be excused should request permission by telegram (be sure to include registration number). The next SIU meetings will be:

New York September 8 Detroit September 11 Philadelphia September 8 Houston August 10 Baltimore September 9 New Orleans August 11 Mobile August 12

* * * West Coast SIU-AGLIWD Meetings

SJU headquarters has issued the following schedule through August, 1964 for the monthly informational meetings to be held in West Coast ports for the benefit of Seafarers shipping from Wilmington, San Francisco and Seattle, or who are due to return from the Far East. All Seafarers are expected to attend these meetings, in accord with an Executive Board resolution adopted in December, 1961. Meetings in Wilmington are on Monday, San Francisco on Wednesday and Seattle on Friday, starting at 2 PM local time.

The schedule is as follows:

Wilmington August 17

San Francisco August 19 September 16

Seattle August 21 September 18

tHouston August 10 Mobile August 12 New Orleans August 11

Meetings held at Lapor Temple, Newport News.

! Meeting held at Labor Temple, Sault Ste. Marie, Mich.

! Meeting held at Galveston wharves.

All hospitalized Seafarers would appreciate mail and visits whenever possible. The following is the latest available list of SIU men in the hospital:

USPHS HOSPITAL
BALTIMORE, MARYLAND
Roscoe L. Alford James Mitchell
Carl V. Biscup William C. Murphy
Herman V. Carney Richard Nelson
Tom R. Danzy George C. Register
Hector Duarte John Ross, Jr.
Friedof Fondia William H. Sawyer
Clayton Frost Robert Sheffield
George Graham Charles Torcerson George Graham Herbert Kreutz Ben Lawson Peter Logado

Charles Torgerson James Tutwiler Robert L. Twigg Skinner Waff Leo Yodock, Jr. John McDaniel Paul Meth USPHS HOSPITAL
NEW ORLEANS, LOUISIANA
Daniel H. Bishop Hugh L. Meacham
James V. Boring Philip C. Mendoza
George E. BurlesonRobert R. Merritt
Bobby J. Butts Cleon Mixon
Joseph Carr Clyde Mudd
H. S. Christensen Clyde Mudd
Troy Pardue
Oscar Cino Francis Pastirano
Claude R. Deane Leon J. Penton
Henry C. Gerdes John J. Powers
John F. Gersey Claud O. Stroud Joseph Carr
H. S. Christensen
Oscar Cino
Claude R. Deane
Henry C. Gerdes
John F. Gersey
Caesar A. Guerra
Frederick Hauser Claud O. Stroud Ray L. Strength Finis Strickland Frederick Hauser Finis Strickiand Claude Lee Hollier Julius C. Thomps Richard Hufford O. C. Thorsefi Daniel A. Hutto J. J. Vigo Walter A. Johnson Roy C. Washburn

Chude

USPHS HOSPITAL WASHINGTON
John E. Kennedy
Cecil E. Wallick
William L. Williams SEATTLE. H. J. Piszatowski Edward F. Sager

USPHS HOSPITAL BRIGHTON, MASS. derson Daniel Sheehan Edgar Anderson Harold Robinson

USPHS HOSPITAL NORFOLK, VIRGINIA William B. Berber Harvey King F. H. Bowen Jesse Lester Frank Buck Jesse Painter James R. Deihl Prue Vaughn Robert Gregory Hildred White Julian R. Wilson

Darius Jones O. M. Jones USPHS HOSPITAL STATEN ISLAND, NEW YORK Erasmo Arroyo John Buenday Raoul Cabrera

Arnesto Caligiura
Henry Callahan
Clifford Campbell
Mallory Coffey
Thomas Correll
Alek Czerwinski
Hamilton Dalley
J. DiPietro Antonio Falco John Fanning Ormel Fleet R. Garofalo Arvid Gylland Robt. Henderson Julio Hernandez John Hudley James Jones John Kershner Ralph Knowles

Walter Kowalczyk Walter Laster K. McAvoy Amstey Minors I. Mivares Harold Nelson Santiago Pena Trotonio Pereira Eugene Plahn Miguel Reyes Frank Sanicola Marion Sharpe
Wilber Spicer
Stanley Stevens
Joseph Sullivan
Paul Switch
Evello Temes
A. Toker

Thomas Wabolia George Warren H. A. Warren

Frank Konisko Clarence Lenhart USPHS HOSPITAL HOUSTON, TEXAS Glen R. Adams
John W. Alstatt
Jackie H. Coats
Mark W. Conrad
O. R. Cranford
W. C. Craven, Jr.
Joe T. Eder
Alphan Fruse Alphan Fruge Otis Gilles Jacinio Guevara Wille P. Guillott

Cecil Crowder
Edward Carlson
Ulyss Crider
Kondad Frpvag
William Hollis
Wallace Harden
Wm. I. Hollis

Wm. L. Hollis

ruge William R. Simpson
William R. Simpson
Patrick J. Stevens
Guillott J. F. Wunderlich
USPHS HOSPITAL SAN FRANCISCO, CALIFORNIA
Lyle Baumgertner Robert Schlagler
Arthur Cash Leo Strautins
Charlie Gedra Roland Wheeler
Tiburcio Ibabao John Young Marcelo Maguad Richard Zaragoza
USPHS HOSPITAL
CHICAGO, ILLINOIS
Thomas Haggerty Harry Oliver

USPHS HOSPITAL DETROIT, MICHIGAN

Directory of UNION HALLS

SIU Atlantic, Gulf, Lakes & Inland Waters

PRESIDENT
Paul Hall
EXECUTIVE VICE-PRESIDENT
Cal Tannér
VICE PRESIDENTS

Earl Shepard Lindsey Williams
Al Tanner Robert Matthews
SECRETARY-TREASURER

Al Keit HEADQUARTERS REPRESENTATIVES

HOUSTON 5804 Canal St.
Paul Drozak Agent Walnut B.3207
JACKSONVILLE 2608 Pearl St., SE., Jax
William Morris, Agent Elgin 3-0987
MIAMI 744 W. Flagler St.
Ben Gonzales, Agent FRanklin 7-3584
MOBILE 1 South Lawrence St.
Louis Neira, Agent HEmlock 2-1754
NEW ORLEANS 630 Jackson Ave.
Buck Stephens, Agent Tel. 529-7546
NEW YORK 675 44h Ave., Brooklyn
HYacinth 9-6600
NORFOLK 115 3rd St.
Gordon Spencer, Acting Agent 622-1892
PHILADELPHIA 2604 S. 4th St.
Frank Drozak, Agent DEwey 6-3818
SAN FRANCISCO 450 Harrison St.
Paul Gonsorchik, Agent Douglas 2-4401
E. B. McAuley, West Coast Rep.

E. B. McAuley, West Coast Rep. SANTURCE PR 1313 Fernandez Juncos

Great Lakes

SECRETARY-TREASURER Fred J. Farnen ASSISTANT SECRETARY-TREASURER

CHICAGO 9383 Ewing Ave.
So. Chicago, III. SAginaw 1-0733
CLEVELAND 1420 West 25th St.
MAin 1-5450
DULUTH 312 W. 2nd St.
RAndolph 2-4110
FRANKFORT, Mich. 415 Main St.
Mail Address: P.O. Box 287 ELgin 7-2441
HEADQUARTERS 10225 W. Jefferson Av.
River Rouge 15. Mich. Vinewood 3-4741

Inland Boatmen's Union

NATIONAL DIRECTOR
Robert Matthews
GREAT LAKES AREA DIRECTOR
Pat Finnerty
BALTIMORE ...1216 E Baltimore St
EAStern 7-4000
BOSTON276 State St
Richmond 2-6146 HEADQUARTERS 675 4th Ave., Brooklyn
Hyacinth 9-6800
HOUSTON 5804 Canal St.
WAlnut 8-3207

NOBILE 1 South Lawrence St HEmlock 2-1754
NEW ORLEANS 630 Jackson Ave Tel 529-7548
NORFOLK 115 Third St. Tel 622-1892-5
PHILADELPHIA 2604 S 4th St DEwcy 6-3828
TAMPA 219 Decrete St. TAMPA 312 Harrison St

Tel. 229-2788

GREAT LAKES TUG & DREDGE REGION REGIONAL DIRECTOR Robert Jones

Dredge Workers Section ASSISTANT DIRECTOR Harold F. Yon

BUFFALO94 Henrietta Ave. Arthur Miller, AgentTR 5-1536 DETROIT 1570 Liberty Ave.
Lincoln Park, Mich.
Ernest Demerse, Agent DU 2-7694 RAndelph 7-6222

SAULT STE. MARIE Address mail to Brimley, Mich. Wayne Weston, Agent. BRimley 14-R 5 TOLEDO 423 Central St.

> Tug Firemen, Linemen, Oilers & Watchmen's Section ASSISTANT DIRECTOR Tom Burns

ASHTABULA, O. . . 1644 W. Third St. John Mero, Agent WOodman 4-8532 CLEVELAND 1420 W. 25th St. W. Hearns, Pro-Tem Agent MA 1-5450 DETROIT-TOLEDO12948 Edison St. Max Tobin, Agent Southgate, Mich. AVenue 4-0071 DULUTH South Range, Wis. Ray Thomson. Agent EXport 8-3024 LORAIN, O. 118 E. Parish St. Harold Ruthsatz, Agent ... MAin 6-4573

MILWAUKEE . 2722 A. So. Shore Dr. Joseph Miller. Agent SHerman 4-6645 SAULT STE. MARIE . . 1086 Maple St. Wm. J. Lackey, Agent . MEIrose 2-8847

Rivers Section

RAILWAY MARINE REGION

HEADQUARTERS ... 99 Montgomery St. Jersey City 2, NJ HEnderson REGIONAL DIRECTOR HEnderson 3-0104

G. P. McGinty ASSISTANT REGIONAL DIRECTORS DEwey 6-3818

United Industrial Workers BALTIMORE 1216 E. Baltimore St.

BOSTON 276 State St. Richmond 2-0140 HEADQUARTERS 675 4th Ave., Brooklyn HYacinth 9-8600 HOUSTON 5804 Canal St. WAlnut 8-3207 NEW ORLEANS 630 Jackson Ave. Phone 529-7546 NORF-JLK 115 Third St. NORFOLK 115 Third St.

Phone 622-1892-3

PHILADELPHIA 2604 S. 4th St.

DEwey 6-3818

St. Phone 229-2788

September 14

Great Lakes SIU Meetings

Regular membership meetings on the Great Lakes are held on the first and third Mondays of each month in all ports at 7 PM local time, except at Detroit. where meetings are held at 2 PM. The next meetings will be:

Detroit ... August 17-2 PM Alpena, Buffalo, Chicago, . Cleveland, Duluth, Frankfort, August 17-7 PM

1 1 4 SIU Inland Boatmen's Union

Regular membership meetings for IBU members are scheduled each month in various ports. The next meetings will be:

Philade'phia .. Sept. 8-5 PM Baltimore (licensed and unlicsnsed) . Sept. 9-5 PM Houston .. August 10-5 PM Norfolk ... Sept. 10-7 PM N'Orleans . . . Aug. 11-5 PM

* * * RAILWAY MARINE REGION

Regular membership meetings for Railway Marine Region-IBU members are scheduled each month in the various ports at 10 AM and 8 PM. The next meetings

Jersey City August 10 Philadelphia August 11 Baltimore August 12 *Norfolk August 13

GREAT LAKES TUG AND DREDGE

Regular membership meetings for Great Lakes Tug and Dredge Region IBU memters are scheduled each month in the various ports at 7:30 PM. The next meetings will he:

Detroit August 10 Milwaukee August 10 Chicago August 11 Buffalo August 12 †Sault Ste. Marie .. August 13 Duluth August 14 Lorain August 14 (For meeting place, contact Harold Ruthsatz, 118 East Parish. Sandusky, Ohio).

Cleveland August 14 Toledo August 14 AshtabulaAugust 14 (For meeting place, contact John Mero, 1644 West 3rd Street, Ashtabula, Ohio).

United Industrial Workers

Regular membership meetings for UIW members are scheduled each month at 7 PM in various ports. The next meetings will be: New York September 8... Baltimore September .. 9

Philadelphia .. September 8

Know Your Rights

FINANCIAL REPORTS. The constitution of the SIU Atlantic, Gutf. 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

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 trusteen in charge of these funds shall consist equally 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 mall, return receipt requested. The proper address for this is:

Euri 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, falls to protect your contract rights properly, contact the nearest SIU port

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

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 circumstance 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 constitution and the content of the cont should obtain copies of this constitution so as to inhimatine the mind 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 beadquarters.

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 af 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 Half at headquarters by certified mail, return receipt requested.

Vel. XXVI No. 16

SEAFARERS LOG

Aug. 7 1964

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



The UNION LABEL

September 7 to 13 has been designated as Union Label Week by the AFL-CIO.

The union label on a product is the sign of merchandise which is produced by union labor, is of top quality and worthy of purchase by AFL-CIO members. The union label on a product is a sign that the merchandise is produced under decent working conditions by American workers enjoying the benefits of collective bargaining and the wages, welfare and job security that go with union representation.

The basic objectives of the Union Label program are spelled out in the constitution of the Union Label Department of the AFL-CIO. They are to promote a greater demand for products made and services performed by union people; to devise and carry into effect methods for the advertisement of these goods and services; and to educate the members of trade unions, their families and the general public to the economic, social and moral gains resulting from a strong trade union movement.

The first half of this year has seen accomplishments by the Union Label campaign never before recorded in the history of the Amercan trade union movement. Massive publicity and promotional drives built around "Don't Buy" and "Do Buy" campaigns have resulted through direct action in the marketplace by the American public, in an overwhelming number of favorable decisions at the bargaining tables for AFL-CIO unions.

Supporting the AFL-CIO "Don't Buy" campaigns against unfair or non-union management, the SEAFARERS LOG and other union publications carry "Don't Buy" lists as a regular feature. These lists are revised as needed, whenever a given employer realizes how badly he is being hurt by the "Don't Buy" campaign and decides on a decent settlement with his workers—or on the other hand whenever a Boss makes the mistake of thinking that he can buck-the-union and the name of his product must be added to the list.

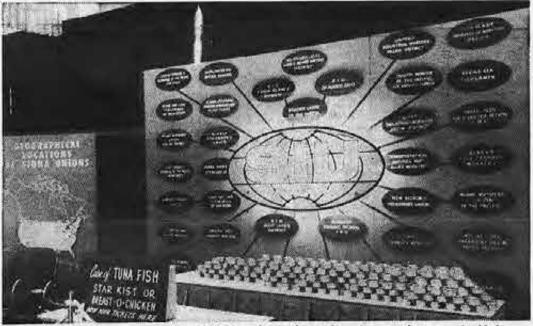
A great many favorable decisions brought about by the "Don't Buy" campaigns of the AFL-CIO Union Label Department have been recorded. Proabably the most dramatic accomplishment in this vital field has been the recent success of the United Hatters, Cap and Millinery Workers International Union in gaining a good union contract with Union Label provisions from the management of Texas-Miller Products. A nationwide consumer boycott of the company's products, promoted by the Hatters and supported by the Union Label Department of the AFL-CIO, is credited with giving Texas-Miller management a change of heart after nine months of refusal to bargain in good faith with the union.

The philosophy of the union label really took hold with the formation of the American Federation of Labor in 1881. It became evident that there were only two basic ways of improving wages, hours and working conditions—through broad organization and collective bargaining, and by creating a demand for the products and services of union people.

The Union Label and Service Trades Department, the third oldest department in the Federation, was formed in 1909 with the realization that the union label was a powerful economic force for the good of the American labor movement.

The Union-Industries Show, which provides a national showcase for products and services produced by union people, is sponsored each year by the AFL-CIO Union Label Department. The 1964 Show, held in Louisville, Ky., last May saw a strong showing by the SIU and the MTD with displays and exhibits of products and services produced by SIUNA-affiliated unions, such as Cal Pack and Breast-O-Chicken tuna, produced by SIUNA West Coast cannery workers, which bears the well known "ship's wheel" symbol, which has become the Union Label of the SIUNA.

The SIU urges Seafarers to look for the Union Label on every product they buy. Doing so assures you of quality products made by union men and women protected by union standards and conditions.



The Seafarers International Union had three booths at this year's Union Industries show displaying many of its consumer items, such as Cal-Pack products and Breast-O-Chicken tuna, both from the West Coast. The MTD set up its display in a fourth booth. Together, the displays give the public a good idea of the scope and activities of the SIUNA in action.