



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

U.S. MARITIME INDUSTRY

THIS IS
TERRIBLE!

THE Merchant Marine Act of 1936 states that this nation should have an American-flag merchant marine sufficient for its defense and commercial requirements.

While this basic piece of maritime legislation, enacted 30 years ago, has since become antiquated in some respects, the fundamental purposes expressed in the Act have been reiterated many times by high Government officials and are as valid today as on the day that they were first enacted.

The fact is, however, that we do not have an adequate American-flag merchant marine. Worse, we have a merchant marine which is in a constant state of decline.

Why is there this discrepancy between our national purpose and the condition of our merchant fleet?

It is simply that the Government agencies which implement the laws and regulations affecting our merchant marine are indifferent or hostile to our merchant fleet.

Virtually every Federal department—whether it be Agriculture, State or Defense—is equally culpable, and responsible for this situation.

This is the crux of the problem, and the problem will never be solved by lofty utterances or professed dedication to the merchant marine, without corresponding action.

The Government agencies must begin, through their actions, to implement the purposes expressed in our maritime laws. And the time to begin is now.



Senate Subcommittee Hears Labor Sec. Wirtz

Administration Calls For Quick 14B Repeal Action

Repeal of Section 14(b) of the Taft-Hartley Act is a "top priority" goal of the Johnson Administration, Labor Secretary W. Willard Wirtz told a Senate subcommittee recently.

He said the Administration will do everything in its power to get the repeal bill enacted and permit unions and employers in all states to negotiate union shop agreements.

Wirtz and AFL-CIO Legislative Director Andrew J. Biemiller were leadoff witnesses at hearings chaired by Senator Pat McNamara (D-Mich.). They charged that Section 14(b) has led states to battle each other for new industry through promises of low wages and weak unions.

"It is utterly wrong for a state to solicit industry on this basis," Biemiller said, and "utterly wrong" for federal law to encourage this.

Wirtz said the only way to avoid "disruptive competition" between states is to make "the legal ground-rules covering the freedom to

agree on union security . . . the same throughout the country."

Only Through Repeal

This, he stressed, can only be done through repeal of Sec. 14(b). As the Senate panel began four days of hearings, House Labor Committee Chairman Adam C. Powell (D-N.Y.) formally asked the House Rules Committee to clear for floor action the 14(b) repeal bill, H.R. 77. It had been approved by the Labor Committee, 21-10.

Biemiller told the Senate subcommittee it is "no coincidence" that employers who seek so-called "right-to-work" laws "are those who are unwilling to deal with unions at all."

On the other hand, he noted,

"employers who recognize unions, and who expect to keep on recognizing them, show little interest in 'right-to-work' agitation. The real purpose of most 'right-to-work' advocates is to destroy unions and collective bargaining."

Biemiller termed it "significant" that "at least half" of the members of the board of directors of the National Association of Manufacturers voluntarily agreed to contracts providing some form of union security.

A union shop, Biemiller said, "serves as sort of a guarantee by the employer that he is not going to try to break the union. The employer may continue to be a hard bargainer, but once some sort of union security arrangement has been negotiated, it is rare indeed for the employer to set out to break the union. This is well understood by both employers and workers. And since strikes over the existence or survival of a union are the longest and bitterest, union security arrangements make for industrial peace."

Important To Nation

Biemiller, accompanied by AFL-CIO Associate General Counsel Thomas E. Harris, stressed that repeal of 14(b) is "important to the nation" as well as the labor movement.

Labor's role as a "people's lobby," he suggested, is vital to the nation "just as strong unions, able to bargain for fair wages and working conditions, are of vital importance to workers."

During questioning by committee members, Sen. Paul J. Fannin (R-Ariz.) argued with Harris that Arizona's economic progress showed the value of "work" laws—a position Harris termed absurd.

Senator Jennings Randolph (D-W. Va.), who favors repeal of Section 14(b) then asked Harris for the average hourly wage in West Virginia, a state which does not have a "right-to-work" law.

"It was \$2.67 an hour in 1964," Harris replied.

"And what is the average for (Continued on page 8)

Senate Begins Debate On Medicare Legislation

WASHINGTON—The Senate has opened debate on the Medicare bill, and supporters of the measure are optimistic of passage in the very near future. The 12-5 vote for the measure in the Senate Finance Committee, long a conservative stronghold, gave evidence of the broad consensus that has developed on the issue.

It marked the first time the committee had approved a program of health care for the elderly, without a means test and as part of the social security system.

With the exception of Committee Chairman Harry F. Byrd (D-Va.), all committee Democrats voted for the bill. So did two of the six Republican members, including Senate GOP Leader Everett McKinley Dirksen (Ill.).

By contrast, when a more modest hospital care amendment was approved by the Senate last year, only six of the 17 Finance Committee members supported it. It died in conference that year.

Main Features

The Senate committee retained the main features of the House-passed bill, including:

- A basic hospital care plan for persons 65 and over, financed by a payroll tax collected in the same manner as the social security tax.

- A supplemental voluntary plan to cover a wide range of medical and surgical expenses, costing \$3 a month with the federal government matching this amount.

- A 7 percent hike in social security retirement benefits, retroactive to Jan. 1.

The Senate committee adopted a labor-sought amendment to the House bill which will cover the expense of hospital specialists, such as radiologists, under the basic program—a saving to the patient since the supplemental plan would cover only 80 percent of the cost after a \$50 annual deductible.

The American Medical Association favored the House version; the Administration and the American Hospital Association backed the Senate committee amendment.

A labor-backed provision of the

House bill to include tips as income for social security purposes was modified by the Senate committee. Under the House bill, the worker and his employer would pay social security taxes on tips on the same basis as on wages. The Senate changed this to require the worker to pay the higher self-employed tax rate on his tip income, exempting the employer from sharing the cost.

Hospital Care

The committee doubled the 60 days hospitalization under the basic plan provided in the House bill, with a requirement that the patient pay \$10 a day of the hospital cost after the first 60 days. A similar share-cost provision was added to the nursing home section.

The Senate panel also voted to ease the earned salary limits for persons receiving social security pensions. Presently if a pensioner earns more than \$1,200 a year, his annual benefits are reduced \$1 for every two dollars of wages between \$1,200 and \$1,500—with a dollar-for-dollar cut in benefits on income above \$1,500. The House bill would apply the dollar-for-dollar cut only to amounts above \$1,700.

Under the Senate committee bill, no reduction would be made for up to \$1,800 in wages and the one dollar for every two dollars earned reduction would apply to earnings between \$1,800 and \$3,000.

Both bills provide for a higher tax rate and a higher tax base—the amount of wages subject to tax for social security and medicare benefits. However the House bill initially would have a higher rate of taxation, but a lower tax base.

The Senate version would raise the tax base from the present \$4,800 to \$6,600 as of Jan. 1, 1966. This would mean that lower-income workers would pay less

(Continued on page 17)

International President's
REPORT



By Paul Hall

A truly constructive proposal that would require a minimum of 75 percent of U.S. government-generated cargo be carried on American-flag vessels has been introduced in the House of Representatives by Congressman Paul Rogers (D-Fla.). Representative Rogers' bill is an example of the kind of recommendations that are needed to reverse the dismal decline of the American-flag merchant fleet.

Representative Rogers' proposal is more than just another idea of how to save the U.S. merchant marine from vanishing from the oceans of the world. The significance of the bill lies in the fact that the nation's present cargo preference statutes are not doing the job for which they were passed. Congressman Rogers is obviously aware of this fact. In introducing his bill he declared, "The present requirement of 50 percent has proved insufficient, if this nation is to maintain a strong merchant marine."

The SIU has long maintained that the lackadaisical enforcement of the existing cargo preference statutes is a shocking example of bureaucratic negligence, to say nothing of governmental indifference to the plight of the U.S. shipping industry. Our lengthy list of grievances against the government departments that have ignored the spirit and intent of this legislation tells the sordid story of how ineffectively the present statutes have been administered.

If one were to take a cynical attitude toward the nation's present cargo preference laws, an argument might be made that Representative Rogers' bill calling for a 75 percent government cargo requirement is the best way to actually get the presently required 50 percent on American bottoms. However, we can rightfully expect that the statutes will be obeyed.

We in the SIU do not think it is too much to ask that the departments of the Federal government adhere to the cargo preference statutes duly enacted by the representatives of the people. If these departments continue their practice of ignoring these laws, a law calling for no less than a 100% Cargo Preference requirement would not be worth the paper it was written upon.

Our objections to the present cargo preference set up is two-fold in nature. The first objection deals with the all-too-frequent granting of waivers to evade the requirements of the law. Our second point is that even if there were complete compliance with the present 50 percent minimum, our country's merchant marine would still need additional assistance if it is to take its rightful place among the fleets of the world.

Thus, we regard increasing the legal requirement that American bottoms carry 75, instead of the minimum 50 percent, of government-generated cargoes, as an important step in restoring the nation's merchant fleet to a healthier state of strength. Certainly, our shipping industry will not find itself taxed beyond its resources in finding the space for the cargoes guaranteed to it by such a law.

The sad truth of the matter is our nation's merchant marine is carrying well under 10 percent of the country's foreign trade. The rapidly dwindling part played by the U.S. maritime industry in its own country's foreign trade can only spell tragedy for the future place of the American flag on the world's oceans. The flow of government cargoes which keeps a portion of our fleet alive today obviously cannot be depended upon to do this life saving job at the rate at which they are currently available.

As the strength of our merchant fleet continues to ebb away, our nation is confronted with repeated reports of a strong and steadily growing Russian shipping industry. Representative Rogers recognized this threat when he said, "It is clear the Communists are engaged in an all-out effort to dominate the world's sea lanes by 1970."

In his speech before the House in support of his 75 percent cargo preference bill, Rogers pointed to statistics showing that Russia is building fifteen times as many ships as this country. We think facts such as these indicate the damage of the country's national security through governmental lack of concern about our own merchant fleet. Representative Rogers was correct when he said his proposed law would be an important first step in rebuilding the U.S.-flag fleet.

The Florida congressman also hit the nail on the head when he said passage of his bill would have a substantially beneficial effect on our nation's dangerous balance of payments problem. His statement that the cost of moving foreign aid cargoes on foreign-flag vessels worsens the outflow of United States dollars is unfortunately, all too true.

The country is generally aware that our government program to help the less fortunate nations of the world with U.S. assistance is one of the chief reasons why we are plagued by balance of payment problems. Faced with this problem, we find it hard to understand why the goods which are part of this assistance do not move in U.S.-flag vessels, thus saving a good many valuable dollars. To continue the present practice of ignoring the availability of American shipping to handle these cargoes, only compounds the international deficit in payments faced by the U.S. The passage of Representative Rogers bill, increasing the maritime industry's share of government-generated cargoes, will be a great aid in bolstering the U.S. merchant marine, providing that the government agencies involved obey the letter of the law.

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Receiving a hearty handshake of congratulations and good luck from SIU rep George McCartney, Escolastico Reyes (left) collects the first of the retirement checks that will come to him regularly under the SIU pension plan.

Thirteen Oldtimers Retired On Pensions

Lifetime \$150 SIU pensions were presented to thirteen more veteran Seafarers this week as the ranks of SIU veterans retired on pension continued to grow. The thirteen new pensioners were approved at this week's meeting of the Seafarers Welfare Plan.

The 13 new pensioners include: John D. McDaniel, 64, Yu Song



McDaniel



Guidry

Yee, 50, Carmelo Andrew, 66, Eugene Guidry, 55, Jimmie D. Pearson, 62, Escolastico Reyes, 65, Oscar Melvin Jones, 61, Lawrence Armstrong Tryon, 65, John Sanders Fontan, 57, Dimitri Bartol, 72, Andrew Mir, 54, Alvin J. Finch, 68, and George Charters, 64.

Brother McDaniel joined the SIU in the port of Norfolk, sailing as a member of the deck department. He was born in Virginia and still makes his home there.

Brother Yee joined the SIU in the port of Norfolk where he sailed as an AB in the deck depart-

ment. Born in China, he now makes his home in Brooklyn.

Brother Andrew joined the SIU in the port of New York, sailing as an FWT in the engine department. A native of Puerto Rico, he now makes his home in New York City with his wife Guarino. He last sailed aboard the Oceanic Tide and is now looking forward to a retirement protected by his lifetime, monthly \$150 SIU pension checks.

Brother Guidry joined the SIU Railway Marine Region in the port



Pearson



Jones

of Houston where he sailed as an oiler in the engine department. Born in Crowley, Louisiana, he now makes his home in Houston, Texas with his wife Mildred. He

(Continued on page 4)

House Bill Would Boost American-Flag Share Of Gov't Generated Cargoes

WASHINGTON—A bill has been introduced in the House by Representative Paul Rogers (D-Fla.) calling for an increase in the percentage of U.S. Government-generated cargoes shipped on U.S.-flag vessels. The measure, as introduced, would require that

75 percent of the total of U.S. Government-generated cargoes shipped abroad be carried in American-flag bottoms. The SIU has urged similar legislation for some time to help save the declining U.S. merchant fleet.

"The present requirement of 50 percent has proved insufficient," Rogers said, "if this nation is to maintain a strong American fleet." Passing the law he introduced, he said, would be the first step toward rebuilding America's merchant fleet. Representative Rogers is a member of the House Committee on Merchant Marine and Fisheries.

Rogers' comments on the proposal noted that the U.S. shipping industry now carries only 9 percent of this nation's total overseas traffic. It is pointed out that a number of foreign countries with large merchant fleets have restrictive shipping laws favoring their own flag ships.

Many of these countries discriminate against American-flag ships in favor of their own vessels, Rogers pointed out, and added that this practice applies to Government-generated cargoes in addition to commercial exports and imports.

"The least we can do is require more Government cargo to be moved by Americans," he said. "Since America ships some 24,000,000 tons of foreign aid foodstuffs abroad each year, this would be a good place to start 'shipping American.'"

Payments Balance

In urging favorable House action on his proposal, Rogers cited the adverse balance-of-payments situation now facing the U.S. and asserted that this measure would help to alleviate the crisis.

"For the United States Government to ship cargoes aboard foreign flag vessels, then pay for the freight in United States dollars only worsens the problems of outflowing United States dollars," he said.

Another strong argument

Log Feature

The centerspread of this issue of the LOG is devoted to an examination of the serious Balance of Payment deficit facing the United States today. This is a topical issue of vital importance to all Americans. It is especially important to Seafarers, however, because one of the most promising solutions for the problem yet proposed involves increasing the percentage of U.S. Government-generated and other cargoes moving on American-flag vessels. For a complete examination of the Balance of Payments problem, how it came into being, and what can be done to alleviate the situation, turn to pages 12 and 13.

given in urging passage of the bill is the threat posed to the U.S. by the steadily increasing Russian merchant marine. "It is clear the Communists are engaged in an all-out effort to dominate the world's seafarers by 1970," Rogers warned.

Actual figures were cited indicating the Soviet is building fifteen times more ships than the U.S. is, and that present estimates predict Russia will overtake U.S.

merchant marine strength within two years.

Apparently keeping in mind charges by the SIU and others that even the present cargo performance laws, which call for at least 50 percent of Government-generated cargoes moving in U.S.-flag ships, are being ignored and undermined by various government agencies, Rogers called for a strict enforcement of his proposal should it become law.

SIU Hails Decision To Retain USPHS Hospitals

WASHINGTON—Secretary of Health, Education and Welfare Anthony J. Celebrezze announced July 6 that three of the five U.S. Public Health Service Hospitals slated for closing by the government will be kept open and modernized. The decision to shutter the remaining two will be reconsidered, he also said.

The decision to keep the USPHS Hospitals functioning was hailed by the SIU and the rest of maritime labor. The SIU, along with other unions, had protested the proposed closing of the hospitals for "economic reasons" and waged an all-out battle to keep the facilities open to seamen, as they have been since the birth of our nation.

Secretary Celebrezze's decision to retain and modernize the USPHS Hospitals in Boston, Norfolk and Galveston followed a recent ruling by the U.S. Controller General denying seamen priority over veterans in Veterans Administration hospitals. Under the plan to close the USPHS facilities, seamen would have had to use VA Hospitals.

The Controller General's decision said, in effect, that veterans have the first claim on use of VA facilities. Without an agreement with the VA, the Administration's closing plan could not have guaranteed seamen the hospital care they are entitled to under law.

Further Study

The two hospitals whose closings will undergo further study are in Savannah, Georgia, and Detroit, Michigan. It is now hoped that the Department of Health, Education and Welfare will decide to allow them to remain open also.

The decision to keep the three hospitals open and to reconsider closing the other two capped a six-month battle by maritime labor. SIU representatives appeared before Congressional hearings to protest the closings and wired Administration officials and lawmakers. Seafarers wired and wrote their Congressional representatives, as well as newspapers and other public media, in a successful effort to keep the facilities open.

It was in the 1790's that the U.S. Government first recognized the

medical needs of the men who transport the nation's commerce across the seas during peace and war. Legislation was then enacted to provide that health care for seamen.

SIU Cabbies Hit Bricks In Chicago

CHICAGO—Determined to secure a solid union contract and to protect gains they have already won, more than 6,000 taxi workers, members of DUOC Local 777 of the SIUNA-affiliated Transportation Services and Allied Workers Union, hit the bricks on June 26 in front of the garages of the Yellow and Checker Cab Companies.

The strike was called with the unanimous endorsement of the union's membership when, after a period of negotiation the companies first agreed to a last minute settlement in Mayor Richard Daley's office and then reneged on their agreement when it came to putting it into contract form.

The agreement in the Mayor's office, to provide a basis of discussion for the union's members, called for an increase in drivers' commissions, an increase in pension benefits, a reduction of the work week for garage workers and increased health and welfare protection.

After a further refusal by the companies to discuss the settlement formula, the union announced that it was reinstating its full list of contract demands, including an increase of drivers' commissions to at least 50 percent.

Contract talks with the cab companies began right after Local 777 overwhelmingly turned back a raiding attempt by the Teamsters Union. In an NLRB representation election in May, the SIU-affiliate whipped the Teamsters by a three-to-one margin. More than 5,000 cab workers took part in the election.

Meetings were resumed on Wednesday of this week.



Seafarer Carmelo Andrew (right) is all smiles as he receives his first SIU pension check from Union rep Leon Hall. Andrew, who is an engine department veteran, last sailed on the Oceanic Tide (Oceanic Ore).

Thirteen Seafarers OK'd For Pensions

(Continued from page 3)
last sailed for the Grand H towing company.

Brother Pearson joined the SIU Inland Boatmen's Union in the port of Houston, Texas, sailing as a millright. Born in Oklahoma, he now lives in Galveston, Texas.

Brother Reyes joined the SIU in the port of New York, sailing as a member of the steward depart-



Tryon
ment. A native of the Phillipine Islands, he now makes his home in Brooklyn. He last shipped out aboard the Detroit.

Brother Jones joined the SIU in the port of New York where he sailed in the deck department. Born in Greenville, South Carolina, he now makes his home in North Carolina. He last sailed aboard the Seatrains Texas.

Brother Tryon joined the SIU in the port of New Orleans, sailing as a member of the deck department. Born in St. Regis Falls, New York, he now makes his home in Virginia. He last sailed aboard the Flomar.

Brother Fontan signed on with the SIU in the port of New Or-



Bartol
leans where he sailed as a chief baker in the steward department. Born in New Orleans, Louisiana, he still makes his home there. He last sailed aboard the Del Norte.

Brother Bartol joined the SIU



Finch
in the port of New York, sailing as a member of the engine depart-

ment. A native of Rumania, he now makes his home in New York with his wife Louise. He last shipped out aboard the Coe Victory.

Brother Mir joined the SIU in the port of New York where he sailed as a member of the deck department. Born in Puerto Rico, he now makes his home in New Orleans, Louisiana with his wife Jeanette.

Brother Finch joined the SIU Inland Boatmen's Union in the port of Buffalo, sailing as a fireman in the engine department. Born in the State of New York, he now makes his home in Buffalo with his wife Lucille. He last sailed for the Great Lakes Towing Company.

Brother Charters signed on with the SIU Railway Marine Region in the port of Elberta, Michigan where he sailed as a member of the steward department. Born in Weldon Township, Michigan, he now makes his home in Frankfort, Michigan with his wife Mareta. He last sailed for the Ann Arbor Railroad.



Yu Song Yee proudly displays his first SIU pension check which he received recently at New York headquarters. Yee, who sailed last as an AB on the *Azalea City* (Sea-Land), plans to live in Brooklyn with his wife, Marchuck.



By Al Kerr, Secretary-Treasurer

Benefit Action Requires Data

Although the Union has gone to considerable effort to create various benefit plans, members who are careless about filing all the required information often find it hard to take advantage of them as fast as they normally could. As we have pointed out before, members who follow the simple steps in sending the necessary information when filing to collect their payments, often avoid long unnecessary delays.

If a member makes certain that every bit of information that is asked for on an application form is filled out, he knows he can count on his Union officials to promptly process his claim for welfare, vacation or pension benefits.

For instance, a Seafarer who has become permanently disabled and wants to apply for a \$150 per month disability pension must fulfill certain requirements. He has to have 4,380 days of seetime on SIU-contracted ships in addition to a statement certifying his disability.

In filing for a disability pension, a Seafarer would have to furnish the following information:

(1) A permanent not-fit-for-duty certificate stating the nature of the disability. This certificate must be issued by one of the United States Public Health Service Hospitals or one of the SIU clinics.

(2) In order to prove that he has the necessary seetime, he must furnish copies of his Coast Guard discharges as a record of his past employment.

We often hear many Seafarers complain that they can't locate their old discharges. If a member

happens to be in this kind of a fix, we would like to remind him that duplicates of old discharges can be obtained by writing to the Commandant, United States Coast Guard, Washington, D.C., requesting a listing of all of your Coast Guard discharges.

If a brother does make this kind of a request to the Coast Guard, he is required to furnish his Z-number, his Social Security number, the approximate dates when he sailed, and the names of as many of his former ships as he can recall.

When all this information, including the permanent not-fit-for-duty certificate, the record of past discharges and the application for a disability pension, is submitted to the joint Union-shipowner trustee panel of the pension plan, prompt processing will then take place.

SIU pensions have long been considered among the best, when compared to other similar plans around the country. The important thing to remember is that the quicker a brother files all the information that is required, the quicker he can start collecting those \$150 checks which arrive every month.



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

Balto. Seafarers Praise New Seamar

Seafarers down Baltimore way have quite a few words of praise for the new Seamar, which recently arrived in port. Our members were especially impressed with the new, modern living quarters on the re-modeled C-4, which has been put into service by Calmar as part of its recently concluded ship replacement program. The Seamar's crew quarters, galley and pilothouse are all air conditioned and SIU crewmembers were particularly impressed with the new cargo handling equipment which includes whirley-type revolving cranes capable of handling 25 tons of cargo.

The Seamar and her five other new sister ships—the Penmar, Marymar, Portmar, Calmar and Yorkmar—are an excellent example of the modernization which the U.S. merchant fleet needs so much. As Seafarers on the Seamar have shown, members of the SIU really appreciate these new ships, not only for their improved living and working conditions, but also for the added strength to the nation's maritime industry that they represent. For the picture story of SIU members on the new Seamar, see the back page of this issue.

New York

SIU oldtimer B. Crawford came up from Philadelphia to take a look at the shipping board and spend some time with his old friends. George Austin told us he is sweat-

ing it out while he waits for a cook and baker's job on a European run. After dropping by the hall to register, George Fontana immediately turned around and headed back to his place in Rhode Island where, he says, he has a house painting job to finish.

Other familiar faces around the New York hall include Steve Morales, off the *Alcoa Trader*; I. Nazario who recently finished a trip on the *Puerto Rico*; Juan Oquendo who paid off the *Overseas Joyce* and E. Arroyo, who piled off the *Puerto Rico*. We were all happy to see Al Hirsch back in circulation and looking for a group 1 steward job after being stuck in drydock.

Boston

The shipping situation in Boston has taken a change for the better and should improve even more in the coming weeks. The big smile on Amos Buzzelle's face is over his FFD which he recently got after being in drydock for a year. Amos says he is rarin' to go and will grab the first job to hit the board. Robert Frazer is holding out for a coast higger that will keep him near his family for the summer. His last job was deck maintenance on the *Steel Maker*. After getting off the *Hercules Victory* to tie the knot, Donald Watson has been telling the boys that nothing can beat married life.

Philadelphia

Shipping has picked up a bit and is expected to be fairly good for the coming weeks. Among the SIU oldtimers who have been visiting the hall recently is E. Cobruel who last shipped on the *Globe Progress*. Brother Cobruel is waiting for the *Progress* to come out of layup in Norfolk. R. Soto tells us that he will hop on the first *Alcoa* run to Puerto Rico. His last ship was the *Seatrains Georgia*. R. Kehrweider is holding out for a third cook's job on the "mighty" *Spitfire*, after getting off the *Alcoa Commander* recently. Al Hanstrelt has been saying he's had enough time on the beach and will jump for the first job to hit the board.

Baltimore

Shipping in Baltimore has been moving along at a fair clip with good prospects for the coming weeks. Nils Richardson, a real SIU veteran, has just piled off the *Seamar* and has registered for a different run. Vance Reid tells us that he'll grab the first thing to hit the board, after paying off the *Jean LaFitte*. Enjoying a real vacation after nine months of work is

Karl Olman, who recently got off the *Cabins*. Karl says he's keeping his eyes open for a Far East run. Charles Bedell, who sails as chief steward or chief cook, is another SIU veteran who is keeping a sharp eye peeled for a run to the Far East or India. Charlie last sailed as chief steward on the *Marymar*.

Norfolk

Seafarers in the Norfolk area have found a fair shipping situation during the past two weeks with brighter prospects on the horizon for the rest of the month. Among the SIU oldtimers around the hall these days is Alfred Sawyer who has been telling the boys about the fine trip he recently finished on the *Transhatteras*. Brother Sawyer is looking forward to signing on another *Hudson Waterways* ship. We were glad to see that Wilfred La Chance is ready to ship again after being on the beach for some time because of a death in his family. Joe Robertson is happy to be out of the USPHS hospital and is chomping at the bit as he waits for his FFD. We were sorry to hear that Guy Whitehurst had to go into drydock recently.

Puerto Rico

Local 610 of the Hotel Workers Union elected the following slate of officers for a new term: Domingo Torres, president; Pello Rivera, vice president; Ernesto Diaz, secretary; and Edward Serrano, recording secretary.

The recent contract dispute between Sealand and the International Longshoremen's Association appears about to be resolved. Both sides are reported to be ready to sign a new four-year agreement.

A new law creating a Civil Rights Commission for the people of Puerto Rico was recently signed by Governor Sanchez. The commission will educate Puerto Ricans about their individual rights in addition to setting up machinery to deal with violations of these rights.

Among the oldtimers around the San Juan hall have been Oliver Flynn who is back in town after being laid up in the *Mobile Marine Hospital*, and Jose Frats who is vacationing with his family after finishing an extended run on the *Alcoa Explorer* as chief steward. Every time there is a break between games in their domino tourney, Jose Pacheco, Julio Colon, Jose Suarez and Emilio Ramos get in a fast look at the shipping board to see what is available.

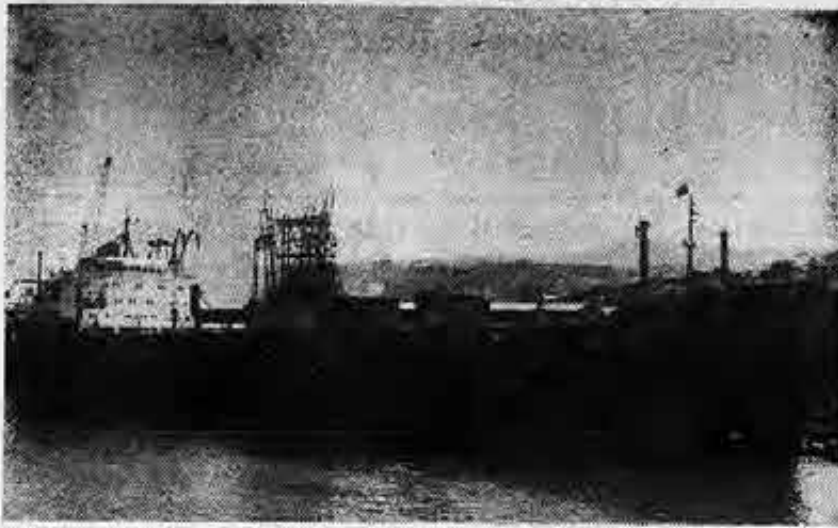
SIU Clinic Exams—All Ports

EXAMS THIS PERIOD: May 1 - May 31, 1965

Port	Seamen	Wives	Children	TOTAL
Boston	8	0	0	8
Baltimore	96	30	16	142
Jacksonville	6	2	3	11
Houston	132	8	3	143
New York	308	32	34	374
Norfolk	59	0	0	59
Philadelphia	54	20	1	75
Tampa	10	3	0	13
San Francisco	99	0	0	99
New Orleans	236	19	9	264
Mobile	68	6	0	74
*San Juan	19	27	7	53
TOTAL	1,095	147	73	1,315

*4/21 to 5/21

SIU Ship Sets Grain Record



The SIU-manned *Tamara Guilden* (Transport Commercial) set a world record recently when she discharged 9,363 tons of grain into a silo at Haifa, Israel during a 24-hour period. The grain was loaded at U.S. Gulf ports. The previous world record, 8,985 tons discharged during a 24-hour period, was held by an Israeli vessel.

Urban Housing Bill Passed By House

A \$6 billion Housing & Urban Development bill cleared the House, 245-169 recently, after Republican opponents came within six votes of knocking out a pioneering rent subsidy plan.

The original Administration bill, which the AFL-CIO termed "important and necessary," authorized partial rent subsidies for

families with low-to-moderate incomes who otherwise could not afford decent housing. Eligibility income ceilings would have been keyed to family size and rent costs in the locality. As a family's income increased, the amount of the subsidy would drop.

Republicans mounted a massive attack on this provision, picking up a number of Democratic allies, primarily from rural areas.

To salvage the plan, Democratic leaders agreed to an amendment limiting subsidies to low-income families eligible for public housing. Even so they had to muster every available vote and arrange pairs for absent members to defeat, 208-202, a GOP motion to kill the rent subsidy section.

Only four Republicans, all from New York, voted with 204 Democrats on the key vote. Voting to kill the subsidy section were 130 Republicans and 72 Democrats.

On final passage, 219 Democrats and 28 Republicans supported the bill with 109 Republicans and 60 Democrats opposed.

Stirred Controversy

Other sections of the bill stirred less controversy. These included:

- Authorization for an additional 60,000 units of low-rent public housing each year for four years.
- A new program of mortgage insurance for land development in subdivisions.
- Extension of the urban renewal program for four years, with a \$2.9 billion authorization.
- Relocation payments for persons and business displaced by urban renewal.
- A step-up in the college housing program.
- Matching grants for water and sewer facilities and for construction of community, health and recreational centers in low-income neighborhoods.
- Grants to help low-income homeowners in urban renewal areas bring their homes up to standard.
- Extension of low-interest loans for moderate-income housing and housing for the elderly and handicapped.

The bill now goes to the Senate, whose Banking Committee has already approved a companion measure by a 10-4 vote.

Unemployment Shows Rise During June

Unemployment rose seasonally by 950,000 in June as nearly 2 million teenagers entered the job market but the jobless rate remained virtually unchanged, inching up to 4.7 percent.

The Labor Department's monthly report noted, however, that the increases in teenage employment and unemployment "were slightly smaller than expected" because the survey week was early in June "and many schools were still in session."

The jobless rate for teenagers remained unchanged in June at 14 percent, three times the overall rate. For the first six months it averaged 14.6 percent, unchanged from the 1964 annual average, the Labor Dept. said.

The jobless rate for adult men remained virtually unchanged at 3.2 percent but the figure for women moved up from 4.3 percent in May to 4.8 last month. The overall jobless rate in May was 4.6 percent.

The monthly report noted that the jobless total, which usually increases sharply in June, was in line with seasonal expectations "and was mainly attributable to teenagers." The over-the-month increase in unemployment took place among persons jobless less than 5 weeks in line with the teenager influx into the job market.

There were a number of areas where the unemployment rate showed increases over the month — the non-white rate moved from 7.6 to 8.4 percent; the blue collar rate was up from 5.3 to 5.7 percent; the rate for those unemployed 15 weeks or longer moved from .09 to 1.1.

The Labor Dept. said that although the rate for non-white (Continued on page 23)

MSTS Uses Japanese Crews On LSTs Making Vietnam Run

TOKYO—The U.S. Military Sea Transport Service has been recruiting Japanese seamen to man Navy LST's carrying supplies to war-ravaged South Vietnam. The MSTS, whose Pacific Command ships are under contract to the SIU-Military Sea Transport Union, is finding plenty of applicants for the jobs, even though the pay for the dangerous work is a fraction of what an American seaman would get.

The MSTS hiring operation in Japan has been justifiably compared to that of American runaway-flag shipping operators who register their vessels in foreign countries to evade U.S. taxes, wage levels as well as working and safety standards. For instance, the MSTS rates for overtime, dangerous cargoes, area and attack bonuses and life insurance are shockingly low when compared to those existing in the contracts of American seamen's unions.

The MSTS has been operating 17 LST's between Japan, South Vietnam and American installations on islands between the two countries for the past several years. The ferrying operation has been responsible for delivering a wide variety of supplies, ranging from household goods to arms and ammunition.

LSTs Useful

U.S. military officials see several advantages to using the World War II-type LST's for supply operations in Vietnam. LST's can sail along shallow coastlines, calling at ports which do not have facilities for larger vessels. The craft are capable of delivering their supply loads right to the beaches, making them particularly valuable in carrying out supply missions along the mountainous stretches of the Vietnam coastline.

The Military Sea Transport Service has been so pleased with the capabilities of the LST's, that it now intends to take eight more of the craft out of the reserve fleet and put them into service in South Vietnam where the pace of the war with the Red Viet Cong grows continuously hotter.

Low Pay

While the MSTS has found that the LST is well suited to carry out its Vietnam supply missions, a quick look at its low pay and benefit schedules demonstrates why American seamen are not being used to man the famous World War II landing craft. Japanese crewmembers who sail in the low deck and steward ratings are paid only \$110 per month. The MSTS calculates its overtime pay rates between \$1 to \$1.50 per hour, and pays a 10 percent bonus for the transportation of dangerous cargoes. These rates of pay do not even begin to compare with those of U.S. seamen.

The MSTS also keeps its schedule of payments for area and attack

bonuses and war risk insurance at extremely low levels, when compared to those paid to members of American seamen's unions. The Japanese seamen receive the equivalent of a \$2 per day war area bonus when their craft is in Vietnamese waters, and a bonus of \$75 if their vessel comes under attack. In the event that a crewmember loses his life in an attack, the U.S. will pay his survivors \$5,000.

Luck Holds

As of this date, out of the approximately 827 Japanese crewmembers serving on the LST's, there has been only one fatality, when a South Vietnamese soldier killed a seaman whom he mistook for a Viet Cong saboteur. The only other loss suffered by the LST fleet was the destruction of one craft by

an underwater mine. No deaths resulted from this incident.

The use of Japanese seamen on the American LST's has caused much furor in Tokyo's political circles. The Japanese press has publicly questioned the wisdom of permitting the country's seamen to be used by another world power in a war situation. The crux of these arguments is that Article 9 of Japan's constitution specifically outlaws the maintenance of military forces for use overseas.

An example of the passion stirred by this constitutional provision was the uproar created last year when the Japanese government decided to send a medical team to aid the South Vietnamese in their courageous fight against the Communist-led insurgents.

The Tale Of The Ferret

In Which Only The Names and Colors Were Changed To Protect The Guilty

Many wild and woolly stories are told about the "old days" at sea. One of the woolliest stories concerns a ship called the Ferret, and most of the wool was pulled over the eyes of trusting ship's chandlers, owners, insurance companies and shippers by a slick, fast-talking Yankee confidence man named Walker.

The 445-ton Ferret was busily ferrying people across Scotland's Firth of Forth for the Highland Railway Company in 1880 when Walker made his appearance on the scene.

Armed with forged references and forked tongue, Walker "chartered" the Ferret for "a six month cruise." With just enough crew to get the vessel underway, Walker took the vessel to Cardiff, replaced the crew, bought enough coal and provisions to make an extended voyage, and quickly put to sea again before his checks started bouncing.



Vanishing Act

Ship chandlers looked in vain for their money, the vessel's owners scratched in vain for their "charter" money, but the Ferret had completely disappeared. British consuls in foreign ports were notified, appeals for information on the vessel's whereabouts were placed in the newspapers—all in vain. The Ferret was gone.

It was almost spring, 1881, when word came from Gibraltar that a yellow-funnelled vessel bearing the name Ferret had entered the Mediterranean. This encouraging news was quickly followed however by a message that one of the ship's lifeboats, along with other varied gear, had been found washed ashore. The real owners of the Ferret immediately filed a claim with the insurance company and were duly paid for a vessel lost at sea.

Meanwhile, aboard the Ferret, painters were busily at work with black paint, covering her yellow funnel. Here blue lifeboats were painted white, while on her bow, in fresh paint, was the carefully-stenciled name Bantam.

Coffee Anyone?

The Ferret-Bantam put in at Santos, where Walker managed to obtain a cargo of coffee bound for Marseilles. The coffee fetched a fine price at Cape Town shortly thereafter.

At Mauritius, Walker talked some ship chandlers out of more provisions and the vessel set out for Australia. On her bow, in fresh paint, was the carefully-stenciled name India. Walker in the meanwhile, had changed his own name to Henderson, and everything was proceeding swimmingly.

Walker-Henderson's luck ran out however, when he brought the Ferret-Bantam-India to Melbourne. Awaiting inspection by the port health authorities, a policeman came aboard and noticed the faint lettering of other names beneath the freshly painted India on her bow. The authorities were notified, and they in turn checked with the original owners of the presumed lost Ferret. Meanwhile, they detained the vessel with various excuses.

With the Ferret-Bantam-India unaccountably mired in tons of red tape, Walker-Henderson smelled a rat and headed for the hills—but too late. A Melbourne judge gave Walker and his "purser" seven years, and his "captain" got three-and-a-half years.

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.

Jobs

By Cal Tanner, Executive Vice-President



Maritime Awaits U.S. Action

A key idea regularly advanced by maritime labor, segments of the merchant marine industry and those interested in the maintenance of a strong U.S.-flag oceangoing fleet as one of the pillars of a strong American economy, has been that given the means and the climate necessary to cure its ills the U.S. merchant marine would regain its strength and vigor.

The simple truth of that idea was graphically proved a few weeks ago when the SIU-contracted Sea-Land Service, one of the few remaining domestic water carriers in the nation, announced that it was prepared to spend nearly \$200 million on expansion of its containership fleet and the facilities necessary to maintain that fleet. The occasion for Sea-Land's forthrightly positive announcement was the hearing before the Senate Merchant Marine Subcommittee on the legislation proposed by Senator E. L. (Bob) Bartlett (D-Alaska) that would allow non-subsidized water carriers to put aside a portion of their earnings on a tax-deferred basis to be used for new ship construction.

A Sea-Land representative testifying before the Senate panel said that the company was prepared to purchase some six vessels in the 30,000-35,000 ton class for coastal and intercoastal containership service at a cost of approximately \$100 million. Auxiliary equipment—containers, cargo vans and chassis—would account for nearly \$100 million more in Sea-Land's projected spending program.

In announcing that it was prepared to stake a significant amount of money on the future of the U.S. merchant marine, the Sea-Land spokesman told the Congressional body that there was "nothing wrong with the domestic shipping industry that a little help won't cure." Senator Bartlett, the subcommittee's chairman, said he was pleasantly "startled" by Sea-Land's announcement. Clearly, the lawmaker had not expected such a favorable response to the legislation he proposed so soon.

Other maritime industry representatives voiced their approval of the Bartlett bill at the hearings, though no one else went as far as Sea-Land in saying that they would undertake major construction programs if the bill was successfully steered through Congress.

Under the Bartlett bill (a similar measure was proposed in the House by Representative William S. Mailliard, a California Republican), a tax-free reserve fund would be created by the government with the specific purpose of financing new ship construction. Non-subsidized shipping, including liners, tramps, bulk carriers, domestic carriers, lakes carriers and fishing vessels would be eligible for inclusion in the reserve system.

The participating operators

would be required to set aside a pre-determined share of the freight rates they receive from carrying government-generated cargoes and put it in the reserve fund. While funds established in the reserve would be tax-free, owners who refused to participate would not be eligible to receive the premium freight rates paid for the carriage of government-generated cargoes.

The Secretary of Commerce would be given the power to set up the percentage of the revenues received from hauling government-generated cargoes for deposit in the construction reserve. Ship operators would also be able to deposit other earnings in the fund. The bill will require that proceeds from the sale of vessels, insurance and indemnity receipts, depreciation charges and earnings on monies already deposited in the fund all be required to be invested in the reserve.

Other measures will be needed to improve the weak position of the nation's bulk carrier and tanker fleets. The SIU has proposed measures before the President's Maritime Advisory Committee to meet the problems—runaway-flag operations and others—of the bulk and tanker fleets. The enactment of a comprehensive plan for the strengthening of the U.S.-flag merchant marine will depend to a great measure on the emphasis given to the problem in Washington. Indications so far this year have been encouraging, such as in the Bartlett bill.

New Tug For SIU Boatmen



The Clyde Butcher, the newest tug to join the fleet of the SIU Inland Boatmen's Union contracted American Commercial Lines, is shown above during recent launching at Jeffersonville, Indiana. The 5,000 h.p. towboat is 170 feet long, 40 feet in the beam, and draws 11 feet of water. Equipped with twin diesels, the vessel is equipped with the latest instruments for communication, navigation and ship control. She will operate on the Ohio and Mississippi Rivers.

Japan Finds Bigger Ships Make Some Big Problems

TOKYO—Japanese-built tankers continue to grow larger each year, and promise to grow still larger in the future. Building docks and repair docks capable of handling vessels up to and over 170,000 dwt are underway in several areas in Japan—spurring warnings from some quarters that these tankers may outgrow their usefulness and become nothing but gigantic white elephants.

Japanese maritime interests are becoming increasingly concerned over the fact that there are no tugboats large enough to pull some of these huge tankers to port should they become disabled somewhere in the world. This, they fear, will force insurance rates on such vessels sky-high and cancel out any savings made in transportation costs.

The largest tugboats in Japan have engines of 4,000 horsepower, they point out, whereas 10,000 h.p. engines are required for vessels over the 100,000 dwt class. The Japanese Shipowners Association is presently negotiating with the Transportation Ministry for the construction of an inspection cruiser for the Maritime Safety Agency capable of pulling a 150,000 dwt ship. A building dock is going up in Nagasaki however, capable of launching a 170,000 dwt vessel.

Soviet Contracts

With their business already booming, the Japanese shipbuilding industry is expecting an even bigger boom soon as shipbuilding contracts with Soviet bloc nations continue to soar.

The Russians have asked Japanese shipbuilders for estimates on about 30 new ships and repair work on an equal number. The new construction includes 70,000 dwt, 35,000 dwt, 20,000 dwt tankers; 12,000 dwt cargo liners; and several fish factory ships up to

10,000 dwt.

Bulgaria, which recently placed an order for five 9,000 dwt coal carriers, is negotiating for fourteen 12,000 dwt iron ore carriers.

Czechoslovakia is asking for bids on three to four bulk carriers of the 20,000-40,000 dwt class.

Rumania, which bought 10 vessels including eight 24,000 dwt

iron ore carriers and two 35,600 dwt tankers recently, is reported to be planning further similar purchases and is now negotiating for three 38,000 gross ton all-purpose trawling ships.

Even Poland, which has not been a Japanese ship customer in the past is reportedly interested in the Japanese shipbuilding prowess.



By Frank Drozak, West Coast Representative

Kuchel Proposal Supported By Senate

The U.S. Senate has voted overwhelmingly to support a proposal by California's Senator Kuchel to cut off aid to Latin American countries which interfere with and harass American fishermen in the pursuance of their trade on the high seas.

Provoked by the arrest of several San Diego-based tuna boats by Peruvian authorities, Kuchel introduced an amendment to the 1965 bill under which two year continuance of the foreign assistance program is authorized.

The Kuchel amendment, which provides the means of retaliating against nations attempting to extend their maritime "jurisdiction" in flagrant disregard of international customs and agreements, rolled up an impressive 59-24 Senate roll call victory.

The proposal drew strong, inter-party backing, with 35 Democrats and 23 Republicans rallying to support it. Co-sponsors of the amendment were Senators George Murphy of California, Magnuson and Jackson of Washington, and Gruening and Bartlett of Alaska.

California State Controller Alan Cranston has criticized as "preposterous" actor Ronald Reagan's reported candidacy for Governor of California or President of the United States. Cranston said that "no amount of magic by image makers can transform his (Reagan's) background from what it really was to what they would not prefer it to have been. Reagan said he would be a gubernatorial candidate next year if enough Republicans supported him. Cranston said former Senator Barry Goldwater had suggested Reagan as a possible GOP presidential candidate.

San Francisco

Shipping for the Port of San Francisco has been very good during the last period for all rated and unrated men. The outlook is good also. Payoffs during the last period were the Ridgefield Victory, Bowling Green, Longview Victory and the Overseas Rose. Signing on were the Fairport, Overseas Rose and Bowling Green. The only in-transit was the Liberty Yorkmar, which laid up after suffering a 27-foot gash on the reefs south of here. Other port arrivals were the Portmar and San Juan.

Due to pay off in the coming period are the Antinous, Northwestern Victory, Whitehall, Choclaw, Delaware, Topa Topa and Oceanic Spray. Other vessels due are the Steel Artisan, Steel Worker, Elizabethport, Yorkmar, Express Baltimore, De Soto and San Francisco.

E. Bulik, an oldtimer who sails as fireman-watertender, found the San Juan to his liking and sailed out recently. V. Orencio, a chief steward, did the same with the Overseas Rose. K. Karstens, with enough beach time to last him for a while, decided to ride the Longview Victory out to Far East. Reported to be in drydock but on their way to recovery are oldtimers Ira K. Coats, R. G. Barr and Carlos Sy.

Wilmington

Shipping activity through the port was slow during the last

period, with the in-transits Overseas Rose and Yorkmar the only vessels serviced. However, six ships are expected shortly and the job calls are expected to pick up correspondingly.

Among the oldtimers on the beach in Wilmington is Ramon Sierra. He last sailed aboard the Longview Victory as saloon-patry. Ramon has been an SIU man for about 25 years and he makes his home in the Los Angeles area. He says it will not be a long stay on the beach for him this time and that he is ready to sail as soon as the first job shows up.

Joe Curry is anxious to ship but may not be able to for a while because of illness. Joe is no friend of life on the beach and can't wait until he gets his FFD.

Seattle

Shipping has been good in Seattle and is expected to remain that way. Payoffs during the last period were the Summit, Express Virginia, Anchorage, Robin Kirk and Seattle. The Mount Washington crewed up, and the Seattle was also in-transit.

Carl Ainsworth, who last sailed as an AB to Saigon on the Fairport, is waiting for another trip, and he says he is not particular about where it will take him.

Fred Sullins, a proud graduate of the steward recertification course in New York, just came in off the Choctaw Victory and is anxious to catch another ship going anywhere.

C. Baker, who sails as fireman-watertender, is just off the Robin Kirk. After spending a little vacation time at Yellowstone National Park, he says he will be ready to go again soon.

Five New Ships For Delta Line

WASHINGTON — The SIU-contracted Delta Steamship Lines has signed a contract with the Ingalls Shipbuilding Corporation for the construction of five new C-3 cargo ships to be used on the company's South American routes.

The signing took place at the headquarters of the Maritime Administration here. The ships will be built with a tentative 53.3 percent construction differential subsidy from the MA. Total cost for the five ships was set at \$52.5 million, or nearly \$10.5 million each.

Each single-screw ship will be 522 long, with a draft of 31 feet under a full 13,350-deadweight ton load. Steam turbine engines will drive each ship at 18.6 knots. All crew compartments will be fully air-conditioned, and each ship will have accommodations for four passengers.

The five vessels ordered from the Ingalls yard at Pascagoula, Mississippi, follow three other new bottoms ordered by Delta as part of a general ship replacement program. The first three ships are already in service, and five more new ships are planned in addition to the five ordered this week.

According to the construction contract, the shipyard will deliver the first vessel in 810 days, with the remaining four to be delivered at 90 day intervals thereafter.

Aluminum Workers Thank SIU For Strike Support

NEW ORLEANS—Active support and assistance by the SIU here, which helped the Aluminum Workers International Union to defeat a raid bid by District 50, UMW, prompted a recent letter of appreciation and thanks from the aluminum workers.

District 50 mounted an intensive campaign in the Kaiser Aluminum plant in Chalmette, La., for about three and a half months in an attempt to raid the Aluminum Workers International Union which has had a contract with the plant since 1952.

SIU aid included distributing leaflets at the entrance of the plant at the change of all shifts on May 25 prior to the election that was held on May 27 and 28. With the SIU aid the aluminum workers swamped District 50 by a vote of 1131 to 827 with two ballots voided.

In a letter of appreciation, Aluminum Workers International

Union President Eddie R. Stahl wrote:

"It has always been recognized by the labor movement that when anyone was in trouble and needed help he could always go to the SIU with the full knowledge that the help would be supplied and this is the second opportunity the Aluminum Workers International Union has had to come to your organization and request assistance over the past 12 years in New Orleans. I am speaking specifically, of course, of the raid on our local union at the Kaiser plant at Chalmette by District 50.

"Again your organization assisted in every way possible and the presence of your membership in passing out handbills at the Chalmette plant had a very material affect on the outcome of our election with District 50. The very presence of the members of the SIU on the line in passing out these bills was proof to the aluminum workers just where the SIU stood and I want you to know that I very deeply appreciate your efforts on our behalf. I would like for you to extend to those who passed out the handbills at the plant gates the sincere appreciation of the Aluminum Workers International Union and particularly of the writer. It is just such efforts as these that make one appreciate belonging to this great labor movement."

14B Repeal

(Continued from page 2)

Virginia, a contiguous state which has a "right-to-work" law?" Randolph then asked.

"It was \$2.04 an hour," said Harris.

"Well, now, that's 63 cents an hour difference, Randolph observed. "Very interesting."

No Referendum

In another exchange, Senator Winston L. Prouty (R-Vt.) sought unsuccessfully to have Biemiller look kindly on a suggestion for a "national referendum" on repeal of 14 (b).

Biemiller pointed out that the United States is a representative government and that there is no constitutional provision for referenda on legislation.

And McNamara, who has sponsored a 14(b) repeal bill, intervened to observe, on the basis of the sweeping victory of Democratic candidates pledged to repeal:

"It seems to me that we had a referendum on this issue last November."

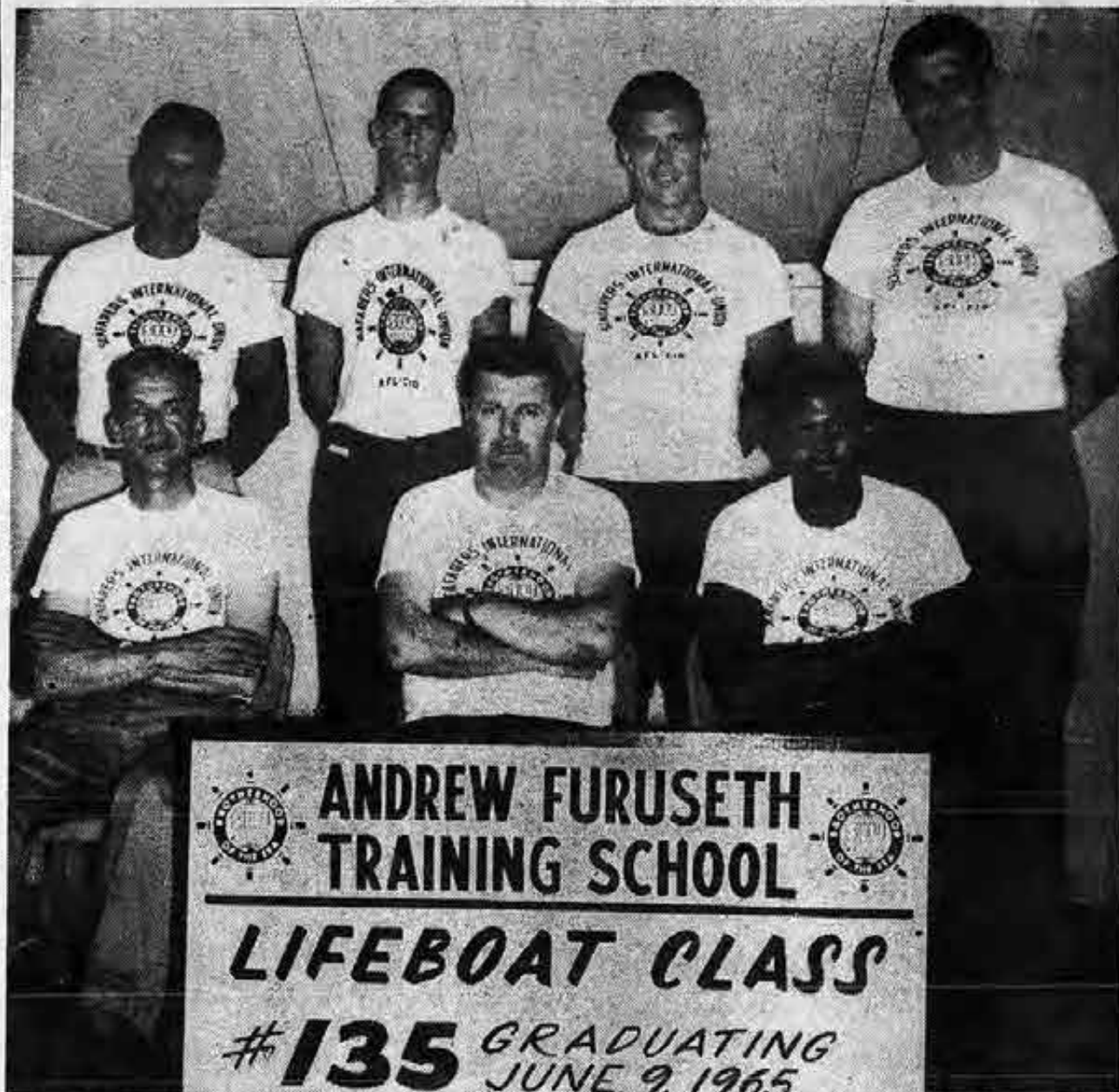
Wirtz told the subcommittee that the issue of the union shop should be left to the bargaining table in all 50 states—not just the 31 which do have "work" laws.

He said the form of union shop permitted under the Taft-Hartley Act for states which do not have "right-to-work" laws respects "to the fullest practical extent" the views of the "few" whose religion bars them from full participation in a union or other secular organization. The employe under the union shop, Wirtz noted, can only be required to pay dues. He cannot be obligated to attend union meetings, accept union discipline or to engage in union ritual.

As in the House hearings several weeks ago, the Chamber of Commerce and other employer groups opposing repeal of Section 14(b) saw a "threat to the liberty of workers under the union shop."

More unions will be "busted" in strikes for a union shop if Section 14(b) is repealed, the Chamber warned, "than ever were busted by 'right-to-work' laws."

Lifeboat Class 135 Sets Sail



Graduates of Lifeboat Class 135 have their class photo taken by LOG photographer after completing all requirements for their Coast Guard lifeboat tickets. They are (l-r, seated) Edward J. Woolverton, Robert A. Lord, Reginald Roland. Standing (l-r) are class members Edward J. Palmer, George F. Jewett, Joe Khalil, and instructor Arne Bjornsson.

Cave Diving—Most Dangerous "Sport"?

When you're swimming along under 90 feet of inky black water in a cave 200 feet underground, your best and only friend is a thin, 1/8th inch nylon safety line which is often the only means available of finding your way out again, says a man who has been exploring underwater and underground for 10 years.

"The water ahead may look crystal clear as you swim and explore for fossil bones or rarely seen living specimens such as blind, white crayfish and blind salamanders," warns John Cooper, a teacher of biology who specializes in herpetology—the scientific study of amphibians and reptiles — "but as you kick around, the silt stirs up behind you. Without a safety line, you might turn to swim back to the surface only to be faced with inky water that leaves you totally confused," and in an underground, underwater trap.

Dangerous Specialty

Cave diving with the aid of scuba gear is a specialty practiced by only about three dozen men in the U.S. Besides being highly dangerous it is physically exhausting. Most spelunkers, people who explore underground caves for a hobby, will assist the cave divers in entering the caves and exploring downward through the caverns in the earth but stop short at the underground lakes and rivers which are the cave diver's domain.

After descending into the darkness of a cave, hours of arduous labor can lie ahead before reaching the water. Vertical drops down rocky underground canyons must often be negotiated, and the diver must often crawl through narrow passages barely wide enough to admit him. All this must be done carrying his diving and safety equipment which includes a wet-suit, weight belt, face mask and snorkel, waterproof watch, underwater depth gauge, underwater light, reserve light, twin air tanks and his nylon safety line—about

400 feet long and paid out carefully from a reel on his wrist when the time comes.

Diving deep beneath the waters of lakes which are already deep beneath the earth is a job which really separates the men from the boys when it comes to scuba diving, with every danger magnified to frightening proportions.

On Your Own

Unlike deep-sea diving, the cave diver has no means of maintaining communication with his helpers on the surface because he is often too far from them after following the many twists and turns of narrow water-filled underground passages.

In case of trouble, open-water divers can simply pop to the surface—but not the cave diver, who

would only find himself still trapped far underground and far from any aid. Often, there is no surface to pop up to because the cavern is completely filled with water and popping up would only mean being smashed against the rock at the cave's roof, while still completely under water.

Even the safety line offers little real safety, because it is not something with which a diver in trouble can be pulled back to the surface. All it can do is guide him back to his point of entry, but he must make the trip himself.

The Three "Cs"

For their own safety, cave divers rely on three things — caution, care and cool-headedness. Failure to observe any of these three "Cs" can lead to trouble fast.

"One experienced diver, for example, had worked his way through a labyrinth of underwater passages and entered a water-filled room when he reached the end of his line. It is believed that he sighted something across the room, perhaps a fossil, and decided to disconnect his line, swim a few yards for it, then return to the line." He never returned, and the theory is that the swimming diver disturbed the sediment, turned the clear water to murky impenetrability, and he swam in the wrong direction finding, instead of his safety line, only death.

Stories of danger, injury and death are closely associated with cave diving. "You have to have as much air to go out on as you used to go in, if not more," Cooper observes, "so it's important

to check your time closely with an underwater watch and also to pay close attention to your depth gauge to determine how fast you can ascend." Ascending too fast can bring on the crippling "bends."

Bad Examples

The story is told of a young diver who came up from a considerable depth while holding his breath and ruptured his lungs. Another died when he took off his air tanks to squeeze through a narrow passageway. Apparently pushing the tanks through the hold ahead of him, he probably got wedged in the hole and, struggling to free himself, lost his grip on the tanks.

After exploring some 300 caves, Cooper admits that his worst fright proved to be a false alarm—and he's not at all sorry.

"I was in a cave at Blue Hole, Florida, at a depth of about 75 feet, in a pretty good sized passageway about 12 feet high and six feet across," he recalls. "I was swimming along midway between the ceiling and the floor, about 150 or 200 feet from the entrance, when suddenly in the distance I saw big eyes shining and coming toward me. I dropped to the bottom of the passageway, keeping my light focused on the eyes.

Do you know what it was? A freshwater eel that appeared through my mask, which has a tendency to magnify, to be about 6 feet long. Farther on in the same cave I saw some big catfish, and a friend speared one that weighed over 30 pounds."

Moving? Notify SIU, Welfare

Seafarers and SIU families who apply for maternity, hospital or surgical benefits from the Welfare Plan are urged to keep the Union or the Welfare Plan advised of any changes of address while their applications are being processed. Although payments are often made by return mail, changes of address (or illegible return addresses) delay them when checks or "baby bonds" are returned. Those who are moving are advised to notify SIU headquarters or the Welfare Plan, at 17 Battery Place, New York 4, NY.

LIMESTONE: CARGO FOR SIU SHIPS



Limestone, a prime ingredient in steel-making, is hacked out a quarry near Michigan's Grand Lake and loaded on trucks for the trip to the crushers.



The crushed limestone is sorted by size in a plant near Lake Huron and stacked by the large, movable stacking conveyors (right).



From the stacking areas, sorted limestone (left) travels down these covered conveyors so that they may be loaded aboard ore carriers.



The SIU Great Lakes district-contracted Joseph S. Young takes on a load of stone ready for carriage to midwest steel mills.

Experienced American Workers Have Vital Peace Corps Role

WASHINGTON—An American worker who wants to make the world a better place for some of its people who usually get pushed around from the cradle to the grave can put both his idealism and his practical knowledge to work through the Peace Corps.

He doesn't have to be a skilled worker, though that helps, Peace Corps officials note. Semi-skilled workers and assembly-line workers are needed too—all levels of skill that can be translated into the solution of mechanical problems.

More than 12,000 Americans, including hundreds of union members, have joined the corps since it was set up in 1961 and have served to help 46 different developing countries make the long jump to the 20th Century.

Now the Peace Corps has more than 300 positions to be filled by workers in the next few months in Latin America, Asia and Africa.

The skills it seeks are many and varied. Here are some of them:

Auto mechanics, air-conditioning repairmen, blacksmiths, bookbinders, bricklayers, carpenters, ceramic workers, clerical workers, construction supervisors and helpers, diesel mechanics, draftsmen and surveyors, electricians, electronic technicians, farm machinery and heavy equipment mechanics, heavy equipment operators, mechanics (all types), operating engineers, painters, pipe fitters, plasterers, plumbers, printers, roofers, radio-TV technicians, sheet metal workers, steel workers, stonemasons, structural iron workers, textile workers, welders, well drillers and instructors and vocational teachers of all levels and types.

If an applicant has an aptitude for one of these jobs it's usually

enough, for he will be given three to four months of special training in this country to qualify him.

The AFL-CIO Executive Council has strongly endorsed the Peace Corps and its work and in a resolution called on all affiliates to cooperate with the corps "in its efforts to enlist the interest of skilled and semi-skilled workers in service overseas."

Basic Goals

The Peace Corps has three basic goals that should appeal particularly to workers: To provide qualified help to people of developing nations to meet their needs for trained manpower; to promote a better understanding of Americans on the part of other people, and to provide Americans with a better understanding of people of other countries.

Volunteers who are accepted normally serve for two years. They are given a living allowance for food, clothing, housing, travel and incidentals. They receive a termination payment of \$75 for each month of service—in two years, a lump sum of \$1,800 less taxes. With Peace Corps permission, the fund may be used as it accumulates to repay loans previously incurred.

Applicants must be at least 18 years old, but there is no upper age limit. Married couples can serve if both qualify and they have no dependents under 18. The corps has found that the skills of the average housewife—sewing,

food preparation, health practices—are needed just as badly in some overseas countries as the skills of the carpenter, electrician or auto mechanic.

The AFL-CIO Executive Council at its meeting last August adopted a resolution urging labor and industry to guarantee re-employment, seniority and pension rights to volunteers and to give an apprentice credit if he works at his trade during his Peace Corps service. Such protections are now written into many union-management contracts, or have been adopted as company policies with union agreement. Any federal employe is given credit for two years of seniority upon completion of two years of Peace Corps service.

Any union member who wants to join the Peace Corps and thinks he has the qualifications can get a questionnaire in any post office. Don't be discouraged by it, the Peace Corps urges, noting that it has some sections a worker may not be able to complete and other sections a college graduate can't fill out but a worker can.

Or full information about labor in the Peace Corps, and an application, can be obtained by writing the Peace Corps, Washington, D.C., 20525, Attention Office of Public Affairs. Remember, anyone 18 years and older can apply, and knowledge of a foreign language is not necessary.

Building Trades To Benefit

Bill To OK Common Site Picketing Gains Support

Legislation to restore the economic rights of workers in the building and construction industry is long overdue, the Johnson Administration and the AFL-CIO told Congress recently.

Labor Secretary W. Willard Wirtz, the federation and its Building & Construction Trades and Industrial Union departments all joined in strongly supporting a bill amending the Taft-Hartley Act to permit common site picketing in the construction industry.

Hearings on the measure to reverse the court ruling in the Denver Building Trades case opened before a House Labor subcommittee headed by Representative Frank Thompson, Jr., (D-N.J.). The bill would allow unions striking a single contractor at a multi-employer construction site to picket the entire project without violating the secondary boycott provision of Taft-Hartley.

Wirtz told the committee that action is "urgent" to wipe out a 14-year-old inequity which in effect constitutes "a denial of the right to strike and picket" at multi-employer construction sites. He termed the present restriction "very unfair."

True Intent

The true intent of the secondary boycott provision, Wirtz said, is to protect "neutrals and innocent bystanders" from being drawn into a labor dispute, and there are no "neutrals" among employers working together at a construction job site.

He pointed out that the proposed

amendment to T-H applies only to disputes at construction sites and picketing directed at employers primarily in the construction industry.

AFL-CIO President George Meany, in a letter to Thompson, voiced the strong support of the federation for the measure, noting that the proposed legislation has been before Congress since 1954 and has the support of members of both political parties.

Best Approach

He said that part of the delay has been a dispute within the AFL-CIO on how best to approach the problem and that this dispute "has been settled" and the parties are in full support of the Thompson measure.

C. J. Haggerty, president of the Building & Construction Trades Dept., reviewed for the committee in detail the legislative and judicial history of the common site picketing problem, noting the call for corrective legislation by Presidents Eisenhower and Kennedy.

The Denver decision, he told the subcommittee, "caused a serious deterioration of union conditions in many areas of the country." The numerous congressional hearings on remedial legislation, he said, have satisfied the need for "deliberative legislative action."

From The Bottom Of Lake George

N.Y. State Troopers Raise Warships Scuttled In 1758

LAKE GEORGE, New York—The remnants of a once mighty but not invincible fresh water war fleet of more than 200 years ago are now being lifted piece by piece from the murky bottom of this long, finger-shaped lake in upper New York state.

The fleet now being salvaged by a team of scuba diving State Troopers was built by the British colonialists in 1758 to drive the French out of Fort Ticonderoga, an outpost in the then expanding French empire in North America.

The two European powers, traditional rivals in the Old World, were then embroiled in the Seven Years War. Each sought to extend its empire in the New World to the detriment of the other. The French subsequently lost their empire here, but not before they put the Redcoats to rout in the Lake George region and forced the scuttling of the fleet now proving so interesting to historians.

Scuba Find

The first sign that the British fleet was destroyed here as the historians maintain was discovered five years ago by an amateur diver. He believed he had only found the remains of a small fishing craft. The experts set him straight, however. The diver had stumbled upon a small British warship of the ill-starred Lake George fleet.

Last year, the scuba-diving branch of the State Police—until then more at home diving for discarded weapons and sunken safes

—decided to make use of the Lake George find in its 1965 training program. Rather than confining themselves to practice dives as usual, the troopers resolved to improve their diving while aiding the cause of historical research.

Good Progress

Despite the fact that the bottom water is so cold that the divers can only stay down for no more than 15 minutes, the salvage work is progressing well. Sections of yellow pine, old boat ribs, hand-made iron nails and an occasional musket ball have all been brought up from the bottom. The goal is seek enough sections of one of the sunken vessels to fashion a recreation which could be displayed.

The main problem confronting the divers is decay. An hour or so after it is brought to the surface, the wood begins to turn to dust. The problem has been temporarily remedied by keeping the wood wet until a preservative can be applied. Most recently, the divers discovered eight bateaux on the bottom in a ragged row, and they are working on the salvage of the flat-bottomed troop carriers.

The battered old boats of battle now being raised by the State Troopers may not fight again, but they will, after 207 years, see the light again.



By Lindsey Williams, Vice-President, Gulf Area
New Orleans MTD Urges 14(b) Repeal

The Maritime Trades Department of Greater New Orleans and vicinity have urged members of its individual unions to write their senators and congressmen urging the repeal of section 14(b) of the Taft-Hartley Act which permits states to enact anti-labor "right-to-work" laws. The New Orleans MTD has already contacted the Louisiana congressional delegation urging the deletion of this harmful legislation from the nation's law books. Although Louisiana isn't directly affected by section 14(b), union members remember all too clearly how hard labor had to fight to get the state's so-called "right-to-work" law repealed by the legislature.

Bus drivers who are members of Local 1400 of the Amalgamated Transit Union, AFL-CIO, have agreed on a new contract with West-side Transit Lines, which operates on the west bank of the Mississippi, across from New Orleans. As a result of winning new gains in wages and vacations, the drivers agreed to return to work on July 3, ending a 33 day strike against substandard wages and working conditions.

Maritime labor and management have been making sharp comments about news stories of 7,300 tons of Korean plywood that arrived in New Orleans recently aboard a German-flag trim-bulk carrier, the largest such shipment ever to move through an American port. Observers point out that this shipment could easily have been carried on a U.S.-flag ship if the American-flag tramp fleet had the modern, adequate tonnage to compete in the world charter market. We in the SIU realize that this incident is another example of the continuing decline of the U.S. merchant marine in the face of the Government's failure to act.

New Orleans

Antonio DiNicola has just returned from New York where he served on the Union's Quarterly Finance Committee. Jack Procell, who has just finished over nine months as bosun on the Del Mar, hopped off the other day to trade places with Louis (Legs) O'Leary, who can count more than 30 months in the ship's top deck job. Also getting off the Del Mar is Vic Romolo who has been sailing on

her for four-and-a-half years as chief steward. Vic is heading for the Catskill Mountains in New York for a well deserved vacation. Eldred (Gator Mouth) Bates has been raving about the great skipper, crew and feeding on the Eagle Voyager. For the benefit of any newcomers, we would like to point out that Eldred was responsible for the feeding as chief steward on the Voyager.

Houston

SIU members in Houston have experienced a big spurt in shipping in the past few weeks, and there is now a real need for rated men. Among the familiar faces in the hall is R. L. Forman who reports a good trip to India aboard the Marine where he sailed in the steward department. A. C. Wilson has been

(Continued on page 16)

Beef Box

By Robert A. Matthews,
Vice-President, Contracts, & Bill Hall, Headquarters Rep.
Due to the many inquiries we have received from crew members on tankers carrying grain, this Memorandum of Understanding is being run in its entirety to familiarize all members on these types of vessels with its contents:

MEMORANDUM OF UNDERSTANDING: It is understood and agreed between the Seafarers International Union of North America—Atlantic, Gulf, Lakes and Inland Waters District, AFL-CIO, and those tanker companies signatory to collective bargaining contracts with the Union, and who are operating tankers in the grain trade, that the following working rules shall be in effect as long as the tankers are operated in the grain trade.

1. When a tanker is put into the grain trade the crew shall be under the Freightship working rules from the time they commence loading grain until such time as they arrive at an oil cargo loading berth, they shall then revert to the tanker working rules. It is understood however, that they shall at all times remain under the tanker wage scale.

2. It has been agreed that the deck department can take the ship's evacuators from the cargo hold or shelter deck, store rooms, wherever they may be stored, and place them in position on deck where they are required for the loading or discharging of grain.

In cases where it is necessary to take the cyclone (heads) off of these machines in order to store them, it has been agreed that the pumpmen will take out the bolts, nuts and etc. and that the deck department would lift off the heads and store the machines, and in this same manner when the machines are taken out of storage and placed on deck, the deck department will lift the head onto the machine and the pumpmen will in turn secure the bolts, nuts, etc. The above described work may be done during regular working hours by the watch on deck without the payment of overtime.

3. (a) It has been agreed that when the ship's evacuators are in use that it will be the pumpman's duty to maintain these machines, such as standing by when they are running, changing oil, greasing, refueling them and doing general maintenance and repair work as can be done aboard ship. On ships having electric evacuators, it shall be the pumpman's duty to plug in the electric connections and change plugs during working hours without the payment of overtime.

(b) When shoreside evacuators are to be used, and the crewmembers are required to service or handle same, they shall be paid at the regular overtime rate during regular working hours and at the rate of time and one-half on their watch below, and between the hours of 5:00 p.m. and 8:00 a.m., and on Saturdays, Sundays and Holidays.

4. Cleaning tanks where grain has been carried. When men are required to sweep up grain and remove it from the tanks or wash the tanks down with a hand hose, this shall be considered the same as cleaning holds and the hold cleaning rate shall be paid as per the freightship Agreement, however, when butterworth machines are used and the tanks are cleaned and mucked, men performing this work shall be paid at the tank cleaning rate.

5. During regular working hours it shall be the duty of the deck department to set up and shift the ship's evacuators 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.

6. When evacuators are being used to work cargo, after 5 p.m. and before 8 a.m., the fireman-watertender on watch is entitled to overtime the same as he is on a freightship when the ship's winches

are being used to work cargo. This would apply whether they are working one or more of these evacuators.

7. When in the grain trade and the vessel is in port, if the stay of the vessel exceeds twenty-four (24) hours and the oilers are put on donkey watch, they shall receive overtime for all watches stood after 5 p.m. and before 8 a.m.

An interesting question regarding the rate of overtime pay for a dayman, was asked by Richard A. Christenberry aboard the Western Comet.

Question: I am a dayman and my working hours are specifically noted as being from 8 a.m. to 12 noon and 1 p.m. to 5 p.m. I contend, that my rate of overtime pay for working between the hours of 12 noon and 1 p.m. should be at the rate of time and one-half.

Answer: You would be entitled to your regular rate of overtime.

Reference: Standard Tanker Agreement, Article III, Section 21 (d) No. 1, which reads as follows:

"The watch on deck between 8 a.m. and 5 p.m. Monday through Friday shall receive straight overtime."

Money Due

R. V. Robert Conrad—Disputed Overtime; Readus R. Wheelington.

Hercules Victory — Disputed Overtime; Edward Jensen, Robert Smith, George Stanley.

Valliant Hope — Transportation; Thomas E. Hanson, Edward E. Edinger, Donald Kershaw.

St. Lawrence — Subsistence; Nicholas Sakellarides.

Ames Victory — Transportation; Ralph L. Jones.

Niagra — Disputed Overtime — Richard Heckman, Francis M. Greenwell. Lodgings: John Bennet, Joseph Cayou, William Knapp, Warren Weiss.

Natalie — Wages: James N. Boone, Spiros D. Cassimis, Howard W. Gibbs, Alfred D. Kirkconnel, Joseph Ortuerra, Frank G. Valerie, Adolph Vante.

Transorleans — Disputed Overtime: Seymour Sikes.

Penn Carrier — Disputed Overtime: Earl Beamer, Walter Smith.

Seatrain New York — Disputed Lodging Allowance: Pedro Aguiça, Luis Cepeda, William Dooling, James Gleason, Eugene Langstrand, Ruben Negron, Pred Patterson, Earl Resmondo, Francisco Rodriguez, Alfonso Vallejo.

S.T. Transhartford—Restriction Dispute: Thomas R. Gannon (Gannon).

The

QUESTION: What good books have you read recently during your off hours aboard ship?

Don Pruett: So many that I can't really pick out a title. Any free time I have I just whip a book out of my back pocket and start in reading. Being a southerner, I especially go for the Civil War novels of Frank Yerby who is one of the many authors to be found in the SIU ship's library.

Tom Booth: "Naked Came I," a really fine account of the life and times of the great sculptor Rodin by David Weiss, is the last book that I especially enjoyed. Rodin was an intelligent, complex man of many moods. He lived in Paris at the time it was the true art capital of the world.

Phil Kugler: I went in for some heavier reading the last time I picked up a book. It was called "The Congressmen," by Charles Klapp, and was an informative look at the feelings and ideas of the men in Washington. It gave me new insights on the role they play in running the nation.

Ignacio Perez: Westerns and mysteries are my meat when it comes to pleasure reading. I enjoy the excitement of the westerns, and the mysteries allow me to test my ability at noticing the clues in comparison to the hero's. I usually make a good guess at "whodunit" before the end.

Larry Hart: The last enjoyable book I read was "The Ravagers" by Donald Hamilton. The author enjoys doing spoofs of the British spy hero James Bond. Hamilton's hero, Matt Helm, is an American who can't seem to keep from getting in trouble with foreign agents, all for fun.

Larry Serra: A trip to Egypt got me interested in that country. I found a good book on the subject, "The Blue Nile" by Alan Moorehead, and it's really built up my original interest. Moorehead has another book out called "The White Nile," which I plan to read as soon as I can get to it.



SPAD

**Seafarers
Political Activity
Report**



DIRKSEN AMENDMENT BLASTED—150 prominent law professors and political scientists have charged that a bid to amend the U.S. Constitution to allow one house of a state legislature to be established without regard to population would be unwise and undemocratic.

The amendment, sponsored by Republican leader Sen. Everett McKinley Dirksen (R-Ill.) "goes against the trend of democratic government and of expanding civil and political liberties," the university experts declared. "It would, if ratified, be the first amendment to reduce American liberties rather than expand them," they concluded.

The group, which includes leading school deans and both the president and president-elect of the American Political Science Association, expressed firm support of the "one man, one vote" principle invoked by the Supreme Court in its decision on the apportionment of state legislatures.

"We do not deny the power of a constitutional amendment to reduce political or civil rights," the professors said. "We do strongly oppose such actions as unwise public policy. The first principle of a constitutional democracy is that a majority may not deprive an individual of his fundamental rights."

The statement attacked as a "ruse" the provision in the Dirksen amendment that would require referendum ratification of a state's mal-apportioned legislature. "This," it said, "would use the forms of democracy to impair both democracy and the personal rights of individual voters." Among the signers of the statement were deans of the law schools of Harvard, Yale, Howard, Catholic, Georgia, Florida A&M, Villanova and Syracuse Universities.

The canvass of political scientists and law professors was made by Prof. C. Herman Pritchett of the University of Chicago, former president of the American Political Science Association; New York University Law School Dean Robert McKay, and American University Prof. Royce Hanson, secretary-treasurer of the National Committee for Fair Representation.

LABOR ROUND-UP

Local 25, Marine Division of the International Union of Operating Engineers has opened new contract talks with the Dredge Owners Protective Association. The contract talks cover dredgemen along the Atlantic Coast from the Canadian Border to Chesapeake Bay. The Local 25 contract with the association is due to expire on September 30. Steve Leslie, president of Local 25, also announced that a new contract has been already completed with the Bauer Dredging and Construction Company of Port Lavaca, Texas.

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A 59-day walkout by 250 members of the Amalgamated Clothing Workers at the Dechard-Franklin pants plant in Dechard, Tennessee, won them a first contract that provides for a general pay raise with additional hikes for piecework jobs, wage standards for time workers, time and one-half after eight hours a day, three additional paid holidays, paid vacations and sickness, welfare and hospitalization benefits. The strike at the company followed two months of futile bargaining after the union won a National Labor Relations Board election earlier in the year. Negotiations were stretched out for another two months before the agreement was finally hammered out and ratified.

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Ben B. Seligman, education and research director of the Retail Clerks International Association, has been appointed director of the University of Massachusetts Labor Relations and Research Center and professor of economics. Seligman, an honors graduate of Brooklyn College, will take up his new post on August 1. As director of the center, Seligman will act as chairman of a 17-member advisory council. The center is responsible for coordinating labor

education plans with other departments of the university and other colleges, maintaining contacts with labor groups, governmental agencies and others, and of encouraging education programs within the labor movement.

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Joaquin Bazan, president for four terms of Labor Department Lodge 12 of the Government Employees Union, has been appointed U.S. Labor Attache in the revolution-torn Dominican Republic. A native of New Mexico, Bazan has been a Latin American area expert for the Labor Department's Bureau of International Affairs, specializing for two decades in the labor aspects of U.S. policy in Latin America. He also served as a Spanish language translator for the late President Kennedy and for Labor Secretary W. Willard Wirtz.

~ ~ ~

Vice President Sam Bonasinga of the Illinois State AFL-CIO died in Springfield after a long illness. He was 73. Bonasinga was a veteran member and officer of Springfield Stage Employees Local 138. From 1940 to 1958 he served as president of the former AFL Springfield Trades and Labor Council. Surviving Bonasinga is a daughter.

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The Furniture Workers were elected as collective bargaining representatives by workers of the Louisville Chair Company in Louisville, Ky. in a recent election held by the National Labor Relations Board. The Furniture Workers' election success represented the third vote held among the 300 employees of the company in the last three years. Two previous elections were set aside by the NLRB.

"Wait For Me—I Shouldn't Be Long!"



The American labor movement, the nation's senior citizens and pro-medicare Senators and Congressmen are on the eve of toasting another victory in the long fight to get the Medicare bill passed into law. The bill, which provides an extensive program of medical assistance for the elderly, has cleared the Senate Finance Committee and is now going through final debate as the LOG goes to press. Passage of the bill by an overwhelming vote is regarded as virtually assured by Congressional experts.

The Medicare bill, which has already been passed by the House of Representatives in a slightly different form, has been highly praised for establishing new landmarks in regard to the responsibility of the Government for the medical needs of its senior citizens.

Just a few short months ago organized labor was engaged in an all-out fight to get the King-Anderson bill, providing the nation's elderly citizens with hospitalization, post hospital nursing care and out-patient diagnostic services, passed by the House. However, an agreeable surprise was in store for the Medicare proponents. In passing this program, the House also agreed to an extensive program of voluntary health insurance to cover doctor bills and other medical costs for the elderly.

Once the bill reached the Senate, American labor and its friends devoted their energies to expand the bill to include the cost of hospital specialists such as radiologists. In accepting this amendment, the Senate Finance Committee also approved the doubling of the 60-day period of hospitalization previously provided, with the stipulation that a patient would pay \$10 a day of the cost after the first 60 days have elapsed.

The fight for Medicare, however, is still not over. After Senate approval the Medicare bill must go to a Senate-House conference to resolve the differences of the two proposals.

Following agreement on the final version of the bill, the membership of both houses must vote their approval. Then, and only then, can the supporters of Medicare say, "It's in the bag."

One fact emerges plainly as the hour of victory for Medicare draws near: its supporters in the labor movement, in Congress and throughout the country, know that they have had a hand in shaping one of the most significant bills to advance the dignity and health needs of the American people ever to come out of Congress.

14b Repeal

The SIU and other member unions of the AFL-CIO were heartened by the recent remarks of Secretary of Labor W. Willard Wirtz that repeal of Section 14(b) of the Taft-Hartley Act is a "top priority" item in President Johnson's legislative program. This infamous section of the Taft-Hartley Act permits states to enact so-called "right-to-work" laws.

In the Senate subcommittee hearings on repeal of Section 14(b), AFL-CIO Legislative Director Andrew Biemiller gave clear indication of the real goals of the hypocritical advocates of the "right-to-work." There is no coincidence, declared Biemiller, that the employers who give all-out support for so-called "right-to-work" laws happen to be the same bosses "who are unwilling to deal with unions at all." Biemiller did not mince words about the true intentions of these employers when he said, "The real purpose of most 'right-to-work' advocates is to destroy unions and collective bargaining."

It is to be hoped that the senators who heard Brother Biemiller heed his message and act promptly to outlaw legalized union-busting in the 19 states which pay lip service to the so-called "right-to-work."

BALANCE of PAYMENTS

IN



The U.S. Balance of Payments deficit is a problem that concerns all Americans. The drain on our gold supplies that it presents and the consequent devaluation of the U.S. dollar that follows is a threat to the entire U.S. economy. Presented below is an explanation of what the Balance of Payments deficit is, how it comes about, and what steps can and should be taken to remedy this serious situation.

To the average American, the balance of payments problem might appear to be a matter solely for economists to worry about. But the fact is that every citizen has a stake in the Administration's efforts to reduce the balance of payments deficit and halt the drain on our nation's gold reserves.

Put simply, the balance of payments represents the difference between what we spend abroad and what we earn abroad. Since the mid-1950's, our country has been plagued by a persistent balance of payments deficit—that is, we have been spending more overseas than we have been earning.



When any country experiences a continuing deficit in its balance of payments, the international value of its currency—in our case, the dollar—may be questioned. In such an instance, a country must face up to the challenge and correct the deficit before it becomes too late.

To solve the problem, the U.S. can utilize two avenues of approach. We can either find a way to reduce our payments to foreigners, or to increase payments by foreigners to us. To accomplish this, the Administration is making a continuing analysis of our economy to discover new ways to reduce the outflow of payments and increase the inflow.

The analysis would show that gold-backed dollars leave the U.S. in the following ways:

- Payments for imports of foreign goods.
- Overseas Travel by Americans.
- Defense Expenditures in foreign nations.
- Foreign Aid expenditures.
- Payments to foreign transportation concerns.

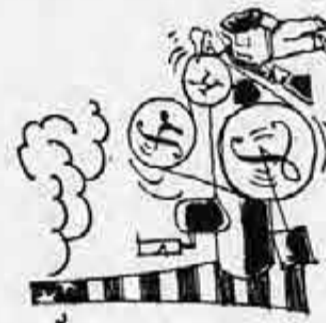


Payments come into the U.S. in these general ways:

- Revenues from American exports.
- Revenues from American overseas investments.
- Interest payments on funds loaned to foreign nations.
- Travel by foreigners in the United States.

The U.S. dollar has been regarded as one of the most stable currencies in the world and is accepted virtually every-

where. This is because others regard our nation as strong, and also because our currency is backed by gold. Because our dollars are backed by gold, foreigners value them highly. They know that U.S. dollars can be converted to gold (at \$35 an ounce).



In recent years, they have been converting them to gold at an ever increasing rate. This has caused a severe drop in our gold supply. With the gold supply dropping, foreigners begin to lose confidence in American dollars. Thus, U.S. gold flees the nation.

To rebuild confidence in our dollars and to reverse the balance of payments deficit, the government has adopted measures that seek to encourage exports overseas and discourage spending by Americans overseas. These measures take many forms. For instance, American tourists are now being urged to see our nation first, rather than take their dollars abroad. If they must travel, they are encouraged to use American-flag transportation. The government has endeavored to reduce spending overseas, and to encourage foreigners to spend and travel here.



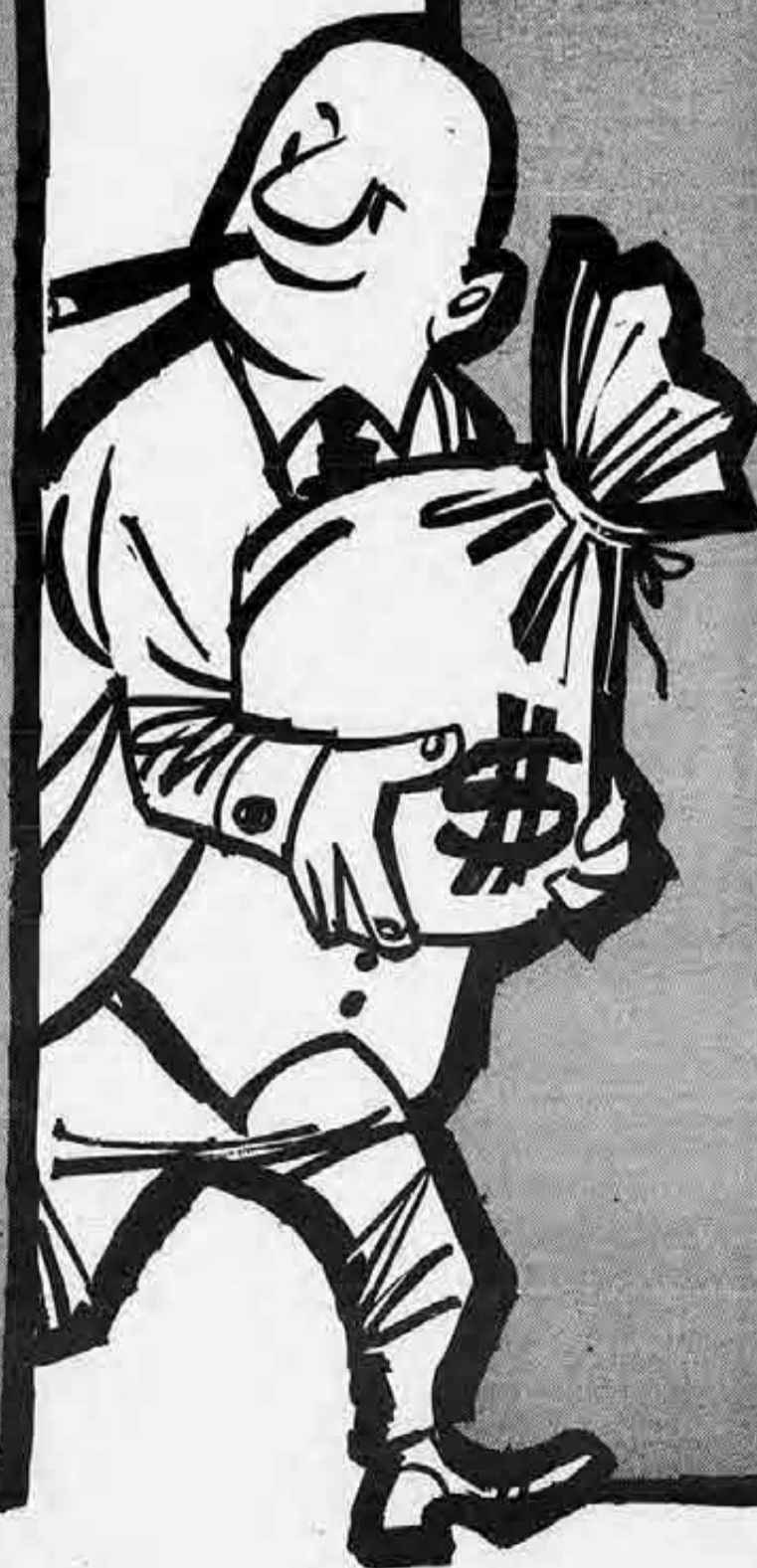
The Administration has also been trying to keep gold in our nation through the "Ship American" program. Hundreds of millions of dollars emigrate overseas yearly into the bank accounts of foreign water carriers. The promotion of a strong U.S.-flag fleet would keep those dollars in America—in the form of freight rate payments and wages paid to American seamen. Regulation and taxation of runaway-flag shipping could also ease the payments problem by increasing the size of the U.S.-flag fleet and thus providing more work for Americans in all segments of the maritime industry as the SIU points out.



The balance of payments problem will not be solved through the efforts of one segment of the economy or one part of the population alone. It is a complex problem, and a long range one. It requires that America increase her exports overseas, and that means more production at home. A real solution to this serious problem will require the efforts of all Americans both inside and outside the Government.

A real solution to this serious problem will require the efforts of all Americans both inside and outside the Government.

OUT



'Right-to-Work' Boss Breaks Down—Gives Two Holidays

From Charleston, S.C., News & Courier

Stevens Employes To Get 2 Paid Holidays Per Year

GREER (UPI) — The president of J. P. Stevens and Co. said Saturday that employes at the textile chain's 63 plants will start getting two paid holidays this year.

Robert T. Stevens said Stevens' workers will have Christmas and the Fourth of July as paid holidays.

He made the announcement in a talk that included harsh criticism of the administration's efforts to knock down right to work laws.

"There are those who would

take from you the right to work as an independent agent, the right to free access to your employer, the right to put your own yardstick of satisfaction on the job you perform," Stevens said.

"Our Congress is now besieged by demands to take from the people of South Carolina and 18 other states the freedom of citizens to choose whether they will work as individuals or as members of labor unions," Stevens said.

"That freedom of choice must

be preserved for all of us," said the former secretary of the Army.

Stevens said the Textile Workers Union of America, which has been trying to become the bargaining agent for Stevens workers for two years, has made a "broad-scale campaign among our people."



Stevens

Newspaper clipping above is a typical example of the workers plight in "right-to-work" states.

In a "right to work" state like South Carolina, if a boss sees fit to offer his workers as many as two paid holidays a year, it is considered unusual enough to be immediately picked up and spread across the pages of the local newspapers (see above). So, when Robert T. Stevens, President of the huge J. P. Stevens Textile Company, declared that his employees would receive July 4 and Christmas as days off with pay, a Charleston paper pounced upon the "big news" and proclaimed it to local residents in big, bold, black headlines.

What the paper did not print, either in large type or small, is that Stevens, like any anti-union employer, never tells his workers that under "right to work" laws, they invariably lose the right to earn fair wages and decent working conditions.

While announcing to the employees of his 63 plants that they would be given the Christmas and July 4 paid holidays, Stevens also warned them that somebody was trying to take away their "right to work." Presumably, Stevens was talking about their "right to work" the many additional holidays that organized workers get off with pay.

By plugging for the continuance of state right-to-work laws, Stevens was telling his employes that their standards—be they in holidays, benefits or pay checks—would continue to lag behind those of organized workers in the same industry. He demonstrated the "facts" by announcing the "two paid holidays a year" benefits.

It is no accident, the statistics show, that the states having so called "right to work" laws on their books are those in which wages and working conditions are the lowest. South Carolina, where Stevens addressed employees of the Stevens plant, is near the bottom of the list.

Stevens is worried about the preservation of the "right to work" law because the Textile Workers Union, as he frankly admits, is "making a broad-scale campaign among our people." As long as "right to work" is in effect by virtue of section 14(b) of the Taft Hartley Act, the people who work for Stevens will be unable to decide by majority vote whether or not they wish a union to represent the employes in their plant.

Gt. Lakes Shippers Warn Of Growing Obsolescence

WASHINGTON—By the end of this year, 48 percent of the American-flag Great Lakes merchant fleet will be 50 years old or more, Vice Admiral James A. Hirschfield (Ret.), president of the Lakes Carriers Association warned in testimony recently before a Senate subcommittee.

He further warned that the American Lakes fleet has been declining steadily—from 403 ships in the peak year of 1953 to 260 vessels at the present time. To aid

this rapidly deteriorating situation, he urged the granting of tax incentives to the nonsubsidized Lakes operators to help them replace and modernize their ships. Such a bill has been proposed by Senator E. L. Bartlett (D-Alaska).

"This privilege has been of immense benefit in replacing and upgrading the subsidized fleet; and to extend it now to other segments of the American-flag vessel industry, including that on the Great Lakes, will be even more in the public interest," he said.

Hirschfield urged that 52 large vessels be built immediately to replace existing vessels if American shipping is to remain competitive.

"If there is to be an adequate privately-owned American flag fleet on the Great Lakes in the years to come, it is perfectly plain that more encouragement than now exists must be accorded by our laws," he warned.



By Al Tanner, Vice President

and Fred Farnen, Secretary-Treasurer, Great Lakes

Fast Pace For Lakes Shipping

The cheerful word from Detroit these days is that rated jobs are plentiful and Lakes District members will find a rosy shipping situation. We would like to remind all members again that they must wait for a relief before leaving a vessel.

Deep Sea Seafarers in Chicago are giving all out support to the taxi workers of DUOC Local 777 of the SIU Transportation Services and Allied Workers District who are on strike for better wages and working conditions from the Checker and Yellow Cab companies. The strike has proved to be 100 percent effective with all of the 5,600 drivers and 400 garage workers manning the picket lines. All Union members in Chicago are doing their part to make sure that the DUOC members win a new, improved contract from the fleet owners.

The Union is continuing its support of the Oil, Chemical and Atomic Workers' strike against the Wyandotte Chemical Corp. of Wyandotte, Mich. Despite the strike, the company continues to operate with work being done by plant supervisors. Support of the strike by the Detroit labor movement was damaged recently when two vessels manned by United Mine Worker crews scabbed on the water-borne picket lines to discharge stone at the Wyandotte plant. We have reports that the UMW agent in Rogers City put his own son aboard one of the boats that "finked" the line to help break the OCAW strike.

Chicago

Shipping in Chicago has been moving so fast that there are no book men left in port. The Milwaukee Clipper has gotten underway for the summer and will be headed on a straight course with "Alameda Red" Wulzen aboard as wheelsman.

Frankfort

Several SIU members who work on the Ann Arbor Carferry fleet are taking real vacations this year. William Fisher has taken off to Alaska to see his son who is serving with Uncle Sam there. Harold Rathbun is taking in the World's Fair in New York for a couple of weeks, while Ernel Zeller is out looking at the scenic wonders in Yellowstone National Park. Those of our members who chose to remain around the port are being kept busy with vacation relief jobs.

The SIU has won substantial gains in a new contract with the Arnold Transit Company. The new pact calls for a substantial wage increase over the next two years,

higher welfare contributions and improved vacations and working conditions.

Cleveland

The shipping situation has been holding at a good level at a steady pace. There is a definite need for AB's and firemen to fill the constant flow of job calls that are received at the hall. Oldtimers around here can't remember calls for rated men coming in so steady since World War II. Members in the Cleveland hall were sorry to hear that Harry Nally was taken to the hospital in Sturgeon Bay after becoming ill on the J. A. Kling. His friends and shipmates in Cleveland are all wishing him a speedy recovery.

Duluth

The shipping situation in Duluth has been exceptionally strong with calls for both rated and unrated men coming in at a steady rate. The John C., a deepsea vessel, recently paid off here after completing a trip from Madras, India. She is now loading grain for a North African voyage which may last three months. Some of our Duluth oldtimers such as Vern Rattering, Billy Meadows and Scotty Quinlivan have signed on for this trip.

Alpena

Shipping in Alpena has picked up considerably, and there is a definite need for rated men. Members holding AB and Firemen ratings are urged to register as soon as possible.

Meany Heads U.S. Group At ICFTU Parley

WASHINGTON — AFL - CIO President George Meany is heading up the U.S. labor body's delegation to the eighth world congress of the International Confederation of Free Trade Unions which is meeting in Amsterdam July 7-16.

SIU President Paul Hall, a member of the AFL-CIO Executive Council, was named as a delegate to the 1965 Congress.

Also named by Meany to the Federation delegation are the following Executive Council members:

Walter P. Reuther, president of the United Auto Workers; Joseph D. Keenan, secretary, Intl. Brotherhood of Electrical Workers; Paul L. Phillips, president, Papermakers & Paperworkers Union; James A. Suffridge, president, Retail Clerks; Joseph Curran, president, National Maritime Union; A. Philip Randolph, president, Sleeping Car Porters; and Lee W. Minton, President, Glass Bottle Blowers.

Also attending the meeting are President Hunter P. Wharton of the Operating Engineers; President Edward F. Carrough of the Sheet Metal Workers; President Max Greenberg of Retail, Wholesale & Dept. Store Workers; John McCartin, assistant to the president, Plumbing & Pipe Fitter, and Jay Lovestone, director, and Ernest Lee, assistant director, AFL-CIO Dept. of Intl. Affairs.

Three major tasks which are being undertaken by this year's congress of the ICFTU are the struggle against world Communist aggression, the struggle for the liberation of colonially exploited peoples, and the never ending fight to establish free trade unions all over the world.

New Boston Facility For Sea-Land

BOSTON — The SIU-contracted Sea-Land Service will extend its intercoastal containership service to this port beginning early in 1966.

According to the terms of a 25-year lease agreed upon by Sea-Land, Wiggin Terminals and the Massachusetts Port Authority, the water carrier will operate from Berth 17 at the Castle Island Terminal Development. Wiggin operates the terminal under an MPA lease.

The MPA has agreed to build a million dollar dockside mobile crane for the handling of container cargoes. Sea-Land will amortize the cost over a 20-year period. An MPA spokesman estimated that the Sea-Land facility in Boston will provide an additional 250,000 tons of cargo a year for the port.

Sea-Land ships are each able to carry at least 226 van-type containers which move to and from dockside as trailer trucks. The company has its headquarters in a new New York Port Authority facility at Port Elizabeth, N.J.



Foreign Payoff? Leave Clean Ship

Seafarers are reminded that when they leave a ship after articles expire in a foreign port, the obligation to leave a clean ship for the next crew is the same as in any Stateside port. Attention to details of housekeeping and efforts to leave quarters, messrooms and other working spaces clean will be appreciated by the new crew when it comes aboard.

SEAFARERS PORTS OF THE WORLD

TRIPOLI

"From the Halls of Montezuma to the shores of Tripoli," the opening line of the U.S. Marine Corps anthem, refers to the time early in this nation's history when American sailors were forced to land in Tripoli to halt the depredations of North African pirates. Today, American seafarers still occasionally visit that exotic Arab port—with the sole aim this time of peaceful trade and a friendly visit instead of combat.

Tripoli, the chief port and second capital (the other is Bengasi) of Libya stands on a rocky promontory, called Ras el-Zur, overlooking the beautiful Mediterranean. The old city is surrounded by a wall flanked by bastions. Its population is more than 100,000, and in the last few years most of the area's economic activity has centered around the great oil deposits recently discovered in Libya. Petroleum, as the visiting Seafarer will soon notice, still has not radically changed the face of the ancient Kingdom.

Many U.S.-flag tankers make regular stops at Tripoli, as does an occasional cargo ship of the SIU-contracted Isthmian Lines. The chief U.S. activity in Libya is at the large Wheelus Air Force Base maintained by the Strategic Air Command.

Heading into the center of the city from the customs wharf, the visitor passes through the legendary arch of Marcus Aurelius. To the right of the arch and a few short blocks away is the Castle, Tripoli's oldest structure. The castle lies on the southeast corner of the wall that surrounds the old quarter with its mass of winding streets. In the immediate area of the Castle, two mosques are worth seeing. They are the Karamanli Mosque, directly behind the castle, and the Mosque of the Naga.

The native Souk, or bazaar, in the old area offers a fine selection of North African handicrafts at moderate prices. The items that garner chief interest at the Souk are hand-beaten silver boxes, brass trays of various types and finely hand-tooled leather products. Near the Souk, the Natural History Museum and the prominent Santa Maria degli Angeli church are open to visitors.

East of the old area and the Castle district lies the commercial center of Tripoli. The better hotels are in this part of the city, and they include the Grand Hotel, the Uaddan Hotel with its Spider's Web nightclub, and the Del Mehari Hotel. Interesting buildings in that part of town are the Federal Parlaiment House, opposite the public gardens, and the Royal Palace, which lies to the southeast. The single air-conditioned movie in town, the Lux, shows English-language films regularly. Between June and September, the public beach called the Lido is open to the public at a nominal charge.



A view of Tripoli's waterfront shows some of the modern facilities which have replaced the ruins caused by heavy World War II fighting. Tankers are a common sight.



A glimpse of the narrow streets of Tripoli's Old City reveals contrasts in dress of the various ethnic groups.



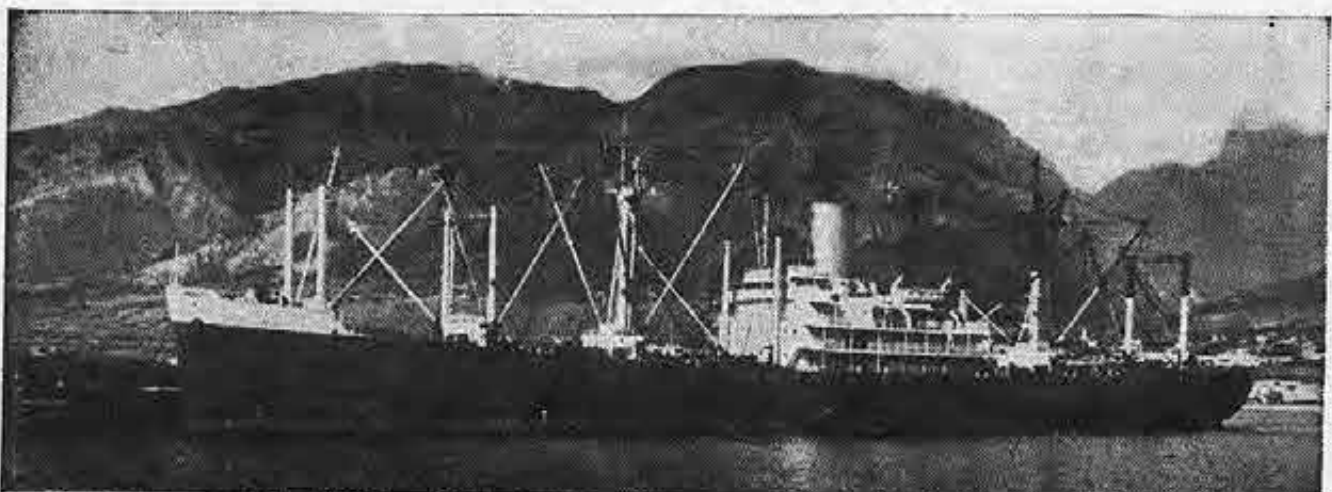
Arab farmer offers plow for sale at city's bazaar.



One of the favorite sights of visitors to Tripoli is the Casino of Vaddam which is just outside the city.



Tripoli's main thoroughfare contains the city's largest business and shopping center. Seafarers will find all the conveniences of modern life here.



The SIU-manned Steel Maker (Isthmian) is a frequent visitor in the busy port of Tripoli. Libya buys most of its foreign products from the United States, Italy and Britain.

ILO Scores Forced Labor By Red, Colonial Regimes

GENEVA—The International Labor Organization ended its 48th conference here with a strong reaffirmation of its opposition to forced labor whether practiced under Communist or colonial rule.

Bert Seidman of the AFL-CIO team that represented American workers, stressed the need for the ILO, a United Nations agency, to remain alert to forced labor everywhere as he urged approval of a resolution on the issue.

The resolution was introduced by the United Arab Republic in a move aimed exclusively against Portuguese rule in African territories. However, its terms were widened to express the ILO's general condemnation of "all practices involving the use of forced labor."

The ILO's governing body, or executive council, was instructed to take "appropriate measures" to assure observance of the conference's demand that "necessary action be taken to end these practices."

Seidman, AFL-CIO European economic representative, also took the floor to score Russia, Cuba and other Communist countries for denying the ILO "essential information" on trade union rights. These countries, he recalled, ignored ILO requests for information although the agency's experts had found repeatedly that "both the law and the practice" under their rule denied the rights they were pledged to guarantee their workers.

Soviet's Abstained

The Soviet bloc abstained when the conference of government, worker and employer delegates from most of the ILO's 114 member countries adopted a resolution calling for "practical measures" for developing ILO activities in the industrial field.

Co-sponsored by Machinists International Representative Rudy Faupl, leader of the American

worker delegation, the resolution also called for the ILO to blaze a new path by bringing public services into its industrial activities.

The Communist delegates invoked the excuse that they were not given appropriate representation on the ILO's industrial committees to explain their refusal to join in approving the otherwise unanimously adopted resolution. But they were also venting their disappointment because their claim that "equitable geographical representation" entitled them to more seats on all ILO bodies had not reached the conference floor. The free workers had joined forces with governments

and employers to block the resolution in committee.

Substantive work completed at the three-week session included the adoption without an opposing vote for two international conventions, or treaties, fixing sixteen as the minimum age for underground work in mines and providing for periodic medical examinations for young miners.

The conference also set new international standards on conditions of work for mothers and other women with family responsibilities. These were contained in a recommendation that ILO member nations are bound to observe to the best of their ability.

Mounting Protests Assail Navy's British Ship Deal

WASHINGTON—Representative Paul Rogers (R-Fla.) has joined the growing list of lawmakers protesting the Defense Department's decision to order \$50 million worth of vessels from British shipyards while U.S. shipyards remain idle.

Previously, Representatives Hugh Carey and Emmanuel Celler, both New York Democrats, had called for an investigation of the Defense Department's purchase plan. The ships involved are to be built for the Navy.

Rogers noted that American shipyards are now running at approximately 55 percent capacity. He said it was ironic that the nation was engaged in a poverty program when "to allow British shipyards to build vessels for the U.S. Navy would make a pocket of poverty out of every American shipyard."

The Florida legislator also questioned the wisdom of rewarding a major segment of the British merchant marine industry while British-flag vessels defy American efforts to curb allied shipping to Communist countries.

"Just last month," Rogers said, "two British ships, the Antarctica

and the Hemisphere, made cargo hauls for the Communists from Cuba directly to ports in North Vietnam. Since January," Rogers continued, "British-flag ships have made a total of 38 calls in North Vietnamese ports despite pleas by this government for a halt to this British traffic."

"I urge that U.S. Naval vessels be built by American shipbuilders, and as a member of the House Merchant Marine and Fisheries Committee, I call upon the Congress to see that this action is taken to help rebuild America's shipping industry."

Rogers has introduced in the House legislation that would close all U.S. ports to ships that have traded with North Viet Nam, Cuba and certain other Communist countries. This legislation has been strongly supported by maritime labor, including the SIUNA. At its recent Washington convention, the SIUNA adopted a resolution supporting Rogers' bill in Congress.



Shipboard

By Fred Stewart & Ed Mooney
Headquarters Representatives

The agreement, or contract, is the document which spells out your rights and privileges on the job. It tells you how much money the employer must pay you, when he must pay you overtime, what working conditions he must provide, what you are supposed to get in the way of vacations and holidays, and the amount and kind of welfare benefits to which you and your family is entitled.

Every union member should remember, however, that the agreement is a two-way street. He should remember that the employer has the right to expect that the Seafarer will fulfill his functions as the agreement stipulates. And he should remember that he has an obligation, to his union and to himself, to live up to the terms of the agreement. Equally important, the Seafarer should remember that the Union is obliged to see to it that the agreement is adhered to. By studying his agreement, the union member will be better able to help his Union enforce it. A lack of working knowledge of the agreement will only short change the union members and his family in the long run.

One of the most important sections of the SIU agreements is the section spelling out the procedures for satisfactory settlement of Seafarers' grievances and complaints (beefs). This section has been written into the agreement so that the Seafarers will be sure of getting a fair shake from the employer; so that, in other words, the employer can't file his complaint in the waste basket and forget about it. This written assurance that his grievance will be heard and acted upon fairly is one of the most important rights enjoyed by a union member.

A Seafarer always has the right to bring a beef to the attention of his ship's or department's delegate so that it can be passed on to those topside. But the Seafarer can help himself and his union representatives by making sure that his beef is legitimate. The chronic belly-acher, the man with personal animosities toward his fellow Seafarers, the guy who always expects his union to bail him out of messes he gets himself into — this is the guy who performs a disservice to himself and his union. Grievance machinery has been established in your agreement to help the Seafarer. But he must make sure he does his part in making the grievance machinery operate properly. No union member should be guilty of throwing monkey wrenches into that machinery.

Meetings

Shipboard membership meetings are held regularly aboard every SIU-contracted ship. These meet-

ings have a purpose. That purpose is to make sure that the SIU is a truly democratically run union — that their views about their union, help to shape their union's activities, and make the final decision on all important matters regarding their union's operations. This purpose can be thwarted, however, if union members fail to attend their shipboard union meetings — or if they attend but fail to participate in the proceedings. The union meeting has been designed for the members' benefit — for your benefit. But the system can only work if it is made to work. Therefore, every crewmember aboard ship, as a union member, has an obligation to himself and to his union to attend and participate in meetings. The same obligation holds for the shoreside meetings held on a monthly basis in the various SIU halls around the country.

The good SIU member is the one who knows the rights and privileges which are available to him and his family through the union, and who also knows the duties and obligations which these rights and privileges entail.

Gulf Coast

(Continued from page 10)

saying that he is going to take it easy on the beach for the next few months. Brother Wilson recently completed a good trip on the Bowling Green where he sailed in the black gang. SIU Pensioner Paul Brady tell us that he wishes a good sailing to one and all. Paul is an ex-cook and baker who last sailed on the Cabins.

Mobile

The number of SIU men on the beach in Mobile has been dropping steadily in the face of extremely good shipping prospects. The outlook for the coming weeks is expected to continue fairly good. Roy Warren, Sr. reports he is looking for a good wiper's job, after taking it easy for a while. His last ship was the Walter Rice, before poor health forced him to take things on the slow bell. Lawrence Hoff tells us that he still has a lot of good years of sailing in him, and is on the lookout for a group 3 steward department job.

J. W. Kendrick, a deck veteran, has been watching the board closely for bauxite and Puerto Rican runs, his two favorites. Brother Kendrick recently piled off the Alcoa Ranger after shipping on her as an AB for a year. Jim Brown, who paid off the Monarch of the Seas where he sailed as second cook, has been keeping a sharp eye out for a group two steward's slot. Sago Hanks says he is after an electrician's berth. He usually sails the Bloomfield runs as chief electrician. Roy A. Watford is looking for a good deck department opening after having to leave the Alcoa Ranger when his son became ill.

'Third-Flags' Injuring U.S., Shipper Warns

ST. LOUIS—Emphasizing that ships under the Norwegian flag carry more of America's ocean-borne commerce than those flying the U.S. flag, the president of the SIU-contracted Delta Steamship Lines warned here about the dangers posed by third flag shipping "preying on the commerce of this country."

It is a "paradoxical" situation when U.S.-flag ships haul only nine percent of this nation's foreign trade while Norwegian-flag vessels carry more than 15 percent of the same trade, J. W. Clark, Delta's president, told a meeting of the St. Louis Regional Export Council and the Advertising Club.

Especially more dangerous, Clark said, was the increasing role played by third-flag shipping at the same time the Administration was trying to bolster its balance of payments position in the world. The increasing use of foreign shipping will only send more U.S. gold abroad, the shipping executive warned.

"Third flag shipping should not be permitted to prey upon the commerce of this country or any country when such action is contrary to national economic interest," Clark said.

Norfolk COPE Meets At SIU Hall



Republican candidate for the U.S. Senate from Virginia, Henry Howell, addresses recent meeting of the Norfolk area AFL-CIO Committee On Political Action at the SIU Norfolk hall. With him on the dais are (l-r) Julian F. Carper, vice president Virginia State AFL-CIO; Peter Bablas, Democratic candidate for U.S. Senate from Virginia; and G. P. Wormack, co-director of Norfolk area COPE.

Basement Bar Bugging Bugs Big Booze Baron

WASHINGTON—A leading whisky industry executive told a Congressional committee on snooping that he has had to order his highballs on the q.t. as well as on the rocks since he discovered that his competitors had bugged the basement bar in his posh Miami Beach home.

Disclosures like this one, made by L. S. Rosenstiel, the eavesdropper upon president of Schenley Industries, demonstrated to the members of the Senate Subcommittee on Administrative Practices the vast amount of industrial spying and private snooping now going on in America.

Labor spokesmen who testified before the panel told of company personnel men who place listening devices and cameras in plant washrooms and other places where they can check on what their employees are talking about. The workers who suffer, of course, are those who talk union or favor job improvements that the snoopy boss may not like.

Caught up in the spying racket, many firms now spy on each other as well as on their own workers. The competitors who spied on whisky man Rosenstiel were no doubt interested in learning about any plans Schenley executives might have regarding their business. Knowledge of such information might provide competitors with certain advantages.



Your STU Clinic

By Joseph B. Logue, MD, Medical Director

Weather Influences Health

Medical and meteorological experts are finding new evidence to support the old idea that body functions and certain diseases are influenced by weather and climate changes, according to a report in **HEALTH BULLETIN**.

Dr. Konotey-Ahulu, a Ghanaian physician working at the Royal Free Hospital in London, reported recently that the sickle-cell disease, marked by severe rheumatism, becomes more painful during extreme changes in atmospheric pressure. Describing the disease among West African patients, he said the joint pains begin just before the rainy season when the vapor pressure increases about 30 per cent. "Some of the patients are so clear about this that they can inform relatives that the rainy season is 'due any day now' because joint pains have appeared after several months of comparative freedom," Dr. Ahulu pointed out. His research may explain why some individuals can predict terrific rainfalls by increases in pain and swelling in rheumatic limbs.

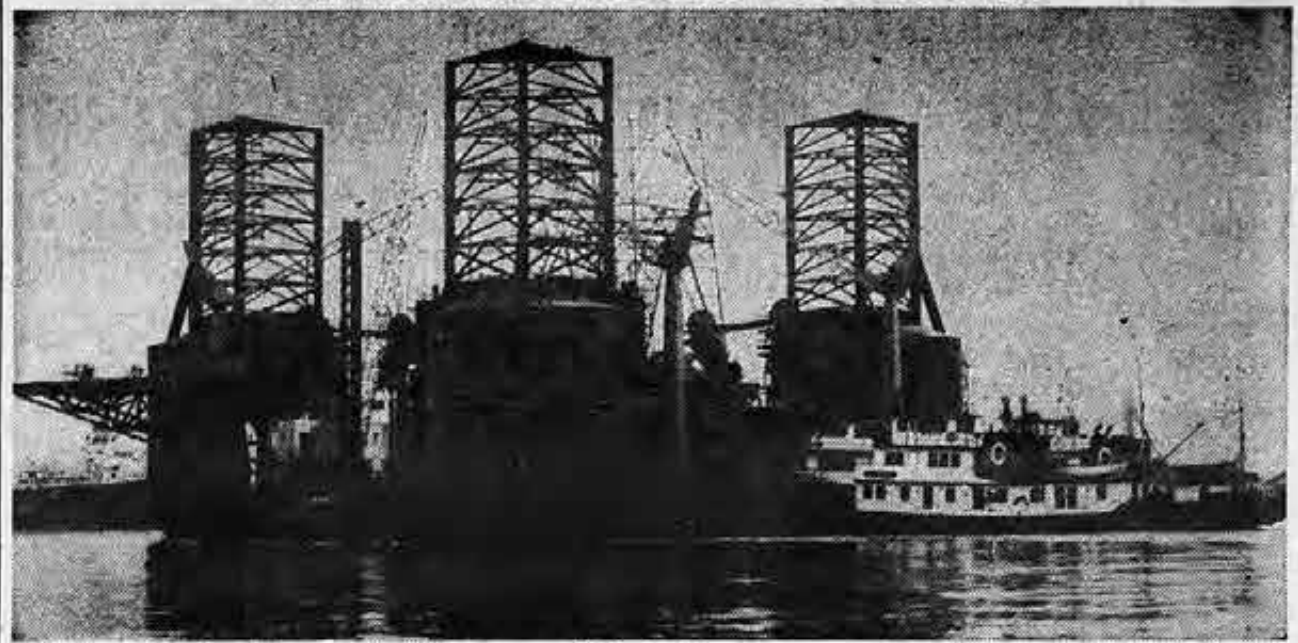
Perhaps the most authoritative account of the effect of weather on rheumatic diseases appears in a recent report by scientists of the World Meteorological Organization, a specialized agency of the United Nations. "Both extreme heat and cold stress seem to invoke rheumatic complaints," they report, adding that these stresses somehow disturb enzyme, mucoprotein and blood flow activity. "Many of these problems require more research, but the key factors responsible for weather-induced rheumatic complaints are probably related to the processes just described," they conclude.

The United Nations report also contains a comprehensive listing of body functions and other diseases affected by weather. Temperature, humidity and atmospheric changes have a pronounced effect on the functioning of the blood, glands and blood pressure. The report indicates that blood pressure increases after a period of strong atmospheric cooling and is highest in autumn and winter. Vitamin C and certain enzyme and mineral levels in the body are also influenced by weather and climate changes, according to the report. It is titled "A Survey of Human Biometeorology."

Diseases affected by weather patterns include tuberculosis, asthma, glaucoma, polio, mental illnesses, ulcers and heart disease, the World Meteorological scientists point out. Referring to poliomyelitis incidence, the researchers report that warm, humid air seems to favor development and spread of the polio virus. Heart disease also received special attention in the report. Various investigations indicate a clearly seasonal incidence of both morbidity and mortality from certain arteriosclerotic heart disease, the scientists conclude.

Other researchers have related disease and death to the weather. John C. Rumford and Robert Harmon of the New York State Office of Vocational Rehabilitation reported recently that more people die from circulatory and respiratory diseases when there are extreme changes in barometric pressure. They reached that conclusion after studying death records of 84,000 New York City residents. Earlier reports indicate that there are more heart disease deaths in the colder months.

Mammoth Moving Job For SIU Tugs



Three SIU Inland Boatmen's Union-manned Coyle Lines tugs were involved recently in moving this gigantic offshore oil drilling rig down the Mississippi from Vicksburg to New Orleans. The SIU-IBU contracted company, which is celebrating its 100th anniversary this year, moved three such rigs, the largest of which (above) will be taller than a sixty-story building when completed and cost about \$5.5 million. The Coyle Lines tugs *Alamo*, *Houston* and *H. F. Bardeleben III* were involved in the operation. "We didn't actually need three to move the rig," said a company representative, "one boat could have done that. But we needed the other two towboats to stop it."

Sea Land, Others, At Senate Hearings

Urge Passage Of Legislation To Promote Ship Replacement

WASHINGTON—SIU-contracted Sea-Land Service is prepared to order \$100 million worth of new vessels and nearly that much more in other equipment if a Senate bill allowing nonsubsidized ship operators to set aside tax-free reserve funds for fleet replacement is passed, a company representative told a Senate subcommittee conducting hearings on the bill.

Sea-Land contended that there was "nothing wrong with the domestic shipping industry that a little help won't cure." The company envisioned purchasing some six vessels in the 30,000-35,000 ton class for coastwise and inter-coastal containership service.

At the same Senate subcommittee hearings, a representative of several nonsubsidized bulk carrier

and tanker companies spoke in support of the pending bill, but added that what was really needed to give effective aid to these segments of the fleet is both construction and operating subsidies, plus the construction tax-free reserve and continuation of cargo preference.

The subcommittee was also urged to try speeding Maritime Administration action on some applications now pending for construction subsidy for bulk carriers which—unlike operating subsidies

—could be approved without new legislation.

The hearings were held on a bill (S-1858) introduced by Senator E. L. Bartlett (D-Alaska) to allow nonsubsidized operators to set aside funds without being taxed provided they are invested in construction or major reconstruction.

A representative of the Shipbuilders Council supported the bill, adding "we believe a comprehensive program to modernize the existing merchant marine and fishing fleets with ships built in U.S. shipyards should also include construction subsidies . . ."

The bill's provisions extending the proposed legislation to fishing vessels drew strong approval from Senators from both Massachusetts and Maryland.

Further hearings on the measure are expected later this month.

Old Ammo And Liberty Ships Share Common Pacific Graves

During World War II a Seafarer knew he was tempting fate when he signed on a Liberty ship hauling ammunition across the submarine-infested oceans. Today under a new disposal program being carried out by the Military Sea Transportation Service, he is sure that his ship will sink with its volatile cargo.

The MSTs has begun to dispose of old ammo and old Liberty ships by scuttling them at sea. The MSTs says that the new method of ridding itself of the unneeded items is faster, safer and cheaper than the former method.

So far, three ships have been loaded down with munitions, sent out to sea and sunk. In the future, there will probably be more ships making the one-way trip to oblivion under what the MSTs calls its CHASE program — "cut holes and sink 'em."

The first casualty of the CHASE program was the Liberty William S. Ralston. Taken out of the San Juan Bay, California, Reserve Fleet, the Ralston was loaded down with old Lewisite and Mustard gas and towed out to a Pacific ocean grave in a designated dumping area.

Each ship is carefully prepared for its last voyage to make sure that nothing happens to it before the scheduled time. Holes are cut into bulkheads to allow the ship to sink more quickly. But after the holes are cut, they are patched to make sure that a mishap will not sink the ship too soon. When the dumping area is reached the patches are torn away and the sea cocks are opened, allowing the ship to settle slowly to the bottom.

Formerly, the MSTs disposed of unusable ammo by towing it out to sea in barges. However, it was necessary to use ten barges to haul the same size load as the Liberty ships are able to carry. Because the Liberty ships make only one trip, rather than several as the barges do, the chances of an explosion occurring in a populated area are correspondingly reduced.

The MSTs claims it has saved more than \$1 million to the government by using the CHASE system.

Medicare

(Continued from Page 2)

initially, and that higher-income wage-earners would start off paying more. But the latter would benefit by a higher retirement income.

Despite the heavy vote for the bill in committee, a number of members are expected to back floor amendments changing portions of the program. Dirksen and Byrd, for example, had sought unsuccessfully in committee to strike out the entire supplemental health care plan. Sen. Russell B. Long (D-La.) at one time won tentative committee approval of an amendment which would have widely expanded benefits to low-income persons and imposed heavy deductibles on persons with moderate or high incomes. The Administration and labor strongly opposed this new "means test" and the committee reversed its action.

Labor Hits Bid To Subvert Court's '1 Man, 1 Vote' Ruling

"One man, one vote" representation in state legislatures is a "basic" democratic right which shouldn't be tampered with, the AFL-CIO Legislative Director Andrew J. Biemiller told Congress recently.

Biemiller reiterated labor's emphatic opposition to a proposed constitutional amendment which would permit states to apportion one house of a legislature on a basis "other than population." The proposal is known as the Dirksen Amendment, after its principal sponsor, Senate GOP Leader Everett McKinley Dirksen (Ill.).

Biemiller told a House Judiciary subcommittee that malapportioned legislatures have "contributed to a serious weakening in the role of the states."

Time after time, he said, legislative majorities "which in fact represent minorities of the states' populations have defeated attempts to enact legislation to meet the changing needs of their people."

'Salutary Trend' Seen

The "most hopeful development" in restoring the vitality of the states, Biemiller said, is the widespread reapportionment now proceeding under court orders.

But this "salutary trend," he

observed, would be halted or reversed under the Dirksen Amendment or similar plans. "These amendments would effectively repeal the 'one man, one vote' principle."

Biemiller noted that all of the state legislatures which petitioned for a constitutional convention to nullify the "one man, one vote" mandate of the Supreme Court were themselves malapportioned.

In Vermont, Biemiller pointed out, the constitutional amendment proposal passed the lower house of the legislature by a 162-73 vote. "The 162 votes against equal representation represented only 168,531 persons or 43 percent of the population. The 73 votes opposed to the passage of this resolution represented 221,350 persons or 57 percent of the Vermont population."

The "basic argument" of Dirksen Amendment supporters "rests upon a misreading of history," Biemiller said. They compare the state legislatures to Congress, where each state has two senators, regardless of size.

"The analogy is destroyed by the facts," the AFL-CIO spokesman suggested. The United States began as a federation of 13 "separate, independent states"—a "federation of equals" in forming the new nation.

This, he stressed, is completely different from counties and other political subdivisions which were

created by states and can be changed or abolished by the states.

It would be of little value to have one house of a legislature apportioned on a population basis if the other house were minority-controlled, Biemiller said.

Minority Veto Power

"Since all legislation must be approved by both houses of a legislature, this simply means that 10, 20 or 40 percent of the people would have a veto power over legislation desired by the majority of the people."

If the Dirksen Amendment or anything similar were enacted, he warned, "there would be a continued weakening and decline in the effectiveness of state governments, while the services of the federal government would necessarily proliferate to fill the void left by the states."

House Judiciary Committee Chairman Emanuel Celler (D-N.Y.), a foe of the Dirksen proposal, heads the subcommittee.

Celler said in an opening statement that it is "intolerable" that cities have to go begging to the "Poobahs of Podunk" when they want something from rural-dominated state legislatures.

A Senate Judiciary subcommittee, meanwhile, approved a revamped version of the Dirksen proposal by a 6-2 vote, its chairman, Sen. Birch Bayh (D-Ind.), reported. Bayh said he and Sen. Joseph D. Tydings (D-Md.) voted against the amendment.

No More Cries For Braceros

Farm Labor Excess Silences Growers

LOS ANGELES—California fruit and vegetable growers, who protested loudly when Congress allowed the Mexican farm labor import program to lapse, now have more workers than they know what to do with.

First they told Labor Secretary W. Willard Wirtz they wouldn't need the 3,500 Mexicans and Japanese he authorized in answer to their pleas. A heavy influx of students from California and other parts of the country swept into the labor market and was filling the farm jobs, they said. (Last year at this time there were about 37,500 foreign farm workers in the state.)

Then Director Albert Tieburg of the State Dept. of Employment announced that 1,000 to 1,500 California students were looking for farm jobs and couldn't find them. The state, he said, has a surplus of farm workers and all recruitment of out-of-state workers is being halted for the time being.

Executive Secretary-Treasurer Thomas L. Pitts of the State AFL-CIO put his finger on another reason for the growers' sudden disinterest in imported farm workers.

"Growers are required to offer a \$1.40 an hour minimum wage only if they want to qualify to use foreign labor," he explained.

"Now that state and federal agencies have done the growers' interstate domestic recruiting for them, reports are already coming in that some growers are attempting to put the A-teams (Athletes in Temporary Employment in Agricultural Manpower) to work

at piece rates well below the \$1.40 minimum."

The growers can get away with it, he said, because the Labor Dept.'s interstate recruitment standards require only prevailing pay rates, not the \$1.40.

Some of the A-team youths, who come from high schools west of the Mississippi River, have already quit their farm jobs because they were paid piece rates instead of the hourly rate they said they were promised, Pitts noted.

The California growers said they will have sent back all 3,500 foreign workers by July 6.

The bracero program was killed by Congress after years of effort by organized labor, church groups and others who insisted that the "cheap labor" competition has been helping to keep American farm workers in the lowest economic brackets in this country.

Growers and their supporters warned of economic disaster if the number of foreign workers was reduced substantially.

Return of those now here is seen as a vindication of the decision by Congress to end the program and of that by Wirtz not to admit large numbers of foreign workers under regular immigration laws, which growers said was possible but which Wirtz said would have meant flouting the will of Congress.

Since the end of the bracero program farm wages have reportedly jumped 25 to 50 percent, or far more than in all the years of the past decade combined.

Growers have been saying, however, that they have been seriously hurt and California's economy will suffer sharp losses, along with other states which have used foreign workers.

The Bank of America, though, sees only a slight downturn in income from last year of about 1.5 percent, which will then leave California farmers with a gross of \$3.5 billion or roughly \$1 billion more than Iowa.

Sailboats Lose Traditional Right-Of-Way

Since Fulton first discovered that steam could be as useful in powering ships as it was in brewing tea, the law of the sea has been sail before steam. By international decree, a sailboat, even if only an eight-foot dinghy, was always given the right-of-way over motored vessels. But now that has changed.

The newly adopted rules of the road at sea, fixed by a London convention in 1960, ratified by the world's seafaring nations over a five-year period, and put into effect last month, now gives steamships and other motorized vessels precedence over wind-powered craft in narrow channels.

Rule 20 now provides that the rule giving sail precedence "shall not give to a sailing vessel the right to hamper, in a narrow channel, the safe passage of a power-driven vessel which can navigate only inside such channel."

Hurricane Watch Gets Eye-In-Sky

MIAMI—The hurricanes expected along the East Coast during the now beginning summer hurricane season may not be any milder than before, but they undoubtedly will be the best watched and listened to storms of all time, the U. S. Weather Bureau reports.

With each passing year, more artificial earth satellites, radar antennas and weather buoys chart the meanderings of the storms in a one-sided battle against the often awful forces of nature. Last week the Weather Bureau joined the battle at the highest level when a Tiros satellite bearing the Bureau's emblem was blasted skyward to monitor hurricane activity.

Tiros 10 was the first weather satellite launched for the Bureau's use. Other meteorological satellites have been sent up to orbit the earth by the National Space Agency or the Defense Department. While earlier satellites were only able to photograph about 20 percent of the earth's cloud cover, Tiros 10 will be able to photograph more than 80 percent.

The first experimental weather satellite, Tiros 3, was launched in September, 1961. Since then, satellites have warned weathermen of 37 major storms and have tracked 93 others in the Atlantic, Pacific and Indian Oceans. Although these satellites can discover storms and watch over their development, they are not yet able to give weathermen precise details on a hurricane's position or strength.

Gauging the force of tropical storms is left to hurricane hunter aircraft, reports from ships at sea and other more conventional means. The growing accuracy of hurricane reporting by the Weather Bureau has sharply cut down the number of fatalities suffered in such storms over the years. At the turn of the century, hundreds and often thousands died in a single storm; today relatively few die.

YOUR DOLLAR'S WORTH

Seafarer's Guide to Better Buying

By SIDNEY MARGOLIUS

Freeze-Dried Foods No Bargain

That family on television eating corn flakes with freeze-dried sliced strawberries right out of the box apparently didn't figure the cost or they wouldn't be smiling so joyously.

This latest in a long line of modern convenience foods turns out to be another costly one. At 55 cents for an eight-ounce box, you get 17 to 19 cents worth of cornflakes plus approximately 15 strawberries, worth at current prices about 18-20 cents (and less later in the season).

The freeze-dried strawberries are one of the first appearances on the market of a relatively new form of processing. First the product is frozen. Then most of the moisture is removed in the form of ice crystals. Freeze-dried foods keep their original shape but look much like a dried out sponge. To rehydrate them, you simply soak them in water or other liquids. In the case of the freeze-dried strawberries in the cornflakes box, the milk you add to the cornflakes, softens and rehydrates the strawberries.

A number of other freeze-dried products are appearing on the market besides the strawberries in the cornflake box. Some of the dried soups contain freeze-dried ingredients such as chicken, beef, onions and mushrooms. A number of freeze-dried fish, chicken and meat products also have been developed, such as diced chicken, diced beef, even scrambled eggs. These have been used mostly by restaurants, institutions and campers.

Our purpose is not to knock the new process. Freeze-dried foods can turn out to be a boon if the price comes down to reasonable levels.

The taste is a little less certain. One U.S. Agriculture Department taste test found 15 freeze-dried products rated as highly in flavor, tenderness, etc., as their canned or frozen equivalents; ten, poorer, and three better.

The three highly-rated freeze-dried products were beef noodle soup, chicken noodle soup and shrimp

creole. The freeze-dried beef products were generally considered somewhat inferior; the chicken products, slightly inferior, and the seafood products about the same as their frozen counterparts.

In the case of the corn flakes with freeze-dried strawberries, the manufacturer has added artificial sweeteners (sodium cyclamate and saccharin). So there is no question but that these are really sweet strawberries. The manufacturer then has made a virtue out of necessity by plugging on television that the strawberries are low-calorie even though presweetened.

The TV housewife says "I can't believe it!" This proves she not only didn't look at the price on the package before she bought it, but didn't read the list of ingredients either.

But when the TV husband sees the family's food bill for the month, he, at least, will stop grinning. This is the real problem in freeze-dried foods, and in many convenience foods in general.

What's most amazing about cornflakes and strawberries is the way women are buying them as the result of the TV commercials without seeming to evaluate what they get for their money. The price of 55 cents (sometimes more) is printed plainly. So is the weight—eight ounces. That \$1.10 a pound, or the same price as steak.

Cornflakes and strawberries are manufactured by Post, a division of the General Foods Corp. The chairman of the board of this corporation wrote that recent article in LOOK Magazine, "Let's Keep Politics Out of the Pantry." The article opposed further Federal laws which have been proposed to help consumers, and especially, the "truth in packaging" law. This article argued that "Americans eat so well and so conveniently for so little."

Once families realize how much they pay for the "convenience" of not slicing their own berries, bananas or other fruit, they may be more concerned about keeping inflation out of the pantry than politics.

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 air-mailed 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.

HENRY STEINBRENNER (Kinsman Transit), May 11 — Chairman, L. Striker; Secretary, Nona. Suggestion that each crewmember donate \$1 to ship's fund each month. No beefs reported.

H. N. SNYDER (Bowland), May 18 — Chairman, Arthur Knoll; Secretary, George Skandzich. Brother Arthur Knoll was elected deck delegate, Brother Robert Klemson was elected engine delegate, and Brother George Skandzich was elected steward delegate. Suggestion for new contract to be sent to River Rouge. Request that Union notify delegates when contract negotiations start and to

food and service. No beefs reported by department delegates.

W. E. FITZGERALD (Gartland), May 19 — Chairman, Clarence Meradria; Secretary, Robert L. Ulom. Crew asked to donate 25 cents to ship's fund every pay day for telephone calls, etc. No beefs reported.

FAIRWIND (Panoeceanic Tankers), June 13 — Chairman, E. S. Harris; Secretary, C. Garner. No beefs reported by department delegates.

DEL MUNDO (Delta), June 8 — Chairman, W. Meehan; Secretary, Piggy Sahuque. Brother Bill Meehan was elected again to serve as ship's delegate, and was extended a vote of thanks for a job well done. All brothers are happy and doing a fine job.

SANTA EMILIA (Liberty Navigation), May 24 — Chairman, James A. Shertali; Secretary, George Hair. No beefs and no disputed OT reported. Motion made that a recreation room be made out of the hospital, and the hospital moved topside—or some arrangements be made for a recreation room on this ship. Crew requested to conserve water.

BELOIT VICTORY (Marine Carriers), May 2 — Chairman, J. W. Craft; Secretary, J. W. McDonald. One man left in hospital at Freeport, Bahamas. No beefs reported by department delegates. Brother J. W. McDonald was elected to serve as ship's delegate. Motion to have patrolman on board for sign ons as well as for payoffs.

BELOIT VICTORY (Marine Carriers), June 6 — Chairman, J. W. Craft; Secretary, J. W. McDonald. Captain reluctant to post sailing board, establish launch service or give any definite information or answers. This will be brought to the patrolman's attention along with the delayed sailing beef. Motion made to have companies give draws and grant shore leave when possible in all bunkering ports. No safety meetings held aboard this ship. Some items in bad shape. Vote of thanks to the steward department for an excellent job.

MONTICELLO VICTORY (Victory Carriers), June 8 — Chairman, Clarence J. Nall; Secretary, R. F. Devine. Brother Frank Coggins was elected ship's delegate. General discussion held. No beefs reported by department delegates. Everything is O.K.

DEL AIRES (Delta), June 14 — Chairman, Charles Lee; Secretary, Eugene Salvador. To elect ship's delegate. The chief cook was acting ship's delegate. No beefs were reported. Everything is running smoothly.

STEEL FLYER (Isthmian), May 31 — Chairman, George R. Stanley; Secretary, Henry T. Gaines. \$2.50 in ship's fund. Few hours disputed OT in deck and engine departments. No beefs reported. Vote of thanks to crew messman and the ship's delegate.

EXPRESS BALTIMORE (Commodore Lines), May 30 — Chairman, R. J. Palmer; Secretary, K. L. Johnson. No beefs reported by department delegates. Vote of thanks to the steward department for putting out good chow while short handed.

DIGEST of SIU SHIP MEETINGS

keep them informed on what progress they are making.

ROBIN LOCKSLEY (Robin Lines), May 22 — Chairman, Warren Messenger; Secretary, Luther Gadsen. Some disputed OT in deck department. Everything is running smoothly in engine and steward department. Members requested to return books back to library. Vote of thanks to the steward department. Deck department extended a vote of thanks to the carpenter.

TRANSWESTERN (Hudson Waterways), May 18 — Chairman, P. Wingfield Jr.; Secretary, L. Schmidt. No beefs reported by department delegates. All items requested were delivered. Brother Pete Wingfield to serve as ship's delegate.

TRANSINDIA (Hudson Waterways), May 18 — Chairman, Sam Hacker; Secretary, Boyd H. Amsberry. \$30 in ship's fund. No beefs reported by department delegates. Crew request that clarifications or changes in agreement be supplied to crew as well as to the department heads or the master. Motion made to amend present retirement requirement to 15 years sea time or 20 years in the SIU regardless of age.

PENMAR (Calmar), May 29 — Chairman, E. Cartes; Secretary, N. Kondylas. Few hours disputed OT in deck department. Patrolman to be contacted regarding some items on repair list that have not been taken care of.

J. L. REISS (Reiss), May 12 — Chairman, Thom E. Brown, Sr.; Secretary, Nona. \$41.95 in ship's fund. Tunnel men would like their duties specified more clearly in new contract.

REISS (Reiss Brothers), May 9 — Chairman, Carl F. Shirceli; Secretary, Hawn T. Coffey. Members submitted suggestions for new contract.

RAYMOND H. REISS (Reiss), May 16 — Chairman, Norman Hauland; Secretary, Nona. Crewmembers extended a vote of thanks to the entire steward department for the good

From the Ships at Sea

Delegate Piggy Sahuque reports that Seafarers sailing aboard the Del Mundo (Delta Line) have walked off with "a nice, fat green one-hundred dollar bill Safety Award for 1964." The boys are planning to throw a shrimp party with the award money. According to Del Mundo ship's delegate Bill

Meehan, the voyage is going very well and everyone on board is confident that this trip will be every bit as good as the last one. "The captain has helped to make this voyage a happy one," relates Brother Meehan. "There are no beefs on board," he continues, "and all SIU brothers are getting fat and



Sahuque

doing a good SIU job."

The late show movies have been flickering on the video set aboard the Fairport (Waterman) and, according to ship's delegate F. Wranik, the men have taken steps to lock the video waves into place. "We've put in an order for a repair job on the tv antenna, announces Brother Wranik. "Snow in the summer is too much to bear, even if it is only the type that appears on television screens."

Meeting Chairman Leon Webb, sailing aboard the LaSalle (Waterman Steamship), reports that a mutual vote of thanks was exchanged between the steward department and the deck and engine departments. The deck and engine crewmembers thanked the galley staff for the chow and service and the galley reciprocated by thanking engine and deckmen for keeping the messroom so clean.

There are two new Seafarers aboard the Beloit Victory

(Marine Carriers) and, according to delegate J. W. McDonald, they are duckling work, duckling responsibility, duckling shipmates, duckling duty, in fact they are duckling absolutely everything that comes along. "And you can't reason with them," moans Brother McDonald. "Criticism rolls off them like water off a duck's back. And no wonder," he adds with a wink and a grin. "Those two are odd birds—queer ducks, you might say. Because," he laughs, "they really are ducks."



McDonald

The real thing — webbed feet, feathers, wings, bills and all. What happened was, the crew picked up a pair of baby ducks in Jordan and we adopted them as official ship's mascots. They have been christened Squat and Lo after their mentor and namesake, Squat-Lo Thompson. Squat-Lo insists that there is a definite resemblance between himself and

his foster ducklings. "Lucky ducks," winks Squat-Lo. "And let's not hear any nasty allusions to 'ugly ducklings,'" he warns.

The way to a Seafarers heart is through his stomach, and the following mess crews earned the gratitude of SIU crews for chow and service above and beyond the call of duty:

Losmar (Calmar), Peter Reiss (Reiss Steamship), Del Monte (Delta), Chatham (Waterman), Penn Explorer (Penn), Halcyon Panther (Halcyon), Robin Locksley (Robin Lines) Express Baltimore (Commodore), Manhattan (Hudson Waterways), Coe Victory (Victory Carriers), Seamar C-4 (Calmar).

Where there's smoke, there may be fire—so the crew sailing the SS Monticello Victory (Victory Carriers) has decided to do something about it. According to delegate Frank Coggins, all departments have teamed up with the captain in an effort to reduce the possible danger of fire due to smoking.



Coggins

Shipboard discussions were held and it was decided that smoking on deck was, of course, definitely out. In addition, certain areas of the ship were decided upon as "smoking areas." It was also suggested that crew members leave their cigarettes in their rooms and smoke there. "I think we definitely have the whole thing under control," says Brother Coggins. "Even if the old man was Smokey the Bear, he'd have no beef on this vessel."

Millburn L. Hatley, sailing as ship's delegate aboard the Del Santos (Delta Lines) reports that Seafarers on board responded in the traditional SIU fashion when a member of the crew passed away. A collection was taken up on board and all contributed to send flowers and a message of condolence to the departed Brother's loved one's.

Crewmembers aboard the Overseas Rose (Maritime Overseas) have put in a request for 16-inch fans to spin out cool breezes in all crew quarters. The captain has promised to install five new fans a trip. "That should keep things moving pretty smoothly," declares ship's delegate Leo Wills.

Ship's delegate Joe Crowley, sailing aboard the Transindia (Hudson Waterways) relays the

crew's vote of thanks to the chief electrician for donating his work and free time "responding to the needs of the crew. The chief electrician did a bang up job and don't think that it didn't make the voyage easier and more pleasant for the crew," says Brother Crowley.

Heat is not the only aspect of summer sailing that can prove an inconvenience to a Seafarer. In order to prevent any further discomfort, Seafarers sailing aboard the Ponce (Sea-Land) have asked that new screens be installed in the messroom. "We don't want any insects bugging our boys," says ship's delegate Stephen H. Fulford.

Meeting Chairman D. Cummings announces that an engine room water cooler will be installed to help beat the heat aboard the Steel Recorder (Isthmian). "Having the water cooler right there will save the boys a lot of time and effort," Brother Cummings says.

Seafarers rank high among the world's most discriminating gourmets. SIU galley crews are known around the globe for the wondrous culinary feats they perform in order to satisfy and even surpass the exacting messhall standards of their brother Seafarers. The following mess crews were awarded the praise and acclamation of their grateful shipmates:

Transerie (Hudson Waterways), DeSoto (Waterman Steamship), Penn Vanguard (Penn Shipping), David P. Thompson (American Steamship), Yorkmar (Calmar Steamship), Fairport (Waterman Steamship) LaSalle (Waterman Steamship), Alamar (Calmar Steamship), Overseas Rose (Maritime Overseas) and the Columbia Victory (Columbia Steamship).

Ship's delegate B. J. Clement aboard the Penn Vanguard (Penn Shipping) reports that of the \$20 in ship's fund, the major portion was spent to purchase flowers for Clarence Edens Jr. who was hospitalized in Almeria, Spain and the balance of the fund will be donated to charity at the end of the voyage. Brother Clement also relays the crew's vote of thanks to the steward department. "The steward department has done a wonderful SIU job despite certain hardships which were imposed upon them," he says. "They came through with flying colors. It is a pleasure to sail with men like these," Brother Clement concludes.



Clement



Admiral Lauds SIU Crew For Expert Seamanship

Seafarers sailing aboard the Western Hunter (Colonial Tankers) on its Persian Gulf run are exchanging well-earned pats on the back after being honored by high ranking U. S. Navy officers for the proficiency they displayed during a recent refueling operation.

The Navy men were so impressed that they used the occasion to comment on the vital role played by U.S. flag ships in bolstering and securing the overall strength of the United States' naval services.



Langford

The Western Hunter crew, demonstrating traditional SIU skill during a refueling at sea carried out in conjunction with the U.S. naval tanker U.S.S. Ponchatoula,

prompted the Navy's Commander Service Group Three to refer to the maneuver as "an example of outstanding consolidation."

Vice Admiral Glynn R. Donaho, Commander of the Military Sea Transportation Service, conveyed his personal congratulations and a hearty "well done" to the officers and crew.

Commending the SIU-manned vessel, Donaho said that the operation pointed out the continuing necessity for a powerful U.S. flag fleet.

"The seamanship and proficiency displayed in this consolidation

demonstrates the capability of our U.S. Flag Merchant Fleet to add an important measure of flexibility to the U.S. Navy Services' forces," he declared.

According to ship's delegate Seafarer W. T. Langford, the operation was accomplished in the following manner. For the approach and hook-up, a consolidation course of 045't speed twelve knots was selected. The seas were from 020't, height three to four feet. The true wind was from 020't, velocity 14 knots. Both the seas and wind diminished as the consol operation progressed. The approach along the starboard side of the Western Hunter was normal and the actual hook-up proceeded very smoothly.

The Commander of the USS Ponchatoula was moved to note the skill of the Western Hunter crew during this operation.

"By the performance of the crew of the Western Hunter it was obvious that they had been thoroughly indoctrinated in "consol" procedures and that they were fully proficient in performing them," he said.

Bridge to station communications were established after both

stations had been hooked up. Hook-up required approximately 15 minutes per station from the time the messenger arrived on deck until pumping commenced. The fueling stations were hooked up one at a time.

"The Western Hunter had the necessary equipment and personnel on station to have effected an emergency breakaway had it been required," observed the Ponchatoula commander.

When hooked up, the cargo-transfer phase of the consol operation proceeded without incident. The average transfer of cargo was computed to be 10,065 BBLs per hour. A distance of 120-160 feet was maintained between the tanker and the naval vessel. Course and speed changes to keep station were executed in one-half to one-degree and one turn increments. The entire pumping time was seven hours and ten minutes.

For the disconnect and break-away, a simultaneous blowdown was given to both stations upon completion of pumping. The refueling stations were unrigged one at a time.

"Again, this evolution was accomplished in a highly competent manner," report the officers of the Ponchatoula. "The blowdown operation took only four minutes and the unrig time for each station was approximately five minutes.

"It is truly a pleasure to convey such a fine report," concludes Vice Admiral Donaho, referring to both his own evaluation and that made by the officers aboard the USS Ponchatoula.

Seafarer W. T. Langford, who was aboard the Western Hunter during the refueling operation, expressed the sentiments of the crew when he pointed out that "the skills displayed on the operation were in no way different from the manner in which Seafarers handle every task on every SIU-manned vessel. Seamen are always appreciative of well-earned recognition, but to most of them it's all in a day's work.

According to Brother Langford, the Western Hunter is a normal SIU ship. The voyage, he says was a smooth one and there were no beefs. Right now we are in Ras Tanura on the Arabian Gulf and are looking forward to a clean and successful conclusion of the run.

Notify Welfare Of Changes

The SIU Welfare Services Department reports that it has had difficulty locating seamen's families because the seamen's enrollment or beneficiary cards have not been kept up to date. Some death benefit payments have been delayed for some time until the Seafarer's beneficiaries could be located. To avoid delays in payments of welfare benefits, Seafarers are advised to notify the Union immediately of any changes in address, changes in the names of beneficiaries or additional dependents by filling out new enrollment and beneficiary cards. The cards should be witnessed as a means of verifying signatures.

Benefit Check



SIU West Coast representatives Pat Marinelli (right) and Walter Reidy present death benefit check to Mrs. Donald A. Ruddy. A long time member of the SIU, Brother Ruddy sailed as a member of the steward department.

J. CLARE MILLER (Bartland), No date—Chairman, Walter Lach; Secretary, Nick Provenza. \$10.15 in ship's fund. No beefs reported by department delegates. Motion made for 25 cents an hour raise.

TRANSLOBE (Hudson Waterways), June 8—Chairman, A. Palino; Secretary, H. R. Dombrowski. No beefs reported by department delegates. Information to be obtained from patrolman regarding new wages, conditions and welfare increases.

HASTINGS (Waterman), June 7 — Chairman, James McQuaid; Secretary, J. E. Wells. Nothing much to report at this meeting. Everything seems to

be running smoothly. No beefs reported by department delegates.

WHITEHALL (Whitehall Navigation), June 13—Chairman, H. Rucki; Secretary, A. Tremor. Some disputed OT to be turned over to boarding patrolman. Stores and medical supplies to be checked upon arrival.

PILOT ROCK (Columbia), June 14—Chairman, None; Secretary, None; Some disputed OT in deck and engine departments. No beefs reported by department delegates.

MANKATO VICTORY (Victory Carriers), June 13—Chairman, R. Carraway; Secretary, R. Carraway. Vessel sailed short three men. Motion made to raise retirement to \$300 per month, after 15 years seetime, with no age limit. Ship's delegate resigned and Brother William Daye was elected to serve as new ship's delegate.

TRANSERIE (Hudson Waterways), May 31—Chairman, None; Secretary, None. No beefs were reported by department delegates. Everything running smoothly. Vote of thanks to the steward department, especially the chief cook.

GATEWAY CITY (Sea-Land), May 13 — Chairman, Carlos Dias; Secretary, Juan Cruz. \$13.50 in ship's fund. Some disputed OT in deck and engine departments.

R. E. WEBSTER (Kinsman), May 30 — Chairman, Joe Mikloczak; Secretary, Ed Savickas. Collection will be taken up to start ship's fund. Crew would like to discuss and be informed about new contract. New washing machine needed forward and aft.

DAVID P. THOMPSON (American Steamship), June 8—Chairman, John Klink; Secretary, Mike Tierman. \$30 in ship's fund. Vote of thanks extended to the steward department.

YORKMAR (Calmar), June 13 — Chairman, James P. Pierce; Secretary, Stanley A. Holden. No beefs reported by department delegates. Vote of thanks to the steward department.

KENMAR (Calmar), June 12—Chairman, T. Drebins; Secretary, V. Douglas. Two men hospitalized, one in Seattle, Washington, and one in Long Beach, California. Ship's delegate reported that everything else is running smoothly. \$12.35 in ship's fund. Some disputed OT in deck department. Vote of thanks extended to the steward department.

WARM SPRINGS (Columbia), June 13 — Chairman, J. C. Arnold; Secretary, J. T. Siney. Several items to be taken up with boarding patrolman.

TRANSBAY (Hudson Waterways), May 20 — Chairman, J. Ferro; Secretary, L. B. Moore. Some disputed OT in each department, and some minor beefs. Ship to be fumigated in next port. Vote of thanks to the steward department.

DE SOTO (Waterman), June 13 — Chairman, J. F. Castonover; Secretary, J. I. Smith. Brother Elwell was elected to serve as ship's delegate. Few hours disputed OT in deck and engine departments, but no beefs. Vote of thanks to the steward department for a fine job.

LONGVIEW VICTORY (Victory Carriers), June 17—Chairman, R. J. McConnell; Secretary, W. C. Sink. No beefs reported by department delegates.

DIGEST of SIU SHIP MEETINGS

NEVA WEST (Bloomfield), May 30—Chairman, J. H. Bales; Secretary, W. R. Geis. No beefs reported by department delegates. Brother James H. Bales was elected to serve as ship's delegate.

STEEL RECORDER (Isthmian), May 31—Chairman, D. Cummings; Secretary, Roy Guild. \$16 collected for new TV antenna. Balance in ship's fund, \$9.34. No beefs reported by department delegates.

STEEL SCIENTIST (Isthmian), June 20—Chairman, W. H. Harrell; Secretary, Bill Stark. \$5 in ship's fund. Some restriction to ship OT disputed in deck department. Ship short two AB's. Carpenter paid off in Port Said. The two workaways aboard thanked the crew for their kindness.

OCEANIC CLOUD (Trans-World Marine), June 7—Chairman, Clyde Van Epps; Secretary, Jasper C. Anderson. Two men paid off in Honolulu, one because of illness and the other man under mutual consent. Some disputed OT reported in deck department. The crew agreed to have a safety committee formed and to meet once a month to discuss safety procedures and other methods to be carried out. Vote of thanks to the steward department, especially the baker, for good service.

MONARCH OF THE SEAS (Sea-Land), June 20 — Chairman, Edward Morris, Jr.; Secretary, Brown Huszar. Brother, Edward Morris, Jr., was extended a vote of thanks by the crew for a job well done. He reported that everything is running fine with no beefs. Members would like to be informed about negotiations for new contract. Vote of thanks to the steward department for a job well done.

WESTERN COMET (Western Tankers), June 6 — Chairman, Harry H. Kaufman; Secretary, Herb Knowles. Ship's delegate reported that everything is running O.K. General discussion on subsistence and expenses en-

LOG-A-RHYTHM:

Sea Wanderer

By Jeff Wheeler

When the waves break into the shore
And the tide swings back out to sea,
Time ribs the beaches
With long lines of eternity:

When night muffles the cities
And lights flicker and fade,
My heart remembers the ocean
And the voyages I've made:

Often have I wondered,
As the sun sprays light on the foam,
When shall the lonely wanderer
Return to his long-lost home?

And often as I've wandered,
I've heard the night winds sigh
And watched the gulls wheel freely
High above the sky:

A sailor's like a seagull,
His ship is like her wings,
Both are born of the ocean
And live by the song that she sings:

So, when the last trip is over
And the earth falls gently on me,
My soul shall leave its body
And return to its home in the sea.

Editor,
SEAFARERS LOG,
675 Fourth Ave.,
Brooklyn 32, NY

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SIU Help Appreciated

To the Editor:
I would like to take this opportunity to thank the Union and all my brother Seafarers for all that they have done for me during my many years at sea. I am especially grateful to the Union for making it possible for me to retire in full security and knowledge that my needs are

LETTERS To The Editor

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

forever taken care of by the lifetime SIU pension plan.

I wonder if all my brother members are fully aware of how far the SIU has taken us from the days when an AB didn't make enough to support his family, received no overtime or time off and had to live nine men and one toilet to a room.

Looking back, I hope everybody appreciates all that the SIU has done as much as I do. It is a great Union and has only the good of the men in mind.

I can only hope that the Union and its members have a long and prosperous life. As for myself, that is exactly what I expect to have—with the Seafarers International Union standing behind me as it has done all my years at sea. Once again, many thanks to you all.

Fraternally yours,
John M. Bridge

Seafarer Family Lauds SIU

To the Editor:
My husband Paul Anthony Rogers is a Seafarer and is presently sailing out of the port of New Orleans. I am writing this letter to tell you how proud we both are of our son Charles who has just graduated from Far Rockaway High School and who will be starting New York City Community College this Fall.

The Union was with us every step of the way, providing the standard of living, the security and the welfare benefits that made all the difference. My husband is a solid Union member and, because of him and because of what we have seen with our own eyes, my son and I are every bit as proud of the SIU as my husband is. It is a wonderful thing to live in the confidence and security that an SIU family enjoys and I would like to express the appreciation of my whole family. Thank you one and all.

Sincerely yours,
Mrs. Della Rogers

↓ ↓ ↓

Grateful For Pension Plan

To the Editor:
Just a quick note to thank the SIU and all the Seafarers for the \$150 monthly pension checks that I will be receiving for the rest of my life. I am sure that all the brothers and their families as well know how much this means to me. It means the difference between living in fear and living like a man. May God bless the SIU and may it enjoy smooth sailing forever.

Sincerely yours,
K. A. Andersen

Seafarers Find What Cooks In Makeshift Indian Ovens



Native cooks prepare meal of bread cakes and stew for hungry Indian longshoremen unloading the Rachel V at anchorage in Bahvnagar, India. The round bread patties, sort of an Indian version of pizza pie, were a specialty of the local chefs who freely offered them to anyone with a craving for a new dish. Relations between crewmembers and native workers were extremely friendly.

By William Cafato

For Seafarers aboard the Rachel V, the main attraction provided by the voyage to Bahvnagar was staged on the stern of the vessel herself. Although a number of them had been to India many times before, the crewmembers watched with curiosity and fascination as a strange spectacle unfolded, on deck.

As the Seafarers looked on, native cooks built small bonfires under iron racks in order to bake hundreds of breadcakes and cook stew and tea for the longshore gangs that ate, worked and slept on the deck of the ship. For the ten days that the Rachel V spent at anchorage, most of the crewmembers who stayed on board rather than make the trip into the city—which was seven miles inland—took a first-hand, long, close



Cafato

look at some essential aspects of the everyday life of the Indian working man. They saw how the people worked and lived. It had been different in Bombay, and in Calcutta, or in any Indian port. The crew noted the contrast in the manner in which the people dressed and behaved. Experiencing such things for the first time, those crewmen who had never been to India admitted that they had something to write home about—and they did. They were writing home about habits, customs and traditions that, although strange to the American seaman, form for millions of Indians a familiar way of life. The crew was able to see those things that are never included in filmed travelogues. It was like viewing a passing parade that never ends. Few travelers ever see India as it really is. The guided tours take care to stay away from the less glamorous places. Seamen are a privileged breed of rovers. We get to really see a country in depth.

Looking aft, the scene was awesome and impressive. Dense clouds of smoke rose from woodfires as the cooks toiled and sweated over their primitive utensils. Though the sky was clear and bright, the scene on deck seemed to emerge

from some ghostly inferno and the crew was mystified as to how the native cooks were able to do their work.

While conditions reminded former GIs of their bivouacs, here they witnessed man's resourcefulness at work. All that the natives had at their disposal was an open fire, flour, water and some few ingredients with which to prepare their stew. Yet they were perfectly resigned to their limitations.

Bread provided the main course of every meal and the cooks in the three make-shift kitchens on the stern were busy for hours at a time before each meal. The flour they used was of a dark, whole wheat variety. It was mixed with water and then kneaded into a form that looked like a giant beachball. After tearing off some dough, the bakers worked with the concentration and dexterity of sculptors to flatten it into huge pancakes. This was done with slaps, spins, punches and body-english—like pizza-flingers in store windows all over New York and San Francisco.

While it cooked, baked, or fried—Seafarers couldn't tell which—the baker worked to get another pancake into shape. This process was continued until fifty breadcakes were completed.

Whatever rest periods the cooks squeezed in were well deserved since they prepared about 350 bread loaves a day with which to feed the hungry longshoremen. One loaf per person was consumed at each meal and, despite the unorthodox appearance of the food, it was substantial and nutritious enough to sustain the arduous work that the men did.

To the Seafarers, the natives looked every bit as tough as the food. But this was quickly belied by their friendly attitude. Whenever they had a chance, they invited a passing crewmember to have a bite to eat—adding quickly

that the food might prove hard to digest for a westerner.

Such gestures surprised even those of us who had visited other parts of India. The workers of Bahvnagar enjoyed sharing what little they had with other people. And they did so rather humbly, as if the act might have been an insult.

For example, there were some old men who always walked from the kitchens to their jobs in the forward hatches at each meal. They stopped to observe us with much the same fascination that an American would exhibit watching a cobra emerge from a basket. Then they grinned a little. This meant "hello." One of them, a crooked old man, his face deeply lined and browned from the sun, took out a small pouch, removed some small, dark, handmade cigarettes and offered them with a nod.

On a different occasion, the same group of old men stopped to watch a Seafarer roll a cigarette. This event revived that same old problem that awaits a seaman in every port. The natives and the "foreigners" were unacquainted with each other's language. To compensate, there followed the inevitable hand gestures, embarrassed grins, smiles and nods that make each point of communication a pantomimist's nightmare.

To Be Continued in the Next Issue of the LOG

Union Has Cable Address

Seafarers overseas who want to get in touch with headquarters in a hurry can do so by cabling the Union at its cable address, SEAFARERS NEW YORK. Use of this address assures speedy transmission on all messages and faster service for the men involved.

LA SALLE (Waterman), June 7 — Chairman, Leon Webb; Secretary, J. L. Diosco. No major beefs reported. Few hours disputed OT in deck and engine departments. Vote of thanks to the steward department for work well done. Steward extended a vote of thanks to the deck and engine departments for keeping the messhall clean.

EXPRESS VIRGINIA (Virginia Carriers), May 8—Chairman, W. Cafone; Secretary, L. Pepper. Brother R. Eisentrager was elected to serve as ship's delegate. Former ship's delegate reported no beefs pending. No disputed OT.

DIGEST of SIU SHIP MEETINGS

WALTER RICE (Reynolds Metals), May 26—Chairman, J. R. L. Miller; Secretary, W. B. Yarbrough. Some disputed OT and other business to be taken up with patrolman.

SEATRAN NEW JERSEY (Seatrains), June 28—Chairman, Manuel Laureano; Secretary, Guaristo Jimenez. No beefs reported by department delegates. Brother Julio Gordian was elected to serve as ship's delegate. Brother Lewis Roberts, former ship's delegate resigned.

HENRY (Progressive), June 19 — Chairman, R. Christenberry; Secretary, R. Schaeffer. Brother Christenberry was elected to serve as ship's delegate. No beefs were reported by department delegates.

HALCYON PANTHER (Halcyon), June 20—Chairman, R. L. Pritchett; Secretary, Frank Kustura. All disputed OT from last voyage was collected by patrolman in Port Arthur. \$3.25 in ship's fund. No beefs reported by department delegates. Vote of thanks to the ship's delegate. Crew requested to wear proper clothing in messhall. Vote of thanks to the steward department.

PENN CHALLENGER (Penn Shipping), June 12—Chairman, Pete Serogrins; Secretary, W. LaBarrere. Dis-

puted OT in engine department to be taken up with patrolman, otherwise no beefs reported by department delegates.

ROBIN KIRK (Robin Lines), June 22 — Chairman, R. L. Huddleston; Secretary, Erick Chittenden. \$25.41 in ship's fund. Some disputed OT in deck department, otherwise no beefs reported by department delegates. Vote of thanks to all departments for good work.

MANHATTAN (Hudson Waterways), June 20—Chairman, Sam McDonald; Secretary, Leo Movell. No beefs reported by department delegates. Two men paid off and sent home due to illness. Brother F. Kelly was elected to serve as ship's delegate.

NIAGRA MOHAWK (Boland), June 13—Chairman, Guy Burk; Secretary, John Ashe. \$7 in ship's fund. Suggestions for new contract submitted. Two brothers are on sick leave.

W. E. FITZGERALD (Gartland), June 15 — Chairman, Clarence Mandrie; Secretary, David A. Vitcendo. Motion made that each man donate 25 cents at each meeting for ship's fund. No beefs reported by department delegates.

COLUMBIA (Bob-Lo Company), June 14—Chairman, Aram Avedisian; Secretary, Edward Stanfield. Brother Bobby Williams was elected to serve as ship's delegate. No beefs reported by department delegates.

RIDGEFIELD VICTORY (Columbia), June 12—Chairman, F. E. Taylor; Secretary, O. T. Hatfield. Some disputed OT in engine department. Ship's delegate discussed necessity of fumigating ship for roaches. Crew request clarification of agreement and shipping rules, concerning 10-day shipping period. Matter of launch service will be taken up with patrolman.

ANDREW JACKSON (Waterman), June 13—Chairman, J. Johnson; Secretary, Prue Vaughn. \$1.30 in ship's fund. Some disputed OT in deck and engine departments. Discussion on feeding plan aboard ship. Crew dissatisfied.

FAIRPORT (Waterman), June 13 — Chairman, A. S. Michalski; Secretary, J. N. Rioux. Some disputed OT reported but no major beefs aboard. Questions on transportation and bonus. \$37.85 in ship's fund. One man missed ship in Manila. Vote of thanks to the steward department.

SIU ARRIVALS and DEPARTURES

All of the following SIU families have received maternity benefits from the Seafarers Welfare Plan, plus a \$25 bond from the Union in the baby's name:

Chad Michael Lawson, born May 5, 1965, to the Eugene Lawsons, Alpena, Mich.

Frederick Bloom, born May 7, 1965, to the Frederick R. Blooms, Alpena, Mich.

Teresa Kellam, born January 18, 1965, to the Charles Kellams, Portsmouth, Va.

Marty LeBlanc, born January 18, 1965, to the Francis LeBlances, Liberty, Miss.

Dawn Leslie Boyte, born May 9, 1965, to the John T. Boytes, Ocean Drive, S.C.

Benjamin Beacham, born May 9, 1965, to the Benjamin P. Beachams, Beaufort, N.C.

Laura Mildred Coleman, born March 17, 1965, to the Mose Colemans, Prichard, Alabama.

Willa Jean Matherne, born May 21, 1965, to the Wilbert J. Matherne, La Rose, La.

Lori Jo Rummel, born May 22, 1965, to the Jack Rummels, Hadonfield, N.J.

Kimberli Sue Gregory, born November 6, 1964, to the Robert A. Gregorys, Calument City, Ill.

Shella Roberts, born January 19, 1965, to the Jimmy R. Roberts, High Springs, Fla.

Erica Dannelte Lindsey, born April 10, 1965, to the Fred N. Lindseys, Mobile, Ala.

Andrea Eugene Edwards, born August 9, 1964, to the Eugene Edwards, New Orleans, La.

Lisa Whittington, born February 9, 1965, to the Frank D. Whittingtons, Texas City, Texas.

Deborah Tukey, born August 7, 1964, to the Norman S. Tukeys, Brooklyn, New York.

Deborah Ann Szido, born May 18, 1965, to the William Szidos, Kulpmont, Pa.

SEAFARERS in DRYDOCK

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 STATEN ISLAND, NEW YORK**
- Vernon Anderson
 - Conway Beard
 - James Bergerie
 - H. Burgess
 - Robert Burton
 - Michael Cekot
 - Chester Coumas
 - D. Covaney
 - G. Erabtree
 - Henry A. Deacon
 - Daniel Doherty
 - Richard Donovan
 - Edward Duffy
 - Emil Farkelich
 - Dominick Fois
 - Jason Gibbs
 - Al Hirsch
 - Martin Horner
 - Wm. Huneycutt
 - Simon Kendall
 - Derek Lamb
 - James Lewis
 - Michael Loretto
 - Michael Marcelo
 - G. P. Marcotte
 - D. Mastrantonis
 - Gordon Miller
 - A. Montemarano
 - Frank Moran
 - Teotonio Pereira
 - Julio Quinonez
 - J. Saxton
 - Anthony Scaturro
 - Olav Seim
 - Axel Soderhman
 - Joseph Townsend
 - Adolph Vante
 - Modesto Velez
 - Joe Wirtas
- USPHS HOSPITAL SEATTLE, WASHINGTON**
- M. Acosta
 - C. W. Lane
 - W. G. Kelly
 - G. D. Marbury
 - W. E. Mason
 - G. J. Milo
 - N. Mikheibong
 - W. E. McCay
 - H. V. Presto
 - L. O. Sears
 - B. Spear
- USPHS HOSPITAL GALVESTON, TEXAS**
- Jose C. A. Almarado
 - R. L. Anderson
 - Joe B. Block
 - D. Claussen
 - Hugh Grove
 - Cecil C. Morris
 - W. H. McDonald
 - Joseph Prabeck
 - Arvin Reed
 - Billy Russell
 - Paul Tullis
 - James Walker
- USPHS HOSPITAL JACKSONVILLE, FLORIDA**
- B. H. McLendon
 - W. L. Nihem

- USPHS HOSPITAL NORFOLK, VIRGINIA**
- Donald L. Brothers
 - Leslie B. Bryant
 - Carl A. Carlson
 - Ellis W. Cottrell
 - Homer D. Cross
 - Leon C. Douglas
 - James C. Everett
 - William Grimes
 - J. O. Howell
 - Charles Jones
 - Dyer Jones
 - William H. Mason
 - John H. Morris
 - Norway L. Morris
 - Andy C. Noah
 - Egbert C. Palmer
 - Floyd L. Simmons
 - P. Y. Spinney
 - William Swilley
 - Guy Whitehurst
 - Clarence C. Willey
 - George T. Winfield
- USPHS HOSPITAL DETROIT, MICHIGAN**
- T. Ahmed
 - Ahmed Ali
 - Arthur Anslow
 - Cornel W. Bonney
 - Masood Elginsh
 - Peter Gulyas
 - Luther Henderson
 - Lester Johnson
 - N. Keenan
 - Charles Kodanko
 - Clarence Lenhart
 - Joseph Lambert
 - Gordon McLaren
 - Otto Miller
 - All Masid
 - Kenneth Roberts
 - Ahmed Shemmard
 - Winslow Shipley
 - N. Telegadas
 - Clarence Troy
 - M. Wheeler
- USPHS HOSPITAL NEW ORLEANS, LOUISIANA**
- Stanley J. Barras
 - Houston C. Bell
 - Ardell Burkett
 - James Carter, Sr.
 - J. C. Childress
 - C. A. Christ
 - Allen Collins, Jr.
 - C. E. Cumming
 - A. E. Cunningham
 - Harris C. Dyas
 - Allen A. Ellis
 - Edward J. Esteve
 - Adrian Fase
 - J. T. Fillingim
 - M. C. Foster
 - W. R. Gammons
 - J. G. Gautreaux
 - Clinton Gill
 - H. H. Hickman
 - Hughy Hodges
 - Fred Kelly
 - Wm. R. Massey
 - J. W. McFarlin
 - Lawyer McGrew
 - Robert A. Medicus
 - Cleon Mixon
 - Willis O. Moncrief
 - F. H. Nobles
 - Clarence Osborne
 - Eddie A. Patingo
 - G. E. Richardson
 - David A. Rogers
 - Robert M. Rutledge
 - Irvin J. Savoia
 - P. I. Scanlon
 - T. L. Simonds
 - Sam Stanley
 - Arthur P. Strong
 - James J. Swank
 - Harold W. Sweet
 - Steve Szanto
 - Abram Vercher, Jr.
 - Marion C. Wells
- USPHS HOSPITAL BALTIMORE, MARYLAND**
- James Anderson
 - Sidney Berger
 - Raymond Collins
 - Allen Cooper
 - Napoleon Douglas
 - Thomas D. Foster
 - John F. French
 - Claude Garnett, Jr.
 - Gorman Glaze
 - Eric Johnson
 - Evan Keys
 - Robert McCulloch
 - Bobby D. Mangold
 - Andy C. Noah
 - James Portway
 - Harry G. Reynolds
 - Andrew Sammons
 - Paul Strickland
 - N. Pscaousahis
 - Vernon Williamson
 - Howard Yaeke
 - John J. Yendral
 - Anthony Ziellinski
- USPHS HOSPITAL SAN FRANCISCO, CALIFORNIA**
- Ernest L. Buchanan
 - Ruel G. Barr
 - S. D. Gassimis
 - Ira K. Coals
 - Sixto Escobar
 - Robert H. Hall
 - Francis X. Keelan
 - Norman Mendelson
 - Pablo Rojera
 - Arthur G. Sigler
 - Carlos Lisy
 - Ding H. Woo
- USPHS HOSPITAL FORT WORTH, TEXAS**
- Benjamin Deibler
 - Abe Gordon
 - Thomas Lehay
 - Abraham Mander
 - Max Olson
- SAILORS' SNUG HARBOR STATEN ISLAND, NEW YORK**
- Daniel Gorman
 - Alberto Gutierrez
 - Edwin Harriman
 - William Kenny
 - Thomas Lowe
 - Harry MacDonald
- U.S. SOLDIERS HOME HOSPITAL WASHINGTON, D.C.**
- William Thomson
- USPHS HOSPITAL MEMPHIS, TENNESSEE**
- James McGee
- VA HOSPITAL HOUSTON, TEXAS**
- Thomas Manion
- VA HOSPITAL WEST HAVEN, CONNECTICUT**
- Paul Kolesnick
- VA HOSPITAL HINES, ILLINOIS**
- Oscar Kvaas
- VA HOSPITAL LONG BEACH, CALIFORNIA**
- Raymond Arsenaute
- VA HOSPITAL ANN ARBOR, MICHIGAN**
- Robert Asbahr
- VA HOSPITAL PHILA., PA.**
- Philip (Jiggs) Jeffers

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):

James Russell, 68: Brother Russell died of T.B. May 20, 1965 at Ray Brook State Hospital, Ray Brook, New York. A member of the Union since 1938, he sailed as a steward. He is survived by Gladys Kadish, a friend. Place of burial was Old St. Bernard Cemetery, Saranac Lake, New York.

Harvey B. Vann, 84: Bronchial disease proved fatal to Brother Vann May 15, 1965 at Memorial Hospital, Houston, Texas. Sailing as a cook in the steward department, he joined the Union in 1957. He was buried in Rest Haven Cemetery, Houston, Texas. Surviving is his wife Eddie Leigh Vann.

Valorous M. Hudson, 63: Brother Hudson succumbed to a heart attack March 26, 1965 in Springfield, Pennsylvania. A member of the Union since 1961, he sailed as a Captain. He was buried in Pennsylvania. Surviving is his wife Ethel R. Hudson.

Gustave Louis Loeffler, 61: Brother Loeffler succumbed to heart disease May 31, 1965 at Sinal Hospital, Baltimore, Maryland. A member of the Union since 1948, he sailed as a member of the deck department. He is survived by his wife Gladys. Place of burial was Meadowridge Cemetery, Elkridge, Maryland.

Thomas F. Hill, 54: Heart failure proved fatal to Brother Hill March 19, 1965 at the Presbyterian Hospital, Santurce, Puerto Rico. A member of the Union since 1938, he sailed as a deckhand. He is survived by his wife Rose. Place of burial was Norfolk, Virginia.

Joseph Bernard Arceo, 51: Brother Arceo died of cancer April 24, 1965 at the Baltimore USPHS Hospital. A member of the Union since 1956, he sailed as an AB in the deck department. He is survived by his wife Dorothy. Place of burial was New Saint Mary's Cemetery, Bellmawr, New Jersey.

Thomas L. Bowers Jr., 64: Brother Bowers died of heart disease April 22, 1965 at his home in Lakewood, Colorado. A member of the Union since 1942, he sailed in the steward department. He is survived by his niece Jo Smith. Place of burial was London, Tennessee.

Benjamin T. Orange, 57: Brother Orange succumbed to heart disease Feb. 14, 1965 at his home in Texas City, Texas. A member of the Union since 1957, he held a master's rating. He is survived by his wife Thelma. Place of burial was Forest Park East Cemetery, League City, Texas.

Eugene Carleton Gallaspy, 58: Kidney disease proved fatal to Brother Gallaspy March 27, 1965 at the New Orleans USPHS Hospital. A member of the Union since 1940, he sailed in the engine department. He was buried in Decatur, Miss. Surviving is his sister Mrs. Sarah Henton.

Rufus Aubrey Jeffcote, 46: Brother Jeffcote died May 4, 1965 of injuries sustained in a highway accident in Montgomery, Texas. He sailed as a chief engineer, joining the Union in 1957. He is survived by his wife Jesse Mae. Place of burial was San Jacinto Memorial Park Cemetery, Houston, Texas.

Know Your Rights

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

TRUST FUNDS. All trust funds of the SIU Atlantic, Gulf, Lakes and Inland Waters District are administered in accordance with the provisions of various trust fund agreements. All these agreements specify that the trustees in charge of these funds shall 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 mail, return receipt requested. The proper address for this is: Earl Shepard, Chairman, Seafarers Appeals Board, 17 Battery Place, Suite 1930, New York 4, N.Y.

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

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

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

PAYMENT OF MONIES. No monies are to be paid to anyone in any official capacity in the SIU unless an official Union receipt is given for same. Under no 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 contents. Any time you feel any member or officer is attempting to deprive you of any constitutional right or obligation by any methods such as dealing with charges, trials, etc., as well as all other details, then the member so affected should immediately notify headquarters.

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

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

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

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

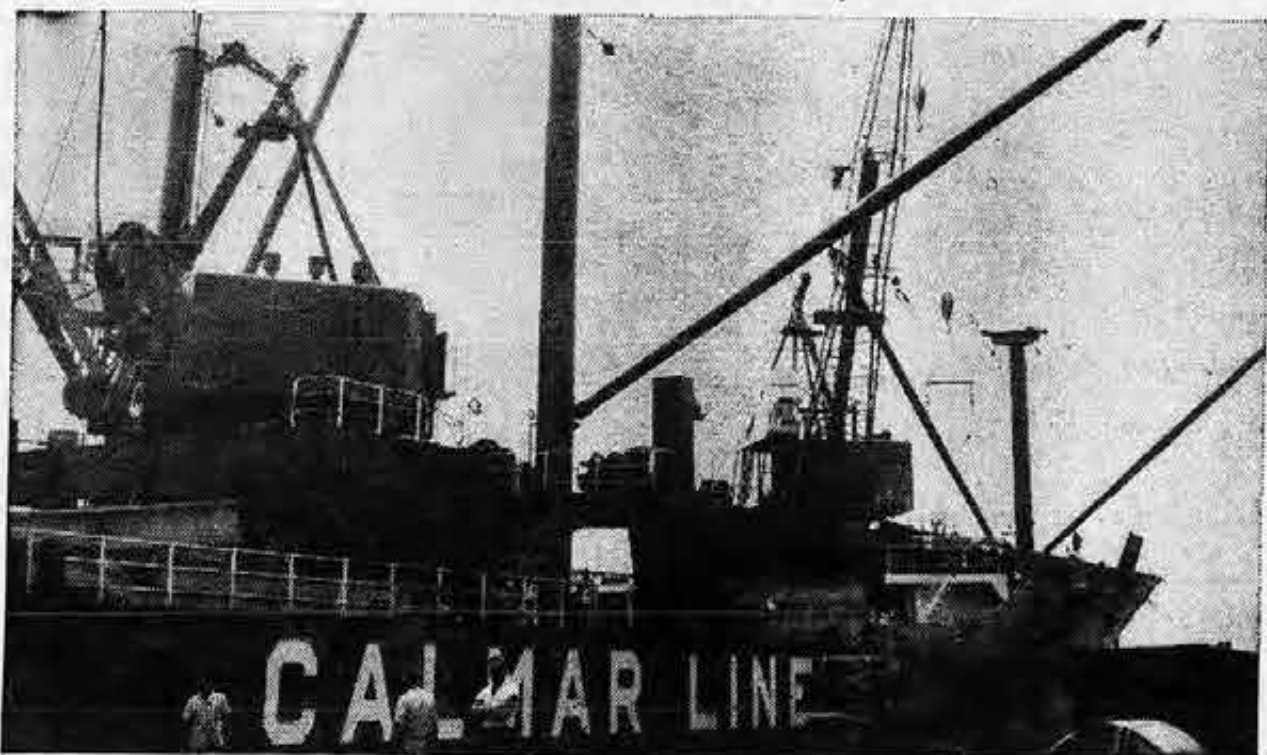




SIU deck department crewmembers were busy forward when the LOG photographer came aboard the Seamar in Baltimore. Shown above (l-r) are T. Noeth, OS; R. Holt, AB; B. Herwell, OS; and M. Herring, AB, who took time out to have their picture taken.



Seamar galley gang (standing, l-r) messman Joe Whelan, baker Bob Reid, and (seated, left) chief steward Raymond Obidos discuss food program with SIU rep Ed Smith (seated, right).



Black gang member Jozes A. Czerwinski (standing) brought his dues right up to date after payoff. Here he gets his "paid in full" receipt from patrolman Eli Hanover.



Seafarer Basilio Maldonado, company official; and deckman M. Missimer (l-r).



Steward Ralph Maldonado keeps the soup stirred, messman Joe Whelan stands by.

SEAMAR PAYS OFF IN BALTIMORE



Galleyman Basilio Maldonado packs his gear while son Basil looks on. Basil met the ship.



Baker William (Bob) Reid proudly displays one of his creations in the Seamar galley.

"Finished with engines" for a while, Seafarer William Teffner sets the dial and prepares to call it a day. Teffner has sailed with the SIU since 1938 and is proud of being one of the founding members.