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Defense

Executive Council Calls Repeal 'First Objective'

AFL-CIO Vows To Continue Fight For 14b Repeal In '66

WASHINGTON—A vote on repeal of Section 14(b) of the Taft-Hartley Act will be the "first and unalterable objective of the AFL-CIO" in the 1966 session of Congress.

The federation's Executive Council gave 14(b) repeal the highest priority at a special meeting in Washington, emphasizing that "we will be fighting, not just for a favorable vote, but for the right to vote" on the issue of free collective bargaining.

The council singled out the "obstructive tactics" of Sen. Everett McKinley Dirksen, Republican leader of the Senate who organized a successful filibuster at the recently concluded session of Congress to prevent a vote on repeal, and declared:

"The issue as it now stands goes beyond the merits of the repeal bill — important as they are. The overriding issue now is the right of the Senate to vote."

Terming the first session of the 89th Congress "the most productive ever held," the AFL-CIO Executive Council called on the second session to take action on a "long list of unfinished business."

"It is in no way a reflection" on the record of the 89th thus far, the council declared, to observe that, as Pres. Johnson said, "the remaining gaps must be filled."

The council in a statement singled out failure to repeal Sec. 14(b) of the Taft-Hartley Act, thus restoring "full freedom of collective bargaining" and reducing "strife between labor and management," as a major failure of the first session.

Wage-Hour Needs

Among other legislation left undone, the statement noted, was "the single most important meas-

ure in the war on poverty—an increase in the federal minimum wage and its extension to millions who are now denied its protection."

The first session also failed "to strengthen the single most important safeguard against catastrophic recession—the unemployment compensation system," the council stated. Hearings on a bill to update the outmoded jobless insurance program were completed by the House Ways & Means Committee, but no further action followed.

The council also observed that the first session "failed to act at all" on "urgently-needed consumer safeguards," specifying truth in lending and truth in packaging legislation. There were hearings but no action on such measures, the former sponsored by Sen. Paul H. Douglas (D-Ill.) and the latter by Sen. Philip A. Hart (D-Mich.).

Failure of Congress to act on a situs picketing bill, "which has had the support of the Eisenhower, Kennedy and Johnson Administrations," was listed as another major deficiency. There remain "other items of unfinished business," the council said, including "a start toward a 35-hour week."

The first session was given high praise for enactment of the medicare bill and other social security improvements; aid to education "at every level"; federal protection of voting rights; a stepped-up anti-poverty program; a regionally-based public works program and

a "better and stronger" housing program with administration handled in a new Cabinet-level Dept. of Housing & Urban Affairs; a "sweeping new attack" on health problems; the highway beautification bill, and action on other bills "too long to enumerate."

AFL-CIO President George Meany told a press conference at the conclusion of the council's special meeting that the federation has "no quarrel" with President Johnson on the 14(b) repeal issue, that the President did "everything he could" to carry out the repeal pledge in the Democratic platform.

Queried as to past and future timing on the repeal legislation, Meany said that the "very first day" of the second session would be the appropriate time to renew the fight to get a vote on the repeal bill and that there are enough votes for repeal if a vote can be reached.

As to timing during the 1965 session, Meany said the AFL-CIO was in complete accord with the President that the unfinished business of the 88th Congress had to be cleared up first before consideration of the 14(b) repealer. The unfinished business included aid for Appalachia, medicare and Social Security improvements among other items.

Doesn't Apply

The AFL-CIO, the council said, is "keenly aware" of the need for full debate to "check hasty or ill-considered actions" or in handling novel legislation, adding — "but none of this applies to the repeal of Section 14(b)."

The issue has been actively discussed by the American people for seven years and has been passed in seven state referendums during that period, the council noted. It pointed out further that it was a direct issue between the Democratic and Republican party platforms in 1960 and 1964.

"There is nothing novel about it; there is nothing hasty about it," the council stressed.

Reserve Fleet Still Lies Idle As Vietnam Ship Needs Grow

WASHINGTON—Despite the urgent need for U.S. bottoms to haul U.S. military supplies, Government agencies involved have not ordered out a sufficient number of vessels from the layup fleet to meet the nation's defense needs.

The urgency of the situation is reflected in the fact that with

insufficient private vessels available, the Military Sea Transportation Service is claiming that it is necessary to charter foreign flag shipping to carry these military cargoes.

Although the military cargoes have been piling up on piers for some period of time there has still been no decision to break out the required number of ships from the reserve fleet that would insure uninterrupted delivery of the supplies.

The present situation is not a novel one. Each time there has been a demand for additional U.S. ships to meet emergency defense situations, the United States has faced the same problem—a shortage of available vessels.

For example, during the Cuban crisis of 1962, the MSTSS was also faced with the necessity of resorting to foreign-flag carriers to ball our nation out.

In the present situation the Vietnamese action has put a severe strain on the availability of U.S. flag-ships, as scores of vessels have been diverted from commercial service to the Vietnam run.

(Continued on page 6)

International President's REPORT

By Paul Hall



The Seafarers International Union has consistently maintained that a strong American maritime industry is vital to the security and commercial needs of the nation. We have fought a continuing battle to re-establish those conditions which would return the United States to its rightful position of first place among the world's maritime powers. Specifically, the SIU has urged legislation that would bolster the U.S.-flag fleet, by encouraging the construction and maintenance of fast modern ships. We have brought to the attention of our legislators and the American public the country's growing dependence on foreign fleets to carry its foreign trade.

Unfortunately, our arguments have fallen on deaf ears, and the country is now faced with ominous consequences. Faced by increasing military commitments caused by the war in Vietnam, the U.S. is now ranked twelfth among shipbuilding nations of the world. In addition, the country is becoming more and more dependent on those same foreign-flag fleets whose crews all too often refuse to carry American supplies to our troops in Vietnam.

One important solution to the growing U.S. maritime crisis would be the start of a shipbuilding program to meet the country's future needs. Our tendency to follow past practice and put all our effort into a last minute crash building program when faced by national crisis is obviously not the answer to our problems. Programs run on a crash basis are not the solution to permanently rebuilding this vital industry.

The nation seems to have learned very little since its massive shipbuilding effort in World War II. The U.S. has seen its shipbuilding industry deteriorate to its present alarming state in the past 20 years without lifting a finger to reverse this trend. In the New York area alone, we have seen shipyard after shipyard close its gates, until now there are less than a dozen in operation—and none of them engaged in the construction of large-sized vessels.

As the shipbuilding industry has declined, the pool of skilled manpower on which it depends for its continued existences has steadily shrunk in size. The increasing number of lay-offs faced by shipyard workers has meant that thousands of workers with a life-time of skilled experience have been lost to the industry forever. This loss of talent is further compounded by the virtual nonexistence of jobs available to train new workers entering the industry.

The glaring shortage of American-flag vessels to carry men, equipment and supplies to Vietnam shows that there can be no replacement for a strong U.S.-flag merchant fleet. From the national security viewpoint, it would be following a policy of utmost folly and peril to permit the U.S. shipbuilding industry to vanish in the doldrums of official inaction.

Fifteen Yard Workers Injured

Blasts Rip SIU Pacific Ship Under Conversion In Mobile

MOBILE—Two explosions ripped a 15 by 30-foot hole in the side of the C-4 Marine Devil in a shipyard here recently. The vessel is being converted into a trailership to be operated by SIU Pacific District-con-

tracted Matson Navigation.

No Seafarers were injured in the blasts which were heard all over town, but the SIU hall at Mobile was flooded with telephone calls from Seafarers' wives. Two

SIU-contracted ships, the Del Aires (Delta) and the Bradford Island (Cities Service) were sitting next to the Marine Devil in the yard. Fortunately, all callers could be assured that no Seafarers were among the injured.

Fifteen shipyard workers were injured, six seriously enough to require hospitalization, but miraculously there were no fatalities.

The blasts reportedly occurred within seconds of each other as workmen were welding an anchor near the bow, and tore the gaping hole through two forward compartments on the starboard side of the 496-foot vessel.

The force of the blasts shot steel beams from the interior of the ship through the forward hull. Flames shot 100 feet into the air immediately following the explosions but the fire was quickly controlled by Alabama Dry Dock & Shipbuilding Co., firefighters, who were quickly reinforced by the Mobile Fire Department and the fireboat Lurleen.

Considerable blast damage occurred to buildings in the yard by the blasts and by flying debris. Windows were shattered in buildings as far as a mile away across the Mobile River. Neither the Del Aires or the Bradford Island suffered any appreciable damage, however.



A gaping 15 by 30-foot hole in side of Marine Devil, a C-4 being converted into a trailer ship for SIU Pacific District contracted Matson Navigation, was caused by twin explosions which ripped through vessel at Mobile, Alabama shipyard. No Seafarers were injured but 15 shipyard workers required medical attention. The force of the blast broke windows over a mile away.

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SIUNA Celebrates Twenty-Seventh Year

The Seafarers International Union of North America marked its 27th anniversary last month with the largest active membership and number of affiliates on record.

It was on November 1, 1938 that the late Harry Lundberg, secretary-treasurer of the Sailors Union of the Pacific and first president of the SIUNA, issued two charters setting up separate Atlantic and Gulf Districts of the SIUNA. The merging of these two districts in 1941 led to the present-day AGLIWD structure adopted by Seafarers in 1960.

The SIU has steadily expanded down through the years, achieving top wages, conditions and benefits while improving job opportunities through organizing in the different areas of its jurisdiction.

From its early days, the SIUNA has paralleled this growth. Since October 14, 1938, when Lundberg secured an international union charter from the AFL convention in Houston, the International has grown to an organization of more than 80,000 members on the Atlantic, Gulf and Pacific coasts, the Great Lakes, inland cities, Alaska, Hawaii, Canada and the Caribbean,

representing seamen, fishermen, and allied marine craft workers.

In its first years, the SIU was involved in tough fights to organize, establish the Union hiring hall and defeat Communist attempts to dominate the American waterfront. When World War II came, it was strong enough to help man the thousands of ships that moved the raw materials of war and protect the economic welfare of its members. By the end of hostilities, more than 1,200 Seafarers had lost their lives.

Major organizing campaigns, the expansion of union facilities and the establishment of today's important welfare and vacation benefits marked the busy years for the SIU since 1945. Efforts to stabilize a declining industry through "50-50" shipping legislation and a continuing fight to save the American-flag merchant fleet from official neglect and mass obsolescence have marked the last 10 years.

SIUNA Fishermen's Unions Attend

ILO Parley Drafts Aids To Fishermen

GENEVA—Representatives of the SIUNA-affiliated Cannery Workers and Fishermen's Union of San Diego and the New Bedford Fishermen's Union took part in a 17-nation preparatory conference of the International Labor Organization here, which has drafted new standards for conditions aboard fishing vessels that are expected to have a major impact on the lives of the men who harvest the oceans.

"This is a great achievement for the safety of the seas' forgotten men," Cannery Workers & Fishermen's Union secretary-treasurer Lester Balinger said of a projected

convention on certificates of competency.

Austin P. Skinner, secretary-treasurer of the New Bedford Fishermen's Union and Bert Seidman, AFL-CIO European economic representative, completed the American labor team at the conference.

The convention, or treaty, would make mandatory the shipping of a properly licensed skipper on all sea-going fishing vessels of 25 tons or more.

Perhaps even a greater impact on the lives of fishermen, Balinger suggested, will come from another convention draft on minimum standards for crew accommodations.

The two projects were approved (Continued on page 10)

E. German Wheat Sale To Go 50-50

WASHINGTON—The U.S. Department of Commerce has announced that it has approved the sale of 3,470,148 bushels of wheat to East Germany. The new grain deal marks the first time that a Soviet-bloc nation has purchased wheat in this country since the Russians bought 1.7 million tons in 1964.

After the Commerce Department issued a license for the sale, the SIU-manned Venore (Venore Transportation) was immediately chartered to carry the first shipment of 22,500 tons. A foreign-flag vessel is also being sought to carry another cargo of wheat from a North Atlantic port to Hamburg.

The terms of the East German wheat deal are in accordance with President Kennedy's 1963 Executive Order that at least 50 percent of the grain purchased by Soviet-bloc countries must move in American-flag bottoms.

SIU To Attend Shipbuilding Conference

New Shipbuilding Totals Put U.S. In Twelfth Place; Shipbuilders Plan Action

WASHINGTON—The United States has dropped to 12th place among the world's shipbuilding nations according to the latest report of Lloyd's Register of Shipbuilding, behind even such relatively tiny countries as Yugoslavia, Poland and the Netherlands.

Lloyds not only notes the massive lead which

such nations as Japan, Great Britain, Sweden, West Germany, Spain and Norway have over the U.S. in shipbuilding, but also points out that little Denmark threatens to surpass the U.S. in shipbuilding shortly, which would drop us still further, into 13th place.

Leading the pack again in shipbuilding was Japan with over three million tons of new construction, of which 37 percent is being built for owners outside of that country, including Russia, which is a big buyer from Japan.

Great Britain is second with over 1.5 million tons in new construction underway, followed by Sweden with over a million tons; West Germany with 789,326 tons; Spain with 521,276; Norway, 509,439 tons; Italy, 474,251 tons; France 451,427 tons; Poland, 414,530 tons; the Netherlands, 364,207 tons; and Yugoslavia, 348,771 tons.

The United States barely topped the 326,300 ton mark in 1965 earning only 12th place. Still behind the U.S., in 13th place is Denmark with 312,316 tons. Denmark's shipbuilding industry is growing however, and many industry spokesmen expect that Denmark too will shortly pass the U.S. in shipbuilding.

A National Shipbuilding Conference aimed at developing a legislative and administrative program to help the declining American shipyard industry has been called by the Brotherhood of Boilermakers, Iron Ship Builders, Blacksmiths, Forgers & Helpers.

Three-Day Conference

The three-day conference, scheduled for November 16-18 in Washington, will be attended by representatives of government, management and maritime labor, including AFL-CIO President George Meany and Paul Hall, president of the SIU and the AFL-CIO Maritime Trades Department, Russell K. Berg, Boilermaker's

president, and H. Page Groton, executive director of the Boilermakers.

In addition to the United States' continuing slide downhill in shipbuilding as pointed out by the Lloyds report, the conference comes on the heels of another recent development, the Interagency Maritime Task Force Report's proposal that American ship lines be permitted to build freighters and bulk-carriers in foreign shipyards. The Interagency Report has already been strongly criticized by all of maritime labor and has been unanimously rejected by the President's Maritime Advisory Committee.

Three major themes will be under discussion at the Shipbuilders' Conference: the need for the U.S. to be an effective sea power, the current status of U.S. sea power and shipbuilding requirements for effective national sea power.

Others slated to attend the conference are Edwin M. Hood, President, Shipbuilders Council; Maritime Administrator Nicholas Johnson; Commerce Secretary John T. Connor; Labor Secretary W. Willard Wirtz and Vice-President Hubert H. Humphrey.

The MTD Executive Board, at its recent New York meeting, adopted three resolutions warning of a serious shortage of merchant vessels and urging an increased shipbuilding program for defense needs and the national economy.

The MTD has urged government agencies that this steady downward trend in U.S. shipbuilding must be reversed now or vital shipyard facilities and skilled shipyard workers will be lost to other industries and the United States will soon find itself without any shipbuilding capability and at the mercy of foreign shipyards and/or foreign shippers to keep our vital sea-lanes open.

Appears On 'Labor News Conference'

Hall Discusses Maritime Problems On Radio Show

WASHINGTON—SIU President Paul Hall outlined some of the problems facing the U.S. maritime industry and possible solutions to them on the AFL-CIO sponsored public service radio program Labor News Conference last week.

Questioned by newsmen on various maritime issues, Hall's comments included the subjects of runaway flags, the 50-50 laws, subsidies, the Interagency Task Force Report, and the declining size of the U.S. merchant fleet.

Questioned about the problem of runaway-flag ships, Hall pointed out that the Government was losing \$25 million a year on runaway tankers and some cargo ships alone. These ships should be brought "under the tax laws of the United States," he said. "That would result in additional federal

income of millions of dollars to increase the size of the present industry," he continued.

On the subject of the Interagency Task Force Report, Hall pointed out that a minimum of 30 percent of U.S. foreign trade should move on American-flag ships instead of somewhat less than nine percent at present. "Under the Task Force program however, at the end of the 20-year program they are suggesting we would be moving something like only 3½ percent . . . It just doesn't make any sense," he commented.

Questioned about the necessity of subsidies for the maritime industry, Hall pointed out the U.S.'s need for a total maritime industry for national defense, moving our own cargoes to protect our own commerce and to prevent being robbed by a shortage of American bottoms and rising runaway-flag rates. ". . . we favor a comprehensive program of subsidy operations, recognition of the present necessary trade routes . . . the necessity of continuing to build ships under the American flag . . . building the strength of the American Merchant Marine," he said.

On other maritime issues, Hall called for a U.S.-flag fleet of twice the present size, and reaffirmed maritime labor's strong support for continuance of the 50-50 and Cargo Preference laws.

Taking part in the recorded radio interview were Harry W. Flannery of the AFL-CIO, moderator; Harry Conn, Press Associates, Inc.; and William Eaton, United Press International.



SIU President Paul Hall discussed maritime problems and possible solutions on the AFL-CIO sponsored public service radio program Labor News Conference. Left to right above are newsmen William Eaton of United Press International; SIU President Hall; and newsmen Harry Conn of Press Associates, Inc., who took part in the recorded radio show.



Staff members of the SIU Welfare Clinic bid Dr. John H. Shelley farewell, as he leaves to further his work with the Brooklyn Unit of the Hotel Trades Council Health Plan. From left to right, Mary Larsen, Dr. Michael Tepedino, Dr. Shelley, Medical Director Joseph B. Logue and Secretary Florence Penney.

Eight Years Of Service To Seafarers

SIU's Doctor Shelly Leaves For Hotel Union Health Unit

After eight years of dedicated service as pediatrician at the SIU Welfare Clinic, Dr. John H. Shelley has resigned to join the Brooklyn Unit of the Hotel Trades Council Health Plan. Nicknamed "the Iron Man," Dr. Shelley worked the entire eight years without a single day's absence from work! At farewell ceremonies he received congratulations of the Clinic staff.

"We all feel that Dr. Shelley did a wonderful job," said Medical

Director Joseph B. Logue. "We certainly hate to see him go. He will have to be replaced by two other doctors."

The two physicians replacing

Dr. Shelley are Dr. Tricarico and Dr. Weisler.

Regrets Leaving

In addition to his service to children at the SIU Clinic, the "Iron Man" also maintained a successful private practice and expressed his regrets at leaving.

"I thoroughly enjoyed these past eight years," he commented. "It was a nice set-up and a fine place to work."

Dr. Shelley is married and lives with his wife, Jean. They have two children: a daughter, Denise, who is college age, and a son, Craig who is presently attending high school.

again and plans to take the first steward's job that hits the board. Les Shattuck just came into town and registered. "I don't plan on staying around long, though," Shattuck said. He wants the first cook's job that comes up and with shipping active he shouldn't have too much trouble getting out.

Seattle

Shipping is good here, the future looks bright. In the last couple of weeks we have paid off the Longview Victory, Belgium Victory and the Trustco. Any rated men can take their pick of jobs in Seattle.

Frank F. Benevento, who sails as a messman, last paid off on the Steel Traveler (Isthmian). Benevento who is an experienced maitre'd, doesn't like to be tied down to a shoreside job. "I wouldn't give up sailing with the SIU for any job ashore," Benevento says.

Woodward Drake, a 19 year veteran of the SIU who last shipped on the Penn Sailor (Penn Trans), says he's looking for a bosun's job. Juan Villa last shipped on the Iberville in May and then took a trip to his old home in Spain. He is now looking for a deck maintenance slot.

The Atlantic Coast



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

New York Seafarers made a tremendous effort during the recent election campaign here to help elect the Democratic candidates, and were successful in winning the election of Frank O'Connor and Mario Procaccino, although the mayor's slot went to the Republican candidate. Now that it's over, let's hope that the Republican Mayor-elect proves as friendly to labor as his campaign promises would indicate.

Shipping in New York is moving full steam ahead and is expected to remain active in the coming weeks.

Oldtimer Joe E. Lapham, a founding member of the SIU, dropped by the New York hall after getting off the Puerto Rico. Joe is looking for a coastwise. Waiting for an offshore run as soon as he gets his ffd, Richard Hufford is very concerned about foreign flagships carrying American cargo, especially since several of these vessels have refused to carry cargo to Vietnam. Walter Sedej is telling his buddies around the New York Hall what it was like when the tanker Baltimore ran aground recently in Boston.

Baltimore

Shipping has been good in Baltimore during the past few weeks and the outlook for the coming period is bright.

Warren Lewis, a 20-year SIU veteran of the steward department, is waiting for a coastwise to hit the Baltimore board. Last sailing aboard the Kenmar, he says that he likes the intercoastal runs best. Warren will hit the next Calmar ship going coastwise.



Beuan

Philadelphia

Shipping in Philadelphia has been moving well and the prospects for the future are good.

Ray Lee McCannon is back on the beach after getting off the Commander. He says that he'll be ready to go again after a few days rest. Ray is looking for a steward slot on a coastwise ship. Still on the beach here after piling off the Globe Progress, Larry Savior is

anxious to sail again. Larry ships as a member of the steward department. Oldtimer Emmet Burke is back around the Philadelphia Hall after spending a few months in his home town, Cleveland, Ohio.

Boston

Shipping here has been moving on the slow bell, but is expected to pick up in the next period.

John Chermasino, a 22-year SIU veteran, plans to spend the holidays with his family before shipping out again.

Off the MV Washington where he sailed as chief pumpman, Charlie Perrin is holding down the hall here and says that he will grab the first job that hits the board. Oldtimer Joseph Garello is around the Philadelphia Hall waiting for his ffd. Last sailing aboard the Anton Bruun as chief cook, "Pino" says that as soon as he gets his slip, he will take the first cook's job that comes along.



Perrin

Norfolk

Job calls in Norfolk have been exceptionally good recently, but are expected to slacken a bit in the immediate future.

Lloyd Richardson is in town looking for a short run to Europe. He's off the Andrew Jackson where he sailed as bosun. Lloyd says that he wants to be back home again for the Christmas holidays.

Puerto Rico

Shipping here is good and is expected to remain favorable in the coming period.

Jose Cortes got the berth he was looking for when he signed on for an AB job on the Elizabethport.

The Pacific Coast



By Frank Drozak, West Coast Representative

With the military buildup continuing in Viet Nam, shipping is active on the West Coast. There are plenty of jobs for men in nearly all departments particularly for deck and engine men with ratings.

Ships paying off in the port of San Francisco during the last shipping period were the Fairwind, Wild Ranger, Steel Designer and the Iberville.

Signing on were the Delaware, Fairwind, Wild Ranger, Fairport, Steel Designer, Steel Flyer, Iberville, Fanwood and the Longview Victory.

Ships in transit included the Los Angeles, Portmar, San Juan and the Yorkmar.

On the beach we have R. L. O'Brien, who just pulled off a ship, decided he'd rest for a while and then take an electrician's job in about two weeks.

L. J. White, a member of the engine department, stayed on the beach for a spell before heading East on the San Juan. Also resting up was J. L. Williams, who recently left for the East Coast.

Wilmington

During the past two week period we have had the Fanwood, Iberville and the Norfolk pay off in this area. Six ships were through in transit. Shipping activity remained good during this period. The outlook for the coming period is fair with mostly intercoastal ships due. We still have jobs open for rated men in the deck and engine departments.

John Babb last shipped as cook/baker on the Yorkmar and had to get off due to illness. He is F.F.D.

Louisiana Rehabilitation Conference



SIU Vice-President Lindsay Williams addresses delegates to labor rehabilitation conference held at the SIU New Orleans hall recently. Left to right in photo are Jacob Clayman, administrative director, AFL-CIO industrial union department; Williams; and Victor Bussie, president, Louisiana AFL-CIO. The conference is a joint effort of the Louisiana AFL-CIO and the Louisiana Rehabilitation Association, designed to evaluate existing services for the handicapped and extension of future services.



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

Shipping is almost back to normal in the port of Detroit after a record breaking shipping season. Some jobs are still on the open board and we can still use rated men. Most of our members are now holding on fast looking for that yearly bonus. Some shipowners are talking about a resurgence in the American-flag shipping industry with the use of domestic ores by U.S. Steel Mills.

The belief is that even with this high hope for more cargo, the shipping industry on the Great Lakes is going to need a financial shot in the arm from the federal government to keep going.

Buffalo

With the close of the 1965 season drawing near, the Port of Buffalo reports that the greatest number of new members were processed this season and many of the men are already interested in obtaining their rated entries as soon as they qualify.

It was also reported recently that the winter fleet for the Port of Buffalo will be larger this year. We are happy to report that this will provide work for our men who remain in this area through the winter.

Cleveland

Another milestone on the Great Lakes has gone by with the passing of the automobile carriers. The latest news is that McCarthy, one of the last auto carrier outfits on the Great Lakes has just sold two of their ships, the *Ingalls* and *McCarthy*, to Hudson Waterways of New York, leaving them with one ship, the car ferry *Grand Haven*, that has been laid up in Cleveland since last March.

Oldtimers will remember that the auto carriers were seen coming into every big port on the Lakes with the latest model cars.

Even though there is only a matter of weeks left to the season, the call for replacements has not slowed down yet, and it looks like it will be that way until the end of the season.

Chicago

Shipping has been good again for this past period and with no let
(Continued on page 13)

Democrats Post Gains In Most Statewide Elections

A major Democratic sweep of most statewide elections was spearheaded by the smashing re-election triumph of Gov. Richard J. Hughes in New Jersey, whose victory carried his party into control of both houses of the state legislature for the first time in more than half a century.

In Virginia, the other state electing a governor in this "off-year," Democratic Milles E. Godwin, Jr., put together a new moderate coalition appeal to defeat both Republican Linwood Holton and a third-party Conservative, William J. Story, Jr.

10 Percent for GOP

Democrats also held on to their overwhelming control of the Virginia legislature, leaving the Republicans with a tiny 10 percent minority.

Democratic legislative control was increased in Kentucky as GOP gains in Jefferson County (Louisville) were more than offset by Democratic victories in other areas.

Only in New York State did Republicans register a major gain as they recaptured control of the state senate, after a year, by a 37-28 margin. Democrats kept control of the assembly by an 89-74 split, with two seats still in doubt in late unofficial returns.

The Hughes triumph in New Jersey gave the governor the largest plurality in the state's history, with 1.27 million votes to 914,624 for

Republican Wayne Dumont, Jr., a state senator. Hughes had strong State AFL-CIO backing.

In the legislature, which had been reapportioned in response to the Supreme Court's "one man, one vote" decisions, Democrats carried the assembly by 41 to 19 and the senate 19 to 9, with one seat still in doubt.

The effect is considered certain to be a surge toward progressive legislation in the fields of housing, minimum wage, workmen's compensation, anti-pollution measures and civil rights.

The new legislature also will control remapping of the state's congressional districts in conformity with the "one man, one vote" decisions. Guidelines to the legislature are expected from a constitutional convention scheduled to meet in March 1966.

Dumont staked much of his election campaign, after former Vice President Richard M. Nixon had given the issue emphasis, on a demand that Hughes oust a Rutgers University faculty member who had said he would "welcome"

a Viet Cong victory.

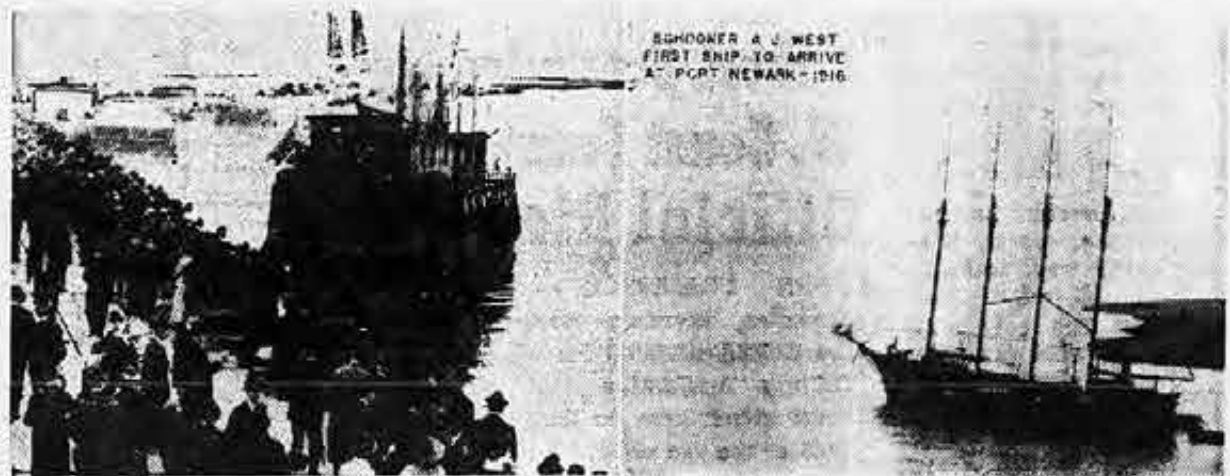
Hughes, pointing out that the Rutgers regents had rejected the ouster demand, ridiculed Dumont for trying to force an intrusion of political control of the state university. New Jersey voters clearly turned down the controversy as an issue.

The Godwin victory in Virginia came as the Democratic nominee, previously identified with the Byrd conservative organization, carefully tailored a "consensus" policy designed to make liberals, labor and Negro voters feel welcome. The State AFL-CIO endorsed Godwin and the once-reactionary state party backed Negro participation and voting.

Old-line Byrd "organization" and segregationist areas responded by voting heavily for Story, the Conservative. Holton, the Republican nominee, carried northern Virginia. But Negroes voted for Godwin by 3-1 and 4-1 margins after substantially increasing their registration. Godwin won by 245,000 as against 193,000 for Holton and 69,000 for Story on the basis of nearly complete returns.



50 YEARS OF PORT NEWARK



The tug *Henriette* carried Newark Mayor Thomas L. Raymond and other city officials up to the new channel at Port Newark's official opening on October 20, 1915.

It was almost a year later in 1916 when the first cargo-carrying vessel, the schooner *A. J. West* called at the new port with a cargo of mahogany from Manila.

PORT NEWARK has come a long way since the opening of the 20-foot channel 50 years ago, where Peddie Creek emptied through mosquito-infested swampland into Newark Bay.

Even after the official opening of the port in 1915, it took almost a year before the first vessel passed through the new channel. She was the schooner *A. J. West*, which arrived from Manila carrying a cargo of mahogany. By contrast, in 1964 Port Newark handled 1,500 ves-

sels and four million tons of cargo.

Much of this tonnage came into Port Newark aboard ships of SIU-contracted Sea-Land Service which maintains a new \$22 million headquarters and terminal there to service its fleet of intercoastal container-ships.

The history of the port was recalled recently at a 50th anniversary luncheon at Newark's Robert Treat Hotel. Robert Treat himself was one of the first to realize the possibil-

ity of establishing a seaport in the Newark Bay swampland when he led a band of men through the bay and up the Passaic River some 300 years ago.

The idea came up for discussion again during and after the Civil War. By that time industry was increasing rapidly in the city of Newark and the idea of having a port nearby began to get more and more discussion.

In 1908 a commission was appointed by the city government to survey the swampy meadows and plan channels for ocean-going ships. This Advisory Dock and Meadow Reclamation Commission studied the problem, made its report, and six years later, in 1914, dredges began biting into the bottom of Paddle Creek and Port Newark was underway.

Shortly after the arrival of the *A. J. West* (the first vessel to use the channel and actually justify its being called a seaport), Port Newark got its first tenant, a wholesale lumber dealer—and the growth of the port's industrial complex was underway. Port Newark is still

one of the world's busiest lumber terminals.

During World War I the port was taken over by the military and the government leased large tracts of the reclaimed land. A big shipyard was established in which over 150 vitally-needed vessels were built. One of the Army's largest supply depots was also established on the reclaimed acres.

After the war plans were made to further develop the Port Newark complex, but the depression of the 1930's put all expansion and improvement plans on the shelf.

The outbreak of World War II saw the growth of Port Newark begin again and the ship-plane transportation complex of the seaport and nearby Newark Airport began to handle men and material at a pace never before seen.

By the end of World War II the port's operations had grown so big and so complex that it was felt an outside agency should take over its operation, and the airport and seaport were leased to the Port of New York Authority for

operation. Since the war, the port's growth has been little short of phenomenal.

In 1947 Port Newark handled 450 ships and 811,780 tons of cargo and employed 1,537 workers earning \$5,379,600. By 1964 the port handled 1,500 vessels and four million tons of cargo, and employed some 4,500 people who earned over \$25 million. It is estimated that each vessel calling at the port generates about \$100,000 in salaries for workers.

But Port Newark's growth potential is still far from realized. Facilities today include 31 deepwater berths along the 35-foot channel, 30 miles of railroad track, 24 cargo distribution buildings, container-ship facilities, a bulk wine terminal, automated banana handling terminal, public cold storage warehouse, fumigation plant, container rental and repair service, export packing services and bonded cargo space. All this is on 707 acres.

Future plans call for six new berths to bring the port's cargo handling ability to 6 million tons a year, providing jobs for a million annually.



SIU-contracted Sea-Land Service's new \$22 million headquarters and terminal is just one sign of the tremendous growth which the Port Newark complex has undergone in recent years.

THE INQUIRING SEAFARER

QUESTION: Now that winter is just about here, what methods do you use to keep warm on deck?

Ronald Witska: Well of course it always depends on just how cold it is, but for me a jacket or a parka is usually standard equipment. Also, I like the new thermal equipment, which is easy to carry and can be used either as underwear or as outer garments. I don't have to wear boots, so long as I have insulated socks with my work shoes.



head warm. It goes without saying that a raincoat is important.

✂ ✂ ✂

Larry Schroeder: The real secret of keeping warm on deck in cold weather is to keep moving at all times. I usually wear long underwear, made either out of wool or the thermal material. It doesn't make a whole lot of difference when a sailor is moving about on the job. I find the SIU's Sea Chest very good for cold weather shopping.



✂ ✂ ✂

Walter Sedej: I am inclined to agree with Brother Schroeder. As long as I keep rolling, I don't need a whole lot of extra warm clothes. When it's raining or snowing, I always use a parka to keep out the wet. I also wear boots and ordinary long white wool socks. But the trick to keeping warm is still to keep moving steadily.



T. M. Jones: As long as I keep my feet and ears warm, I am usually pretty comfortable. I'm partial to extra heavy clothing in extra cold or windy weather. There are all sorts of parkas made that'll keep a sailor warm. I don't prefer any particular brand or make, because I find that they all seem to do the job pretty well.



✂ ✂ ✂

William Brown: Although I work in the steward department, when I come up on deck for a breath of fresh air, I like to have a lot of warm clothes. Long heavy underwear is good for keeping warm, but my favorite is the heaviest wool sweater available. To keep my feet warm, I wear boots and heavy wool socks.



✂ ✂ ✂

Luis Marin: The only way to keep warm in cold weather is simply by wearing plenty of warm clothes. Myself, I'm partial to the thermal jackets that are so popular now. Also, I like insulated boots and a hat of any description, so long as it manages to keep my



Ship Shortage

(Continued from page 2)

Of twelve instances in which foreign-flag ships have been engaged for the carriage of cargoes to Vietnam, actions by their crew or their governments has resulted — in a half dozen cases — of their refusal to sail the vessels with their vitality needed cargoes to the war zone.

Despite these tragic experiences, and the mounting demands for U.S. bottoms to haul military cargoes to Vietnam and elsewhere, the Defense Department and the other government agencies involved have failed to meet the demands of the situation by pulling the necessary amount of vessels out of the reserve fleet.

The U.S. concern over the ship shortage is not confined to maritime labor and the maritime industry as there are evidences that this concern is being shared across the nation. Members of the Congress and various news publications and people in public office share the view that the lack of available U.S. vessels is hampering U.S. Defense.

Robert Brownlee, W. Coast Pursers Official Dies

SAN FRANCISCO — Robert Brownlee, secretary-treasurer of the SIUNA-affiliated Marine Staff Officers Association died of a heart attack here on October 25, 1965 at the age of 54.

Brownlee is survived by his sister, Mrs. Vivian Wood of Albany, Oregon. He was buried in the SUP Plot at the Mt. Olivet Cemetery.



Robert Brownlee

Staff Officer member Brandon Tynan has been appointed to conduct the affairs of the union until a new secretary-treasurer is elected.

Paying tribute to Brother Brownlee, Sailors Union of the Pacific President Morris Weisberger said, "he did an outstanding job as head of the organization and he will be sorely missed not only by the pursers, but also by his many friends throughout the labor movement."

DISPATCHERS REPORT—Atlantic, Gulf, Lakes & Inland Waters District

October 23 to November 5

DECK DEPARTMENT

Port	TOTAL REGISTERED All Groups		TOTAL SHIPPED All Groups			NOW ON THE BEACH All Groups	
	Class A	Class B	Class A	Class B	Class C	Class A	Class B
Boston	2	0	0	0	0	25	3
New York	55	32	34	15	5	230	73
Philadelphia	15	5	8	7	2	35	24
Baltimore	30	18	27	7	1	72	37
Norfolk	9	6	5	1	4	18	23
Jacksonville	9	4	9	3	1	11	9
Tampa	4	1	2	2	1	2	0
Mobile	20	10	13	6	1	63	25
New Orleans	58	32	41	23	0	168	88
Houston	25	18	30	17	5	155	66
Wilmington	10	4	5	1	1	15	5
San Francisco	35	13	21	12	18	62	25
Seattle	19	13	20	17	8	49	20
Totals	291	156	215	111	47	905	398

ENGINE DEPARTMENT

Port	TOTAL REGISTERED All Groups		TOTAL SHIPPED All Groups			NOW ON THE BEACH Class A Class B	
	Class A	Class B	Class A	Class B	Class C	All Groups	All Groups
Boston	2	0	0	0	0	11	3
New York	42	17	13	11	11	139	66
Philadelphia	17	6	6	5	0	32	31
Baltimore	18	16	18	14	2	54	46
Norfolk	6	6	3	2	2	17	20
Jacksonville	11	2	6	1	3	8	10
Tampa	3	0	3	2	2	0	0
Mobile	8	4	7	14	0	36	12
New Orleans	31	30	23	14	1	100	84
Houston	24	31	28	22	4	63	95
Wilmington	6	3	3	3	2	11	5
San Francisco	24	9	24	12	23	53	16
Seattle	22	10	17	15	5	33	8
Totals	214	134	151	115	55	557	396

STEWARD DEPARTMENT

Port	TOTAL REGISTERED All Groups		TOTAL SHIPPED All Groups			NOW ON THE BEACH All Groups	
	Class A	Class B	Class A	Class B	Class C	Class A	Class B
Boston	1	0	0	0	0	6	2
New York	44	14	21	10	3	136	36
Philadelphia	9	3	4	2	3	30	11
Baltimore	20	10	15	6	1	73	33
Norfolk	9	11	4	4	3	14	20
Jacksonville	7	3	6	4	1	4	5
Tampa	7	1	6	0	1	4	0
Mobile	13	7	8	2	4	38	20
New Orleans	11	28	37	15	6	124	69
Houston	14	16	19	12	6	96	39
Wilmington	4	1	5	2	2	13	3
San Francisco	19	5	7	11	15	50	16
Seattle	17	15	15	14	4	31	24
Totals	205	114	147	82	49	619	278

New Foam Extinguishes Shipboard Fires Fast

Experiments presently being conducted by the Navy promise a better and safer method of extinguishing compartment fires aboard ship with the use of new high-expansion foam devices.

Putting out compartment fires aboard ships has always been a difficult and dangerous job, even with the use of conventional foam extinguishers, because with conventional foams the firefighters had to enter the burning compartment — at least partially — in order to direct the foam at the base of the fire. This is exceedingly dangerous because of the many small, narrow spaces aboard ship and the fact that most fires on shipboard are of the hydrocarbon type which burn fiercely and can produce intense heat and great volumes of dense smoke which not only endangers the firefighters but also obscures the exact location of the fire.

Conventional firefighting foams expand at a rate of about nine times the original volume of the solution and do not flow readily. The new solutions being tested expand at a rate of up to 500 times their original volume and flow quite readily across the burning area.

Because of this, the firefighters need not enter the burning compartment. A small foam-producing machine, easily handled by two

men, can be placed against any hatch vent or scuttle leading to the burning compartment from the outside, and will quickly fill the compartment with foam which smothers the fire, forces the air from the space to inhibit further combustion and quickly lowers the temperature to prevent re-ignition through flashback.

Six high-expansion foaming agents are presently being tested for use with a 20-by-20-by-20-inch extinguisher device weighing 65 pounds. Experiments have been conducted in a 20-by-20-by-8-foot compartment.

In one arrangement, the fire was confined to a 3-foot by 18-inch high open tank in the center of the room. In some tests a shield was even placed between the fire and the foam. The foam machine was operated from outside the compartment, its nozzle placed against a small vent near the floor. In some cases the fire was completely shielded and protected from the foam by a tent-like protector to simulate a fire burning in an inaccessible area.

Depending on the extent of the shielding of the blaze, the fire was extinguished — from outside of the compartment — in from 30

seconds to a minute and a half after the foam was begun, with no subsequent reflash. The foam flowed over all obstacles to engulf the fire.

A simulated engine-room fire with 150 gallons of diesel fuel blazing in the bilge between the boilers was extinguished in two minutes by the foam although the foam machine was operated from a hatch 20 feet above the surface of the burning fuel. One hundred gallons of gasoline ignited in a 10 foot square 3 foot high open tank was extinguished in less than 30 seconds with the foam applied from 10 feet away through a duct placed on the top edge of the tank.

Another test was made on one of the most dangerous and stubborn types of shipboard fires, created from a leaky or broken pressure fuel line. All types of fuel, including gasoline, were tested. Foam applications were begun 15 seconds after the entire 5-foot length of the fuel spray was burning. Although the high-expansion foams did not generally extinguish these fires, the intensity of the burning was considerably decreased and ignition of the unburned fuel on the deck was prevented.

Wirtz Sees Strong Senate Support For 14(b) Repeal

Repeal of Section 14(b) of the Taft-Hartley Act is supported by a "very strong majority" of the Senate and the country, Labor Secretary W. Willard Wirtz told newsmen recently.

The Secretary of Labor reiterated "firm Administration support" for the House-passed bill which would nullify the clause permitting state "right-to-work" laws to prohibit the union shop. He expressed "regret, concern and frustration" at the failure of the Senate to act on this issue. "I was confident that it would be repealed this year," he said. "I was wrong."

Wirtz also stressed at a news conference that he opposes the overall revision of the Taft-Hartley Act, either in connection with the repeal of 14(b) or as separate legislation. He said that the law's national emergency provisions were better than any obvious alternative.

In a question and answer session, Wirtz said that he was also "strongly disappointed" that minimum wage and unemployment insurance legislation didn't clear Congress this year.

The Secretary made it clear that his opposition to a major revamping of the basic labor relations law did not preclude action on the situs picketing bill, which has Administration support, or on steps to speed up NLRB proceedings.

A situs picketing bill, to allow a union with a dispute against a subcontractor to picket a multi-employer construction site, has been approved by the House Labor Committee. It was listed by the AFL-CIO Executive Council as a major item of unfinished business before Congress.

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Running on his own personality and a revolt against conservative Goldwater Republicanism, Representative John V. Lindsay was elected mayor of New York City in a three-way race with Democrat Abraham Beame and Conservative candidate William F. Buckley, Jr. The Republican victory gave the GOP new hope that it could hereafter break into traditionally Democratic strongholds in other cities by fielding attractive candidates furnishing the party a new image.

Lindsay, a liberal Republican who refused to support Senator Barry Goldwater for the presidency last year, won his home city's endorsement by rolling up a vote of nearly 1.167 million to 1.03 million for Beame and only 399,127 for Buckley.

Representative Lindsay cut heavily into the traditionally overwhelming Democratic vote in Brooklyn and the Bronx and picked up great strength among Manhattan's Reform Democrats. He also won an estimated 40 to 45 percent Negro votes whereas Goldwater last year got almost none.

But Lindsay fell far short of leading his ticket to a party victory. Lindsay's fellow candidates on his "fusion" ticket lost. Democrat Frank D. O'Connor won heavily, 1,366 million to 939,479, over Liberal Party "fusion" candidate Timothy Costello for City Council President. Mario A. Procaccino defeated "fusionist" Milton Mollen, by over a 100,000 votes.

The newly elected mayor will face a Democratic City Council and Board of Estimate, although O'Connor and Procaccino promised to "work with" Lindsay cooperatively on city problems "on a nonpartisan plan." O'Connor: "We'll meet him more than halfway if he offers nonpartisan programs of the kind he has promised."

LABOR ROUND-UP

Radio Station WTAB in Tabor City, N.C., after months of refusal to sell time to the Ladies' Garment Workers, has reversed itself following the filing of a union complaint with the Federal Communications Commission. The union regards the station's decision to make time available in the midst of an organizing campaign as a significant breakthrough in a part of the country where organized labor for years has been gagged by denial of radio time, newspaper advertising space and the right to distribute leaflets at plant gates. The ILGWU organizing drive is being carried on among 750 workers in three plants of Marlene Industries, Inc., in two nearby South Carolina communities, Loris and Aynor. Two organizers conferred last July with J. M. Soles, president of WTAB. He told them, they said, that "the merchants in Loris were not in favor of the union, and since the Loris merchants give me so many ads, I cannot afford to have them angry with me."

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The Machinists have negotiated a new five-year contract providing 84 cents an hour in economic gains and a modified union shop for 8,200 employees of General Dynamics Corp. at four plants in California and Florida. The latest successful settlement in IAM aerospace nego-

tiations will provide wage increases of 8 cents an hour each year, and an additional 5 cents for three top labor grades in the production and maintenance, technical and office units. Quarterly cost-of-living adjustments will be continued.

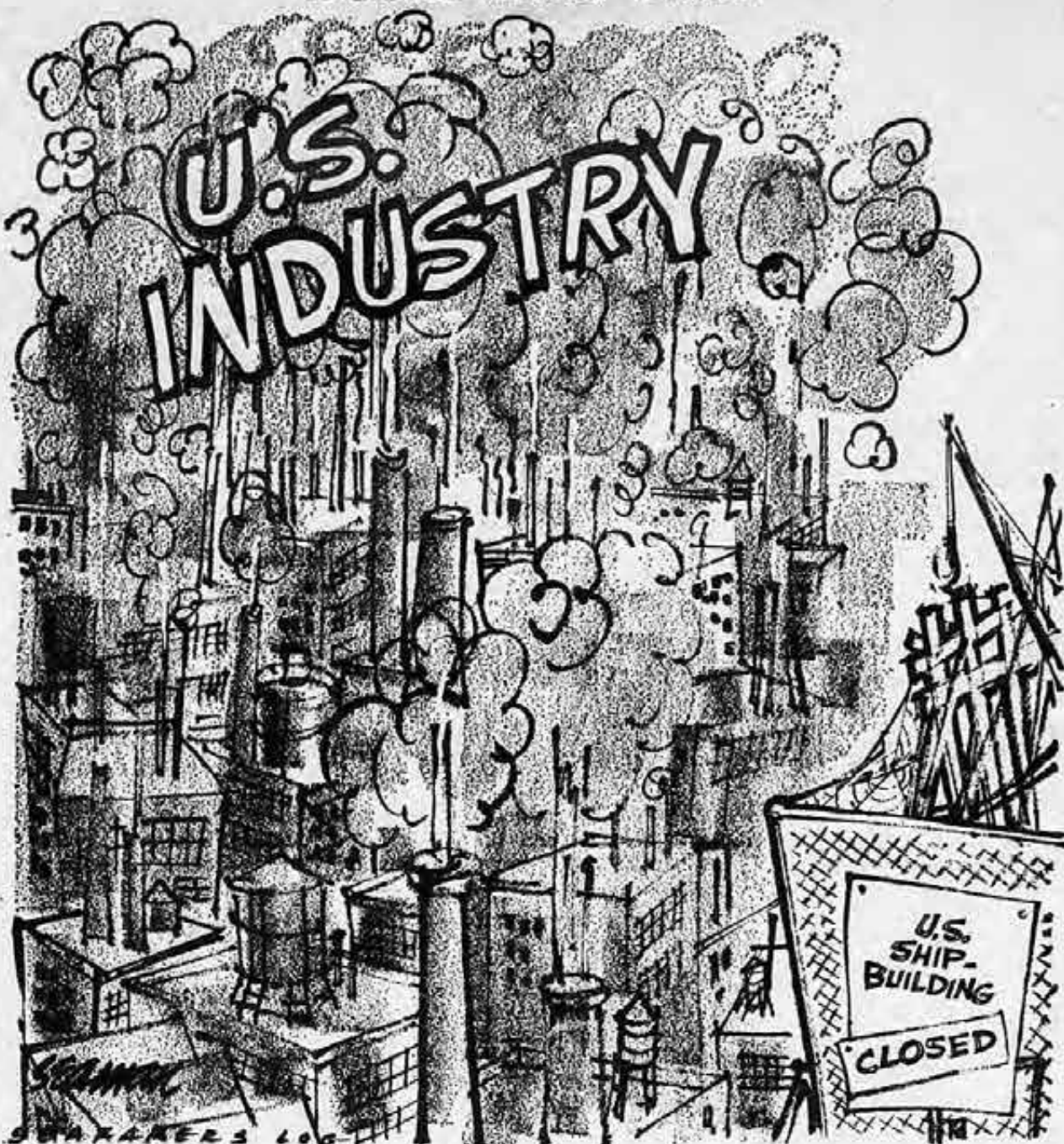
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A new deal for workers in hotels and the catering industry the world over was drafted by a 20-nation International Labor Organization conference at Geneva, Switzerland. Conference actions urging outright abolition of the treatment of tips as wages and endorsing the 40-hour-week drew strong praise from President David Sullivan of the Building Service Employees. Sullivan and President Jack Townsend of Bartenders Local 15, New York, formed the U.S. worker delegation to the two-week session of trade unionists, government and employer representatives.

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Congress unanimously voted a 3.6 percent pay raise for 1.7 million salaried federal employees—and virtually every member who spoke during the House and Senate debates expressed regret it wasn't more. The raise was made retroactive to the first October payday. The bill also set up the first severance pay plan for government workers whose jobs are abolished.

"Boom And Bust"



Business is booming!

All over the nation factories are busy producing goods—with production and profits setting all-time highs. One industry not sharing in this boom however is the U.S. shipbuilding industry which, far from experiencing a boom, is in the midst of a gigantic bust.

Across the nation shipyards are closing down, or at best cutting back severely. Highly-trained shipyard workers and technicians are leaving the industry to make their livings in other fields. No new men are receiving the training to take their places. The industry is depressed and dying.

This is not the case in other nations. Japan's shipbuilding industry for example is doing even better than booming. In Great Britain, Sweden, West Germany, Spain, Norway, Italy, France, shipyards are working around the clock to fill orders. Poland, the Netherlands and Yugoslavia are building more ships than the U.S. Little Denmark has pulled almost even with us and will probably surpass the U.S. in shipbuilding next year.

The latest report of Lloyd's Register of Shipbuilding paints a dismal picture—with the U.S. ranked 12th in shipbuilding and little Denmark pulling up fast to drop us into 13th place.

The condition of the U.S. shipbuilding industry is directly indicative of the condition of the U.S. maritime industry. If we are quickly losing our shipbuilding capability we are also losing our maritime capability because fewer and fewer modern American-flag merchant vessels are being built. The U.S. merchant fleet grows smaller, older and more obsolete each day, while foreign-flag and runaway fleets grow steadily with fast, modern tonnage.

The U.S. maritime situation has become increasingly acute in recent months as Vietnam military supply needs siphon off more and more of our critically short

tonnage. It has already reached the point where American-flag operators must charter foreign tonnage to maintain essential trade routes because so much of our limited tonnage has been made available to MSTs for Vietnam supply runs. Attempts thus far to charter foreign tonnage to carry MST cargoes directly to Vietnam has in many cases ended in disaster as foreign crews refuse to bring U.S. military cargoes to the war zone.

The picture is a dreary one. Since World War II the U.S. has leaned heavily on the reserve fleets to supply extra tonnage during critical times like the Korean emergency, etc. The Government fell into the misconceived notion that it didn't matter whether we had a strong shipbuilding capability or a strong merchant marine because we could always draw on this massive reserve of ships.

The step-up in Vietnam hostilities brought a rude awakening. Much of the reserve tonnage was discovered to be unusable and fit only for scrapping. Reactivating other reserve ships proved slow and costly because shipyards and trained shipyard workers were no longer available in sufficient numbers. The active American-flag fleet had deteriorated so far that it was sorely pressed to handle added tonnage requirements.

The only sound course now is one which will rejuvenate both our shipbuilding and maritime industries before it is too late. A booming American economy is only as strong as its weakest link—which right now is maritime. Our economy cannot prosper for long if we become dependent on foreign nations to fulfill our worldwide commitments. For peaceful trade and for military strength we need ships—American-built and manned by American seamen.

If the business boom is to continue a strong American-built merchant fleet is essential. If we are to maintain our military strength a strong American-flag merchant fleet is essential.



Laying plans for TS&AW contract demands at Chicago's Goodwill Industries are (l-r), TS&AW representative Herbert King, Goodwill employee Josephine Turner, TS&AW President Dominic Abata, employee Mitchell Gorok, Union Shop Steward Isiah Gray, TS&AW Secretary-Treasurer Joe Abata (standing), and Union representative Jack Schaffer.

Recognition Won, SIU TS&AW Seeks Pact At Chicago Plant

CHICAGO—The SIUNA-affiliated Transportation Services and Allied Workers Union has won bargaining rights for some 500 workers employed by Chicago's Goodwill Industries. Recognition of SIU TS&AW as bargaining representatives for the workers averted a major strike at Goodwill's main plant, as well as the 13 retail stores it operates throughout the city, as Goodwill employees had voted unanimously to strike at a union meeting held last month.

With the struggle for recognition behind them, workers represented by the SIU's TS&AW District are seeking their first Union contract. Proposals include substantial pay raises, the setting up of a company-paid Health and Welfare Plan, and the establishment of job security.

The organizing drive was initiated when a large group of Goodwill workers, many of whom are physically handicapped, came to the SIUNA affiliate asking for assistance. The workers complained of being forced to work for near-starvation wages while constantly under the threat of indiscriminate firings.

300 In 2 Days
Within two days more than 300 Goodwill employes had signed

cards authorizing the Union as their bargaining agent.

Goodwill Industries, a national organization, holds an Illinois state charter as a non-profit organization on the basis that it trains handicapped persons for work in private industry.

But, Goodwill workers told the Union, the training program is a myth, and very few employes are ever placed in outside industry.

The workers, explained to the union that the handicapped work alongside the physically fit, repairing furniture and articles of clothing for resale in Goodwill stores throughout the city.

A rank and file committee has been formed to work with the Union to determine the needs of the new members and formulate contract proposals.

Congressman Lauds PHS Hospital Role

WASHINGTON—The role played by the United States Public Health Service Hospitals in the health of our nation was pointed out recently in a hard-hitting speech before the House of Representatives here by Representative John M. Murphy (D-NY).

Focusing on the USPHS hospital at Staten Island, N.Y., Murphy recounted the role of the hospital in research, public health and the treatment of merchant seamen since the founding of these hospitals in the earliest days of our nation.

Citing the great number of letters he had received from his constituents opposing transfer of the functions of the Staten Island USPHS Hospital to Veterans Administration Hospitals, Representative Murphy stated "I believe that the Public Health Service system of hospitals does not need a change in its administration but needs to be adequately funded to provide modern facilities, sufficient supplies and equipment, and adequate staff."

Among the important research programs carried out at the Staten Island USPHS hospital in the past have been improvements in childbirth techniques and better treatment of venereal disease. The hospital staff is presently engaged in research in methods of controlling hypertension and diseases of the kidney, cancer of the mouth, heart disease, diseases of the eyes, the breast and the lungs, he said.

"I believe a transfer of such broad responsibilities to the Veterans Administration would be a

serious mistake," Representative Murphy said. "For many years the merchant seamen of America and many other beneficiaries of the Public Health Service have depended on these hospitals for their medical care and have provided a basis for important medical research."

An SIU-backed bill to prevent the closing of the U.S. Public Health Service Hospitals was introduced into the House of Representatives several months ago by Representative Jacob H. Gilbert (D-N.Y.). The bill (H.R. 7268) came in the wake of testimony by the SIU before the House Appropriations subcommittee on budgets for the Department of Health Education and Welfare and Labor Department, and testimony by the SIU before the House Merchant Marine and Fisheries Committee.

Following the SIU denunciations of the proposed closing, Representative Gilbert introduced his bill (H.R. 7268) to amend the 1936 Merchant Marine Act, so that PHS hospitals could not be closed without the consent of both Houses of Congress.

At the present time, the bill is still pending before the House of Representatives.

Another bill that would block the closing of U.S.P.H.S. Hospitals was proposed by the late Congressman Herbert C. Bonner (H.R. 8160). This bill is also pending before the House.

Building Trades Head Urges Situs Picketing Bill Passage

A National Labor Relations Board decision ordering New Orleans building trades to halt picketing in a "common situs" construction project dispute "underscores the urgency" for legislation decisively settling the controversial "situs" issue, said President C. J. Haggerty of the AFL-CIO Building & Construction Trades Dept.

The NLRB split wide open, deciding 3 to 2 that workers involved in a dispute with a non-union general contractor could not legally picket a special gate "set aside" for the exclusive use of workers employed by "neutral" subcontractors.

Such picketing, the board majority ruled, violates the secondary boycott prohibitions of the Taft-Hartley Act.

The New Orleans unions picketed all gates at the construction site, including the "set-aside" gate, in furtherance solely of the "primary dispute" with the non-union general contractor, Markwell & Hartz, Inc., the building trades argued.

The three-member board majority nevertheless ruled that the subcontractors were "neutral" in the unions' "primary dispute" with Markwell & Hartz.

The majority's finding that picketing the "set-aside" gate thus became "illegal secondary" economic pressure against the subcontractors ignored the fact the entire construction project was a single production, Haggerty said.

A bill to protect building trades workers caught in such "situs" situations with multi-employer groups has been cleared by the House Labor Committee, he pointed out. The 1963 AFL-CIO convention directed the federation's Executive Council to seek legislation to provide "effective relief for all affected affiliates."

A two-member NLRB minority observed that the Supreme Court in a General Electric decision held that "set-aside" gate picketing was lawful and protected economic activity when the work of subcon-

tractors was so "intertwined" with that of a primary employer as to be substantially part of the latter's overall production process.

Precedent Cited

The GE decision involved industrial workers picketing a "set-aside" gate at a factory, they conceded. But there was nothing in the decision to induce the NLRB majority to reach a "different conclusion" about picketing by building tradesmen at the "set-aside" gate in the New Orleans construction project dispute with Markwell & Hartz.

"Significantly," Board Members John H. Fanning and Howard Jenkins, Jr., wrote, "Congress has not seen fit" since the GE case "to distinguish between industries adopting a more narrow definition of the lawful scope of picketing in the construction industry than is permitted in other industries."

The "economic pressure" sustained by the "neutral" subcontractors in the New Orleans building project "is not different from that imposed by like conduct upon neutral subcontractors performing work on premises occupied by a struck manufacturer," they continued.

"We find that the work [of the subcontractors] was related to the normal operations of Markwell & Hartz, the general contractor" with whom the building trades had their "primary dispute," they said.

Modifications Rejected

The three-member NLRB majority of Chairman Frank W. McCulloch and Board Members Gerald A. Brown and Sam Zagoria declined to limit earlier "situs" precedents by the modifications laid down in the Supreme Court's General Electric decision.

Picketing of the "set-aside" gate (Continued on page 14)

SIU Lifeboat Class No. 138 Sets Sail



Smiling proudly after having completed the lifeboat training course at the Andrew Furueth Training School, members of SIU Lifeboat Class No. 138 pose for class photo. Graduates are (l-r, front row): George Jackson and Fred Tysoe. Middle row: Harry Souther, Raymond Potorski, Robert McKenna, Mathew Nevin, and Monserrate Montes. Back row: George King, Gary Dow, Andrea Pisce, James Pawlowski, and Instructor Arni Bjornsson.



Joseph Garcia stands gangway watch aboard the MV New Yorker. Joe, who sails as a member of the deck department, said he enjoyed the voyage.



Brother Harold McVay closes down engines as the MV New Yorker lies at dockside.



Messman Purnell Fauntleroy watches closely as second cook Vincent Lucas cooks up a storm for the hungry crew of the MV New Yorker.

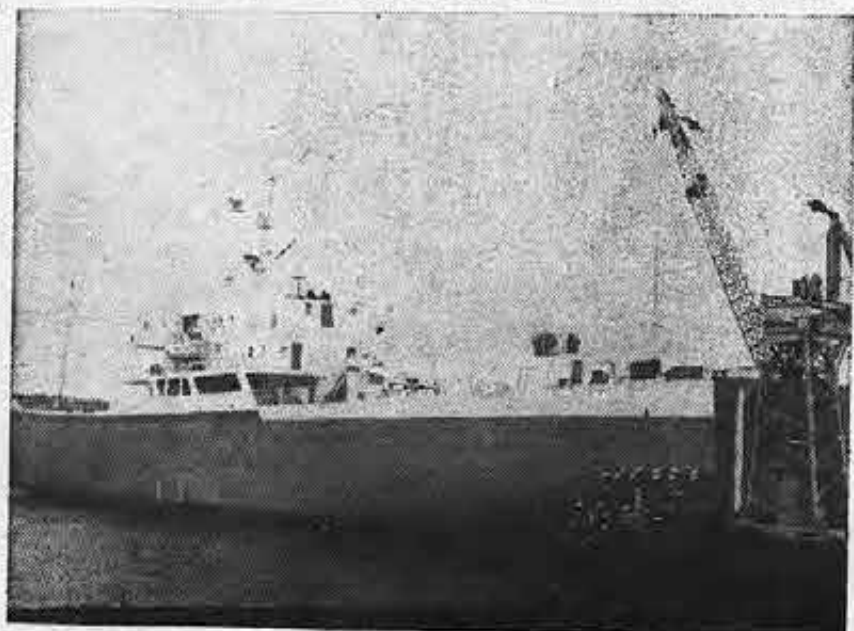
- PAYOFF MV NEW YORKER



SIU patrolmen E. B. McAuley and George McCartney check overtime sheets with steward Roman Benitez and deckhand Joseph Garcia aboard the MV New Yorker.



Patrolman George McCartney listens as chief steward Ramon Aguilar and messman Osvaldo Rios fills him in on happenings during the voyage aboard the MV New Yorker.



The MV New Yorker prepares to load cargo in Port Elizabeth, New Jersey. She boasts a powerful diesel engine, a trim shape and a fine SIU crew. The New Yorker is a Sea-Land vessel.



Brother R. Mateos rolls up hose as MV New Yorker prepares to sail. Mateos ships in the engine department.



Deck hand Bob Lasso adjusts wheel to insure that water ballast is set properly before MV New Yorker takes to the sea. Lasso is a longtime SIU veteran.

Aid To Lakes Fleet Seen Necessary For Survival

CLEVELAND—A boom in the Great Lakes shipping industry has been predicted because of the increasing use of domestic ores by steel mills along the Lakes. In spite of this prospect of more cargoes, however, an industry spokesman recently warned that the Great Lakes shipping industry is going to need strong financial assistance to keep going.

The American-flag inland fleet has reached a point where new capacity will be needed if iron ore is to continue to be carried between U.S. ports in American-flag ships. It was pointed out, and this new capacity will be impossible to achieve unless serious federal aid in the form of new tax legislation is forthcoming to spur new construction of bulk carriers.

Increase Seen

Last year some 42 million gross tons of iron ore were imported into U.S. ports. This year, however, the industry has noted that most major iron ore investments are being made domestically, indicating a swing back to the use of domestic ores. The fear is that the depressed and rapidly deteriorating U.S.-flag lakes fleet will not be able to take advantage of this increase in cargoes.

The need for a whole new construction program for the Great Lakes if the industry is going to meet its requirements and continue

to survive is being stressed. The tax policy under which the American-flag fleet has been operating in regard to depreciation for aging equipment and the construction of new equipment is cited as a major cause of the fleet's decline.

To help alleviate this situation, several remedies have been called for including the creation of incentives for new construction through tax legislation, an extension of the Great Lakes shipping season and greater efficiency through the use of more modern tonnage.

Labor's Role Stressed At Safety Conference

CHICAGO—Safety in the home, on the farm, in the plant and aboard ship were the major themes at the recently-completed National Safety Congress and Exposition here.

The SIU was represented by SIU Safety Director Joe Algina, who has been named as a member of the Labor Conference of the National Safety Council for the coming year.

The Safety Congress featured a union safety booth to inform

SIU-IBU Pensioner



SIU Inland Boatmen's Union member Irwin "Shorty" Miller (right) receives his first regular monthly \$150 pension check from SIU-IBU rep John Hoare in Phila.

delegates on what the labor movement is doing in the field of accident prevention.

Cooperation with management to create safe working conditions for all American workers is emphasized in safety and health resolutions adopted by the AFL-CIO, various international unions, and the policy of the Labor Conference of the National Safety Conference. The legal moral, social, and economic responsibility of management for providing safe working conditions and for developing a safe working force is recognized and accepted.

Over 400 Sessions

Over 10,000 delegates from every state and foreign country attended this year conference in Chicago. More than 800 speakers took part in over 400 sessions. Several hundred booths, all dealing with various safety subjects were well received.

The labor conference includes representatives of various unions and organizations which are members of the National Safety Council. The SIU's representative to the conference, Joe Algina, has served as safety director for the Union since 1960. He is serving a one year term as a member of the labor conference.

The Gulf Coast

By Lindsey Williams, Vice-President, Gulf Area

Designed to transfer volume quantities of grain from river barges and rail cars to ocean-going vessels, the grain elevator of Archer Daniels Midland and Gurneo Grain Companies at Destrehan, near New Orleans, will be greatly expanded. The elevator, constructed in 1963 and already one of the fastest operating export terminals in the world, will have its storage doubled.

Presently, the Destrehan elevator can move more than 100 million bushels of wheat, feed grain and oil seeds annually for foreign trade.

The Aluminum Workers' International Union has won the right to represent the 2,200 workers at the Kaiser Aluminum and Chemical Corporation's Chalmette works. The workers chose the AWIU over the International Union of District 50, United Mine Workers of America. Last May the AWIU won a similar election, but the NLRB called for another election after a District 50 protest. The AWIU originally represented Kaiser workers prior to the request for elections.

Shipping continues to be active in New Orleans.

On the beach after four and a half months on the Del Rio is Louis (Baldy) Bollinger. Not in too big of a hurry to ship, Baldy says he will stay on the beach until after Christmas. We know Baldy is not looking for Santa Claus, as he has been around about as long as Santa himself. Edward Esteve, after eight months as AB on the Margaret Brown, is feeling fit again after a hernia operation and is now registered and ready for duty. After that, he will be looking for a North Europe run. Weldon Smith spent eight months on the Del Rio, then got off in order to enter his German shepherds in the recent dog show in New Orleans, where they won three second place ribbons and one fourth place ribbon to go with their many other trophies. Smith and his wife are looking forward to the dog show in Mobile on November 6 and 7. Afterwards, he will catch a ship, though he has no particular vessel or run in mind.

MOBILE

Shipping has been fair in this Alabama port, and there are few men on the beach. There are no laid up ships.

James P. Lomax and Dawson C. Lynam are both currently registered in group one of the steward's department, and both are now on the beach after signing off the Penn Challenger. Both men have been shipping out of the Gulf area for more or less 20 years. After extensive surgery and a long sickness, all brothers were



Lomax

happy to see Oscar Lee registered and back around the department ready to go anywhere. P. R. Mack, whose last ship was the Mayflower, is ready to take a slot on the first tanker to hit the board.

HOUSTON

Shipping is still moving at a brisk pace here, and steady employment is still foreseen for the future.

Chuck D'Amico is back on the beach after getting off the Beaugard to be with his wife while the baby is coming. "I'll be looking for something coastwise in a few months," D'Amico explained. "Guess I'm just a muddy water sailor." Thomas "Ski" Walecki has been laid up on the beach with a broken ankle and expects to be in the cast for about two more months, at which time he will be ready to go anywhere. Though Charles Limbaugh's last run was coastwise, he is now looking for an offshore run. Limbaugh has been sailing in the deck gang since 1945. Joe Selby, who has been with the SIU for 20 years, is waiting for a Bosun's job going anywhere. After staying on the beach for a week, F. Sullins of the steward department is ready to ship out again.

ILO Parley Drafts Aids To Fishermen

(Continued from Page 3)

without a dissenting vote by the government, worker and employer delegates who attended the two-week session. The texts will go before next year's full-dress ILO conference for final adoption.

The proposed conventions were rounded out by a recommendation on vocational training that would assure fishermen the opportunity to develop their skills.

While ILO member governments are not bound by a convention until they ratify it, they are committed to observe recommendations to the best of their ability.

Balinger said the three documents meet all points raised by worker delegates to the conference.

The draft treaty on crew accommodations seeks to assure the fishermen maximum comfort when they are not actually at work. Standards are defined for insulating crew quarters from undue heat and cold, noise and odors from other parts of the vessel.

The accommodation standards would be mandatory for all fishing vessels of 75 tons or more. However, at the demand of the worker delegates it was agreed that they could be made applicable to fishing vessels as small as 25 tons in countries where this was found to be "reasonable and practicable."

Nations to Decide

The decision to make the standards mandatory for the smaller vessels would be taken by the competent national authorities after consultation with the trade unions and owners.

The proposed accord on certification requires the shipping of a licensed mate on all fishing vessels of over 100 tons. Three years' deck service at sea would be re-

quired for both a skipper's and a mate's license, but an additional year as a licensed mate on board a fishing vessel would also be required for a skipper's certificate.

It was further agreed that the minimum age for a skipper should be 20, and that for a mate 19.

"These requirements mean that only qualified people would be handling the vessels in which fishermen risk their lives," Balinger said.

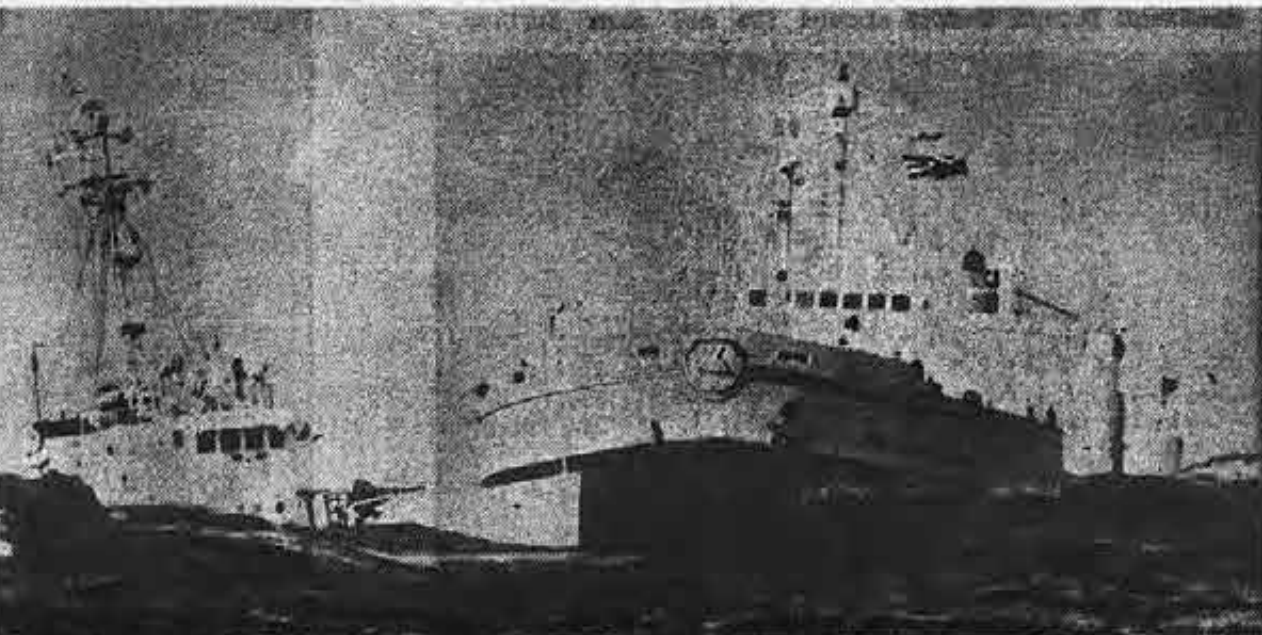
Rep. Bonner Dead At 74

Representative Herbert C. Bonner (D-N.C.), Chairman of the House Committee on Merchant Marine and Fisheries, passed away on November 7 in Washington. He was 74.

Bonner first came to Washington 50 years ago, serving as secretary to the former Representative from North Carolina, Lindsay Warren. When Representative Warren retired from Congress in 1940, Bonner was elected to the 77th Congress where he maintained an unbroken record of reelection to succeeding Congresses, including the 89th.

Born and educated in Washington, N.C., Bonner served as a Sergeant during World War I, going overseas with the 81st Division. Bonner is survived by his wife Eva, three brothers and a sister.

Bonner's successor as chairman of the House Merchant Marine Committee will be Representative Edward Garmatz (D-Md.), ranking member of the committee.



The SIU-manned Cities Service tanker Baltimore, which struck a submerged ledge in Boston harbor on October 7 and ripped a 400 foot gash in her hull, has put into a Baltimore shipyard for repairs. How long the vessel will be in drydock is not known at this time. Photo above shows the Baltimore in Boston harbor shortly after the mishap, in which no Seafarers were injured.

SIU Tanker Under Repair



Many ministers, students and strikers were arrested because sheriff's deputies decided they could not shout "huelga," or "strike," on the picket line of striking farm workers in Kern and Tulare Counties in California. Walkout on 30 grape farms is being conducted by the AFL-CIO Agricultural Workers Organizing Committee and the unaffiliated Farm Workers Association with strong labor support.

Grape Strikers, Ministers Jailed In Calif. Picketing

DELANO, Calif.—"After God had finished the rattlesnake, the toad and the vampire, He had some awful substance left with which he made a strikebreaker.

"A strikebreaker is a two-legged animal with a corkscrew soul, a waterlogged brain and a combination backbone made of jelly and glue."

So wrote Jack London many years ago, and his description of the scab is still so accurate today that reading it to non-striking vineyard workers recently in Central California was enough to get a minister arrested.

Just Walk

Police jailed the Reverend David Havens on a charge of inciting to riot. "We felt the pickets should just walk up and down like any picket would do—but shouting or other such conduct would constitute a disturbance," said a police spokesman.

Jack London's definition of a scab is famous the world over. London wrote a great deal about the poor conditions under which workers suffered before the rise of labor unions. A contemporary of Andrew Furuseth, who was instrumental in gaining passage of the Shipping Act of 1916, London's novel *Sea Wolf* is a classic description of the brutal conditions under which seamen labored in the old days.

Forty-four strikers in addition to ministers who had joined them, were arrested in the growing strike of grape pickers in Central California.

Huelga-Strike

A group was arrested for chanting "Huelga, Huelga," the Spanish word for strike, to pickets in the field—they were charged with "disturbing people who were trying to make a living."

Cesar Chavez, head of the National Farm Workers Assn., which is sponsoring the strike with the AFL-CIO Agricultural Workers Organizing Committee stated, "It is obvious that the police are now trying to whittle away our strength

by arrests because the strike is not failing. You cannot call to a non-striker in a normal voice hundreds of yards across a field when you are asking him to join fellow workers in a strike."

The new silencing placed on the pickets and their supporters from the ministry is taken as an indication of the growing strength of the strike. The number of pickets involved has grown to 4,000 and interest from organized labor and student groups is spreading throughout the state.

Students Contribute

One indication of this was a talk given to Berkeley college students by the AFL-CIO Agricultural Workers Organizing Committee, which leads the strike. The students collected \$600 on the spot to aid the strikers.

The growers have still refused to even sit down with the strikers to discuss their demands for union recognition and wage improvements.

Mexican and Philippine-Americans constitute a large number of the pickers and a recent radio appeal by the Philippine Consul General in Los Angeles urging Filipino pickers to "avoid acts against law and order" brought a swift response from Filipino workers who picketed the Consul General's office. The AWOC also collected hundreds of petitions demanding the recall of the Consul General for being used as "a tool of the growers."

The Consul General quickly backtracked from his earlier statement and denying interference in the strike stated, "Unionism is very good; my government recognizes trade unionism as the only effective way for collective bargaining with employers."

The Los Angeles County Federation of Labor has established a special food center to collect donations of non-perishable food items for delivery to the grape strikers.

California Assemblyman Philip Soto, a Democrat from the Los Angeles area, said the police tactics "smacked of southern justice," and that in addition to the repressive acts against the pickets by the deputies, there have been numerous incidents of violence by growers.

He said in one case, 16 workers were temporarily blinded by sulfur from a crop dusting plane while officers stood by and took no action. "On the other hand, strikers have been arrested for exercising their right of free speech by picketing and calling 'Huelga' across the fields," he said.

AWOC and the association say the strike will continue past the harvest season, into the pruning time which begins in December, and that already more than 3,000 workers have joined the walkout.

The walkout has had wide support from organized labor. At a time when supplies were running low, Mrs. Anne Draper of the Clothing Workers led a cavalcade of Union members to Delano bringing food, money and clothing from AFL-CIO unions. She presented the strikers with \$4,000 in cash, calling it "just a token of our concern that we in organized labor will not let the growers starve you out."

Unionization, Minimum Wage—Prime Needs Of Farm Labor

SAN FRANCISCO—One of the prime lessons of the current struggle to bring American farm workers into the main stream of American standards of living is that decent wages and living conditions are essential just as they are in other industries.

Fay Bennett, executive secretary of the National Advisory Committee on Farm Labor, who has just made a first hand tour of the major farm areas of California, reports that farmers who have accepted the end of the Mexican bracero importation program and who pay decent wages have had no labor shortages.

It is the corporation farm, which is determined to restore the cheap Mexican labor program, on which sub-standard wages and inhuman living conditions still exist. Mrs. Bennett's eye-witness account of what she found is important since it refutes farm corporation propaganda that domestic labor can't be found and the Mexican program must be restored.

Here are highlights of her report:

- "In farm labor camps visited . . . the houses were the same tin, one-room shanties built in the Thirties by the Farm Security Administration. There were no inside plumbing or cooking fuels. They appeared so delapidated as to be unfit for human habitation; yet farm worker families and their children lived in them. Housing for single men was slightly better."

- "There were complaints from nearly all of harassment, lack of a living wage and displacement by braceros. There was widespread lack of confidence in the (State) Farm Placement Service. These complaints coming from so many workers and people familiar with California farm labor problems make it appear that a number of growers wish to discourage a stable domestic work force so as to obtain foreign workers."

- "In several areas, this observer found strikes and picket lines sponsored by the Agricultural Workers Organizing Committee (affiliated with the AFL-CIO) against growers unwilling to negotiate wages and working conditions. In these cases, the pay offered was less than that under the Secretary's (Secretary of Labor W. Willard Wirtz) criteria. In some of these struck fields, Mexican braceros were found to be working."

- "Women farm workers, who were interviewed, said they were earning \$1 an hour, in violation of the \$1.30 per hour minimum wage

for women set by the State Industrial Commission . . . Fields were found where Mexican braceros were at work alongside domestic farm workers who were receiving less than the Secretary's criteria."

- "There was ample evidence that domestic workers were available, were eager for farm work and accepted many hardships associated with this type of labor. They are willing to rise at 4:00 a.m., to board buses at 5:00 a.m., to travel long distances, sometimes as long as 60 miles, to and from the fields (time spent but not paid for), to put in a hard day's work, if treated with consideration and paid a reasonable wage."

- "In contrast (to hardship conditions in many corporation fields) a union crew hired by a labor contractor to work in tomatoes in Manteca received the Secretary's criteria wage of a minimum of \$1.40 an hour, with an incentive piece rate of 30c a box, making it possible to earn \$20 a day. These workers were also supplied pay stubs showing number of boxes picked; pay rate per box; gross pay earned; deductions for Social Security; 1% disability insurance (provided by state law) and AWOC dues; net pay and date. This grower used only domestic workers and had no labor shortage."

Mrs. Bennett reached the following conclusions:

1. While many California growers had accepted the end of the Mexican bracero program, many large growers "are continuing a policy of harassment and discouragement of local workers."

2. Pay scales and living and working conditions generally continue to be "unconscionable."

3. The approval of Secretary Wirtz of the entry of foreign workers for certain crops "is not only uncalled for but is seriously undermining efforts of domestic workers and their representatives to provide for orderly recruitment of farm workers under tolerable conditions and a living wage."

4. California law requires that scabs cannot be recruited in a labor-management dispute, yet the State Labor Department has refused to enforce the law.

5. Immediate passage of a minimum wage bill to include farm workers is an urgent necessity.

6. Legislation to include farm workers under the protection of collective bargaining and unemployment compensation is urgently needed.

7. The labor movement, church groups and the general public should give all out immediate support for protective legislation for farm workers, financial and public support for unionization of farm workers and resistance to "all efforts to import foreign workers while domestic farm workers remain unemployed, underpaid, and treated with less than human dignity."



California county sheriff's deputy stands guard while six and seven year old children are pressed into service as scabs by growers ignoring California's child labor laws. While growers remained immune from prosecution, many striking pickets and supporters were arrested.

From the Ships at Sea

Recently paid off from a far Eastern run on the Rachel V, and a veteran of many others, Seafarer William Calefato is keeping busy with his hobbies and repairs to his house in Seattle. "It's mighty cold in my city," Calefato says. All his pipes have burst, so he has changed temporarily from the role of a Seafarer to that of a plumber—with a number of misgivings and mishaps. "I went and bought all the plumbing tools and went to work renewing the pipes," Calefato said, "and in less than two weeks I was cursing up a breeze. Putting in pipe is hard work, with its share of problems, and now I understand why plumbers curse." In addition to his plumbing and carpentry between voyages, Brother Calefato finds time to pen stories about his rucs, tinkers with his movie projectors and transfers his old records to a tape recorder. To fend away the loneliness of the bleak northern winter, Calefato has a regular evening visitor, a large black tomcat, that seems to like its nightly activities. Apparently, the animal is sometimes successful and sometimes not. "It's last fight," Calefato relate, "took place on my roof. My black tom lost and hid under the car for the rest of the night."



Calefato

Seafarers aboard the Del Monte (Delta Lines Inc.) got together and unanimously voted to send flowers for the burial services of Brother B. L. Jarratt's Mother, who passed away recently, according to Ship's Delegate William Turner. "It is heart-warming," one SIU member noted, "to see how the brothers stick together at all times, especially during moments of grief and tragedy. Seafarers seem always to lend a hand to a brother in need." The crew extended a vote of thanks to the ship's delegate and three department delegates for "jobs well done." They also extended a hearty thanks to the entire steward department.



Turner

Meeting Chairman Ivan Anderson said that Seafarers aboard the Commander (Marine Carriers) unanimously voted their thanks to the baker. The men were especially impressed with the fine quality of the pastries, cakes and pies, which seamen need while putting in a hard day's work aboard ship. The crew also voted



Anderson

their thanks to the night cook and the crew messman for "good hot food, served well and promptly—just fine all around."

In another display of SIU brotherhood the crew aboard the Western Hunter (Western Tanker) got together and pooled their dollars for a wreath of flowers for Brother Campbell's Mother, who passed away recently. Meeting Chairman Hughlin Warren commended the crew on their generous action. Warren also noted that a few dollars will be donated from the arriving pool to the ship's fund.



Warren

Seafarers sailing aboard the Summit (Sea-Land Service) have shown their confidence in James Patrick Connaly by electing him Ship's Delegate. "All the boys are sure that Brother Connaly will handle his office well." Meeting Secretary Stanley F. Schuyler said, "and we are proud to have him as our delegate." The crew passed a unanimous vote of thanks to the steward department for good food and good service.



Connaly

The crews sailing aboard the following vessels have awarded a hearty vote of thanks to their respective steward departments for manning the galley with exceptional care and skill:

Choctaw Victory (Columbia), Express Virginia (Marine Carriers), La Salle (Waterman), Steel Chemist (Isthmian), Aloca Runner (Alcoa) and Transglobe (Hudson Waterways).

J. V. Whalen, Jr. aboard the Del Mar (Delta Lines), was recently elected Ship's Delegate. Whalen reports that everything is running smoothly and urged that fellow crewmembers limit their time when using the washing machine. "One of the first principals of the SIU," Whalen said, "is consideration for our fellow members in all matters." At the meeting the crew decided to request the Union and the Com-



Whalen

pany to aid them in getting permission to show topside movies.

Ship's delegate Charlie Mazur of the Columbia Victory (Columbia Steamship) reports that the crew is having an exceptionally good trip aboard a fine vessel. "Everything is just great," he says, "especially the steward department. Those guys are doing a really wonderful job. They've truly earned the vote of thanks that the crew gave them."



Mazur

Entertainment will once again be the byword aboard the Del Sud (Delta), since the crew voted to bring the ship's movie projector back up to par. They elected to buy a new set of lenses for the projector, as the old set has become cloudy from salt water corrosion and years of constant use. "We have been needing these lenses for some time now," noted a member of the engine department. In a shipboard election, Edward P. Avará was chosen as Ship's Delegate.



Avará

According to ship's delegate Wesley Leonard, things just couldn't be going any better than they are aboard the Cabins (Texas City Refinery.) "It's a good trip, a clean ship, and a wonderful crew with everyone pitching in and working together," he reports. "An especially outstanding job is being turned in by the steward department," he continues. "The chow and service are tops."



Leonard

Seafarer James B. Harris was taken sick aboard the Bangor (Bermuda Steamship) and had to be repatriated back to the States. "Jim is a wiper, and a good one," says ship's delegate Charles Barkins. "We hated to lose him on this run and all the boys wish him the speediest of recoveries. The crew hopes to see Jim ship shape the next time out."



Barkins

Notify Union On LOG Mail

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

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

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

PENN CHALLENGER (Penn), Oct. 15—Chairman, R. Air; Secretary, Thomas A. Brown. New contract read by SIU representative and was unanimously accepted by crew.

CITY OF ALMA (Waterman), Oct. 13—Chairman, Joseph Moody; Secretary, Joseph Moody. No beefs reported by department delegates. Everything is running smoothly. Men requested to bring all cups back to messhall.

PENN CHALLENGER (Penn), Oct. 16—Chairman, Mike Read; Secretary, E. J. Riviere. Disputed OT in engine department to be taken up with patrolman upon arrival in port. Ship's delegate to contact patrolman

asked to cooperate in keeping messhall and pantry clean. Vote of thanks to the steward department.

TRANSGLOBE (Hudson Waterways), Oct. 8—Chairman, W. Clegg; Secretary, F. A. Stephen. \$28 in ship's fund. No beefs reported by department delegates. Brother K. Wells was elected to serve as new ship's delegate. Vote of thanks to the steward department.

EAGLE TRAVELER (United Maritime), Oct. 7—Chairman, M. C. Millery; Secretary, F. J. Johnson. No beefs reported by department delegates. Everything is running smoothly. Brother C. Quinnt was elected to serve as new ship's delegate.

DEL NORTE (Delta), Oct. 10—Chairman, Robert Callahan; Secretary, Bill Kaiser. \$25.66 in ship's fund and \$277 in movie fund. Motion made that Section 70 "Time Off" in the new contract be clear for this type of ship.

DEL VALLE (Mississippi), Oct. 3—Chairman, B. Ferrera; Secretary, C. M. Dowling. Brother J. Blanchard was elected to serve as new ship's delegate. \$4.90 in ship's fund. No beefs reported except for some disputed OT in the engine department.

STEEL NAVIGATOR (Isthmian), Oct. 3—Chairman, Eddie Hernandez; Secretary, Clarence A. Collins. \$33.10 in ship's fund. No beefs reported by department delegates. Few hours disputed OT in engine department. Vote of thanks to the steward department for kind consideration and tolerance in breaking in new men, and the help given them.

SUMMIT (Sea-Land), Oct. 10—Chairman, James P. Conley; Secretary, Stanley F. Schuyler. \$3.08 in ship's fund. No beefs reported. Some disputed OT in engine department. Vote of thanks to the steward department.

NEVA WEST (Bloomfield), Oct. 10—Chairman, Grady Faircloth; Secretary, Dick Birmingham. Some disputed OT in deck department. Discussion regarding the regular ship's antenna out of commission for 28 days, and the use of an emergency antenna. Radio operator asserted that he could reach only limited areas with it.

LA SALLE (Waterman), Oct. 2—Chairman, Daniel McMillian; Secretary, Lee J. Gomes. No beefs reported by department delegates. Two men missed ship in Pusan. Ship received no communication in the past seven months except the latest LOGs. Vote of thanks to the steward department and to the deck department. Everything is running fine.

PENN SAILOR (Penn Shipping), Oct. 2—Chairman, F. A. Savoie; Secretary, J. P. Balliday. Ship's delegate reported that everything is running smoothly. Some disputed OT in engine department. Motion for amendment to the Constitution for a minimum sea time set in order for an SIU member to retire regardless of age. It was suggested that the crew keep all peddlers out of messhalls. Also, that each man help keep the laundry room clean.

DIGEST of SIU SHIP MEETINGS

about captain's attitude regarding mail, money and other things. Vote of thanks to the chief cook for his cooperation and help to sick crewmembers. The steward thanked the crew for their cooperation. Some repairs were completed and others are to be done.

COMMANDER (Marine Carriers), Sept. 21—Chairman, Joseph Air; Secretary, Joseph Warszewicz. No beefs reported by department delegates.

DEL MAR (Delta), Oct. 2—Chairman, Pete Bialack; Secretary, J. Carroll. Brother J. V. Whalen, Jr. was elected to serve as ship's delegate. \$243.10 in movie fund, with \$366.40 spent for film for this voyage. No beefs reported by department delegates. Discussion on requesting Union and Company to aid crew in gaining permission to show topside movies. Entire crew expressed desire to receive more communications from headquarters in that they might be better informed as to what is taking place in their Union.

ALCOA RUNNER (Alcoa), Oct. 5—Chairman, Henry Shepeta; Secretary, Everett A. Herd. \$5.50 in ship's fund. One man missed ship in Puerto Rico. No beefs reported except that the Mate is acting like the bosun, trying to run the deck gang on deck. Deck gang believes the bosun should give them their orders and take care of things on deck. Motion made that headquarters give out some information on just what is being done for a retirement plan. Men on the ship didn't know anything about the new contract until it was all over with. Crew would like to know what is going on. Vote of thanks was extended to the steward department.

CHOCTAW VICTORY (Columbia), Sept. 11—Chairman, R. E. Kiesinger; Secretary, F. H. Smith. Discussion on water cooler which was promised last trip and has not been received. No beefs were reported by department delegates. All crewmembers



Rachel V Photo Gallery



Chief Electrician Bill Holland and Wiper Byron (Sonny) Broadus enjoy a few moments of relaxation on the deck of the Rachel V. The vessel is now back from an extended voyage in the Far East, where the seamen board were able to take advantage of the unusual sights in the various ports of call. The picture was taken by William Calefato, who never leaves his camera home.



Luwellyn Stevens, who sails in the deck department, spiffs up the Rachel V with a fresh coat of paint. Stevens is standing on a small barge anchored alongside the ship.

Thanks SIU Crew For Alert Rescue

"Thank God your ship was where it was, when it was—and thank God you had an alert watch on board," writes Luther A. Krell, Jr., in a letter expressing his gratitude to the members of the SIU Steel-maker crew who pulled him out of shark-infested Gulf Stream waters, not far from Fort Lauderdale, Florida.

Cruising from Fort Lauderdale to West Palm Beach, Krell and his sailing partner noticed that the bow light had gone out. Krell took a flashlight and went forward along the gunwale to check for faulty equipment. As he passed the radio antenna mast, a heavy sea tripped him up. The antenna, which had not been properly fastened, came loose on the counter roll, swinging its weight hard against Krell's body and breaking his grip on the handrail.

"The man at the helm didn't realize that I had been flung overboard," Krell recounts. "I yelled for help over and over again while the boat rapidly disappeared into the distance. I was still yelling a few minutes later as the stern light winked out of sight."

Bobbing helplessly in the sea, Krell clutched desperately to the watertight flashlight, hoping that a passing ship would be attracted by its faint beam.

Flashing Fins

"I kept imagining that sharks were slicing the waters close by," he says. "You wouldn't believe how much wave crests resemble flashing fins. I could almost feel them swimming right under me."

Luckily, both he and the light held out, and in less than an hour Seafarers manning the Steel Maker spotted Krell and pulled him to safety.

"Funny thing," Krell recalls, shaking his head. "You know, that light leaked. As soon as I was safely aboard the Steel Maker, it went out and wouldn't light again. 'I'm a very lucky man.'"

The Great Lakes

(Continued from page 5)

up in sight. Registration is low in Chicago but we have managed to place all men.

The majority of the past period for all Lakes officials has been spent boarding all Great Lakes vessels for the purpose of giving all members the opportunity to cast their vote relative to the constitutional changes. The Chicago Agent has just returned from the Michigan area assisting on this issue.

Frankfort

The City of Green Bay is expected to be out of the shipyard November 5 to resume operations. As of this date, the company has no idea when they will get the Grand Rapids here. The Ann Arbor is on a two boat operation—no schedule at this time.

The Tug Purves is expected to fitout for another short time the first of next week.

Leroy Axline is home on leave from the U.S. Public Health Service Hospital. He will be returning in a week or so.

Duluth

Shipping remains fairly good in this port since the last report. The rated jobs seem to be dropping off a bit in the Engine Department and the entry ratings such as Wiper and Ordinary Seaman have become prevalent.

Abdul Said was shipped Ordinary Seaman on the Frank E. Taplin. With help from this hall he obtained his A/B papers and went AB/DW on the Taplin. Shortly afterwards he was promoted to watchman. We wish to congratulate this man on his achievements and all other members who have done the same in other ports.

Family Holiday



Brother C. W. Gabriel, who has been on the Council Grove (Cities Service) for the past six months, returned home recently to spend some pleasant hours with his wife, two daughters and five grandchildren. Gabriel's home is in Kannapolis, North Carolina. "I plan to ship out again soon," Gabriel said, "then take a long, long vacation with my devoted family."

UNFAIR TO LABOR DO NOT BUY

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

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

Eastern Air Lines (Flight Engineers)

H. I. Siegel

"HIS" brand men's clothes (Amalgamated Clothing Workers)

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

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

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

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

Jamestown Sterling Corp. Furniture and Bedding (United Furniture Workers)

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

Pepsi Cola Company (Soft Drink Workers, Local 812)

White Furniture Co. United Furniture Workers of America

GLOBE PROGRESS (Maritime Overseas), Sept. 28—Chairman, R. N. Airy; Secretary, K. Matgimisios. Motion made to concur with headquarter's report regarding new agreement.

YORKMAR (Galmar), Sept. 25—Chairman, M. Kleiber; Secretary, K. Winters. Some disputed OT in deck and engine departments. Brother Francis X. Wharrity was re-elected to serve as ship's delegate. Motion made that crew concur with motion made on SS Portmar, as published in Seafarers Log of September 3rd "to increase ship's personnel to 1 electrician, 3 daymen, 1 wiper, 1 cook and 1 pantryman on all Calmar Line C-4's." Vote of thanks extended

DIGEST of SIU SHIP MEETINGS

to the ship's delegate and to the steward department.

THE CABINS (Texas City Refining), Aug. 25—Chairman, W. Lenard; Secretary, J. H. Jaskolski. Sixteen hours disputed OT in deck department. Good trip with a wonderful crew. Every one is working together. Vote of thanks to the steward department for a job well done.

DEL MAR (Delta), Sept. 14—Chairman, Pete Bieleck; Secretary, Joseph V. Whelan, Jr. Ship's delegate reported that there were no beefs and that everything is running smoothly. Some disputed OT in deck and engine departments. Crew discussed poor ventilation in water closet. Vote of thanks to the movie director.

ATLAS (A. L. Burbank), Sept. 21—Chairman, H. Berg; Secretary, K. Lynch. Brother W. P. O'Brien was elected to serve as ship's delegate. \$35 in ship's fund. No beefs reported by department delegates. Motion made that all crew members want cash transportation paid at payoff in lieu of a ticket back to Port of Engagement.

YAKA (Waterman), Sept. 18—Chairman, Lee Harvey; Secretary, Guy Casey. One man was hospitalized in Saigon. Some disputed OT reported in deck and engine departments. Ship should be fumigated for rats. Slop chest and medical chest in poor condition. This matter will be taken up with patrolman along with the problem of bad water for showers. Vote of thanks to the steward department.

BELGIUM VICTORY (Isthmian), Aug. 23—Chairman, V. Porter; Secretary, C. E. Mosley. No beefs reported by department delegates. Discussion on repairs that are needed.

YORK (York), Sept. 18—Chairman, James Dunlop; Secretary, A. L. Doud. \$1 in ship's fund. No beefs reported by department delegates. Some disputed OT in engine department. Motion made to let Union officials ride this ship under its present condition. It is a mess. Suggestion made to open forward end of after house to get some air into crew's quarters. Put in weather doors and some port-

holes to admit some air. Drinking water is nasty and unsanitary. Sanitary water is unfit for showers or washing clothes. Sample of water will be turned in to boarding officials upon arrival.

MAYFLOWER (Mayflower), Oct. 1—Chairman, Cleveland R. Wolfe; Secretary, Ralph Taylor. No beefs and no disputed OT reported by department delegates. Contacted patrolman regarding the matter of more milk being put aboard, enough to make round trip.

BANGOR (Bermuda), August 22—Chairman, Charles Barkins; Secretary, George W. Flint. Ship's delegate reported that everything is running smoothly. No beefs reported. Everything running smoothly. Vote of thanks to the steward department for a job well done.

OCEAN DINNY (Maritime Overseas), Sept. 19—Chairman, Frank Gonzales; Secretary, Thomas M. Ullisse. All repairs taken care of. Three men were hospitalized in Subic Bay. Good crew aboard ship. Items orders and repairs of last voyage have not been taken care of.

SEATRAN LOUISIANA (Seatrane), Sept. 26—Chairman, W. Biskas; Secretary, J. Block. All repairs have been taken care of. Discussion regarding new contract. \$155 in ship's fund.

GLOBE EXPLORER (Maritime Overseas), Sept. 4—Chairman, E. W. Lipton; Secretary, R. Harp. Disputed OT reported by the three department delegates. Special meeting to be held between ship's delegate and boarding patrolman.

TRANSORIENT (Hudson Waterways), Sept. 25—Chairman, J. Lamb; Secretary, W. Fisher. No beefs and no disputed OT reported by department delegates. Crew request regular draw not a flat draw on arrival, as before. Vote of thanks to the steward department for a job well done.

STEEL SEAFARER (Isthmian), Sept. 19—Chairman, H. Bilde; Secretary, W. M. Hand. Ship's delegate reported that most of the repairs are being completed. No beefs and no disputed OT reported by department delegates. Motion made and carried that Brother Steven Kolins, chief cook, continue to serve as ship's delegate. Vote of thanks to the steward department.

WARM SPRINGS (Columbia), July 18—Chairman, J. E. Arnold; Secretary, A. Richards. No beefs reported by department delegates.

WESTERN PLANET (Western Tankers), Sept. 11—Chairman, Matthew Guidera; Secretary, Alexander D. Brodie. Brother A. Brodie was elected to serve as ship's treasurer and Brother A. VanDyke was elected to serve as ship's delegate. Discussion about subsistence due to no ventilation in Ras Tanura, and no cots on board. One man was hospitalized in Ras Tanura.

ROBIN SHERWOOD (Robin), Sept. 22—Chairman, C. Galloway; Secretary, W. I. Bennerson. No beefs and no disputed OT reported by department delegates. It was suggested that each man contribute fifty cents towards ship's fund. Unlicensed personnel not to use washing machine after 11:00 A.M. More vegetables on salad plate desired.

Appreciates Help In Time Of Need

To the Editor:
I would like to take this opportunity to thank the SIU and its officials for the kindness shown at the time of the death of my husband, Fritz A. Widgren.

I also appreciate the prompt way in which I received my

needed. When I came to the hospital in an ambulance, there was no time to pick up anything. The SIU Representative went back to my hotel room and packed my gear for me. I would sure call that personal help to a stranded brother.

Thanks to the members and officials of the SIU.

Yours fraternally,
Robin T. Turner, Jr.

~ ~ ~

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.

benefits, as they were greatly needed.

Thank you, and I want you to know that I will always be grateful that my husband belonged to such a fine Union.

Very truly yours,
Mrs. Rosemary W. Widgren

~ ~ ~

Gives Thanks For Aid

To the Editor:
About two months ago, after I had paid off a ship in Seattle, I suffered a ruptured appendix and was hospitalized at the USPHS Hospital in that town. I received excellent medical care throughout my lengthy stay at the hospital. The operation was a success, although most unpleasant, since the appendix had already ruptured and there was the problem of draining.

When I first came back to, after being out for nine hours, the SIU Welfare Representative was standing by my bed. He came by often to visit and saw that I had everything I

Pension Money Pays The Bills

To the Editor:
I often stop and thank my lucky stars that I am a member of the SIU and eligible for monthly checks under the pension plan. When you get old and a little weary in the bones, the SIU pension really comes in handy. When a person gets too old to work, he happens not to be too old to get monthly bills. Without our pension, my wife and I would have really been in a financial fix.

Our thanks again and best wishes to all the brothers.

Fraternally,
J. Ralph Hiram

~ ~ ~

Family Has Happy Smiles

To the Editor:
Medical care is important to everyone, and I am certainly glad that the SIU has recognized this and taken steps to assure the health of its members and their families. Getting an appointment with a dentist is almost impossible in a big city, but my family doesn't have that problem. We go to the SIU Clinic, and dental appointments are arranged for us.

All six of us send our appreciation to the Union and all it stands for.

Fraternally,
Harold Robinson

~ ~ ~

Situs Picketing Ruling

(Continued from page 8)

did not take place "reasonably close" to the site of the building trades' primary dispute with Markwell & Hartz, the majority held, reverting to a different precedent in the Moore Dry Dock decision.

The building trades therefore "unlawfully sought to disrupt the operations of the neutral subcontractors . . . and to enmesh them in the primary dispute" with the non-union general contractor in a manner not to be "condoned as an unavoidable by-product" of the "legitimate primary picketing" of other gates at the construction site, the ruling said.

The minority agreed that contractors and subcontractors on the same multi-employer building site have a "separate employer status."

They agreed with the building trades, however, that the work of subcontractors at the Markwell & Hartz site was so "intertwined" with that of the struck general contractor that the whole project in effect was one production job. On the situs-picketing issue in such cases, they argued, the board should protect otherwise lawful picketing by building trades workers as well as other groups of workers.

The pending situs picketing bill would clearly override the NLRB majority's refusal to recognize that construction unions have a special problem in dealing with several contractors and subcontractors "all engaged in essentially the same undertaking" of producing a single construction project at a common location or "site."

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

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Bonus Babies



Seafarer Alexander Leiter looks proud as he poses with his three sons John, Karl and Eric. There are a couple of additional little Leiters at home and one more on the way. A veteran of the deck department, Brother Leiter has sailed with the SIU since 1944.

Ex-Seafarer Hits Jackpot As Hollywood Films Novel

Former Seafarer Donn Pearce, whose first novel, "Cool Hand Luke," recently received critical acclaim from the New York Times Book Review, is now on his way to Hollywood to begin work as a script-writer. His first job will be concerned with the filming of his own book.

Just a few days after the publication of "Cool Hand Luke," executive movie producer Gordon Carroll was scanning an edition of the Publisher's Weekly, saw Pearce's book mentioned and read it. Ten days later the movie rights had been purchased by Columbia Films. The company plans a production in the near future.

Herbert Creekmore of the New York Times called the book "an impressive novel" and "a vivid and galling account" with "flashes of poetry." "You feel at the end," the critic said in conclusion, "that you have lived through an experience which proves yet another time 'man's inhumanity to man'."

Although still a young man, Pearce has lived a colorful and

adventurous life. He dropped out

of school at the age of 15 and alternated voyages at sea with a try at amateur safe-cracking. A two-year stretch on the Florida chain gang convinced Pearce that there were easier ways to pick up a buck. He returned to sea and worked his way up until 1957, when he obtained his third mate's license.



Pearce

"Cool Hand Luke" is the story of a real man, who was a leader among his fellow prisoners. Luke has youth, vitality, a love for hard

work, energy, skill and a talent for the banjo — everything the average person would need to become a success in the conventional sense. But he chooses to buck society and the social laws, and this conviction is the crux of the novel.

Author Pearce joined the SIU in 1955. First shipping out deckside as an OS and then as a member of the steward's department, he later switched over to AB. Most of his voyages were aboard Isthmian, Alcoa and Robin Line vessels, and his favorite ports were Calcutta and other ports of call in Japan and Italy. While sailing, and on the beach between runs, he began recording his impressions and experiences.

Happy-Go-Lucky



Caught by surprise by the camera, Seafarer Johnny Corn holds ear-to-ear grin while fellow crewmember Bill Calefato snaps away on the deck of the Rachel V. Corn sails as a member of the deck department and is now back from a Far East run.

SIU Bosun Launches Seafood Restaurant

Although he sailed as a bosun on an SIU ship, Seafarer Philip Miranda's interest has always been in preparing excellent food and learning different dishes while in foreign ports of call. This went on for years, until Miranda figured it was time to test all the many sea food recipes he'd gathered while traveling around the world.

Seafarer Miranda has now exchanged his sailor's cap for a chef's hat. Three months ago, he established Phil's Shrimp House on 1273 Central Avenue, Caparra Terrace, Puerto Rico. Business is booming.



Miranda

The art of cooking is by no means new for Miranda, who does all the cooking at his restaurant. His Portuguese father was a hotel chef in California for many years, and the young Miranda could usually be found hanging around his father's

kitchen, watching and learning.

Portuguese recipes are the specialty of the house, where an intimate family atmosphere prevails. Many are seafood dishes he learned from his father and still keeps a secret. Others he picked up in foreign ports.

"I used to serve most of the dishes we now feature at family parties," Miranda explained. "They worked out so well I decided to open a restaurant and try them out on the public. Besides, I was tired of traveling and wanted to spend more time with the family."

Now he spends practically all of his time with the family. Mrs. Miranda, the former Nilda Puente of Santurce, and Phil, Jr., the couple's ten-year-old son, both work in the restaurant and see that everything runs smoothly, while Mr. Miranda prepares the food in the kitchen.

SIU Arrivals

Paul Ebanks, born September 29, 1965, to the Norman G. Ebanks, Jacksonville, Florida.



Rebecca Kay Thompson, born September 26, 1965, to the Donald G. Thompsons, Charlotte, North Carolina.



John Henry Peterson, born September 17, 1965, to the Henry J. Petersons, Mobile, Alabama.



Frank Cunningham, born March 9, 1965, to the James Cunninghams, Tampa, Florida.



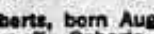
Patty Nelles, born September 16, 1965, to the Kenneth M. Nelles, Alpena, Michigan.



Laura Romero, born August 12, 1965, to the Jose Romeros, Houston, Texas.



Marc Vernon Creeff, born August 31, 1965, to the Ferdinand C. Creeffs, Baltimore, Maryland.



Patricia Roberts, born August 22, 1965, to the Arthur T. Roberts, Las Vegas, Nevada.



James Frederick Walkley, born September 10, 1965, to the Harold F. Walkleys, Scottville, Michigan.

Benjamin Franklin, born July 17, 1965, to the Benjamin Franklins, Kennel, Louisiana.



Linda Ann Fletcher, born September 9, 1965, to the Frank Fletchers, Laurel Springs, New Jersey.



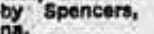
James Rodriguez, born August 30, 1965, to the Milton Rodriguezs, New Orleans, Louisiana.



Kimberly McNabb, born September 17, 1965, to the William H. McNabbs, Belaire, Texas.



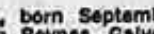
Edith Spencer, born March 12, 1965, to the Bobby Spencers, Westminster, South Carolina.



Roseann Bonsignore, born September 10, 1965, to the Michael H. Bonsignore, Baltimore, Maryland.



Lily Reyna, born September 11, 1965, to the Ruben Reynas, Galveston, Texas.



Lisa Fletcher, born October 6, 1965, to the John J. Fletchers, Scranton, Pennsylvania.

PERSONALS and NOTICES

Hakon Moum
You are requested to contact John L. Johnson at 1457 1/2 7th Street, Muskegon, Michigan

James M. Wise
You are requested to contact your wife Della Wise at 1003 East Park, Taylorville, Illinois.

Martin Miles Jensen
You are requested to contact your mother Mrs. Ruth Jensen at 1149 South 17th Street, Lincoln, Nebraska.

Income Tax Refunds
Income tax refund checks are being held for the following SIU members by Jack Lynch, Room 201, SUP Building, 450 Harrison Street, San Francisco 5, California:

Felix P. Amora (2), Alexander Ansaldo, Roy C. Bru (2), Orla Bushold, Winfred S. Daniel, Dolfin V. Guevara, Hans J. L. Pederson (2), Birger R. Rasmussen (3), Harold R. Thomas, Ah K. Wong (2), Yung Pley Woo.

Donald Gilboa
You are requested to contact William Thornton, in care of Bill Hall, at the SIU Hall in New York.

Schedule of Membership Meetings

SIU-AGLIWD Meetings

- New York ... Dec. 6-2:30 P.M.
- Philadelphia ... Dec. 7-2:30 P.M.
- Baltimore ... Dec. 8-2:30 P.M.
- Detroit ... Nov. 12-2:30 P.M.
- Houston ... Nov. 15-2:30 P.M.
- New Orleans ... Nov. 16-2:30 P.M.
- Mobile ... Nov. 17-2:30 P.M.
- Wilmington ... Nov. 22-2 P.M.
- San Francisco ... Nov. 24-2 P.M.
- Seattle ... Nov. 26-2 P.M.

Great Lakes SIU Meetings

- Detroit ... Nov. 15-2 P.M.
- Alpena ... Nov. 15-7 P.M.
- Buffalo ... Nov. 15-7 P.M.
- Chicago ... Nov. 15-7 P.M.
- Cleveland ... Nov. 15-7 P.M.
- Duluth ... Nov. 15-7 P.M.
- Frankfort ... Nov. 15-7 P.M.

GREAT LAKES TUG AND DREDGE REGION

- Detroit ... Nov. 15-7:30 P.M.
- Milwaukee ... Nov. 15-7:30 P.M.
- Chicago ... Nov. 16-7:30 P.M.

- Buffalo ... Nov. 17-7:30 P.M.
- St. Marie ... Nov. 18-7:30 P.M.
- Duluth ... Nov. 19-7:30 P.M.
- Cleveland ... Nov. 19-7:30 P.M.
- Toledo ... Nov. 19-7:30 P.M.

SIU Inland Boatmen's Union

- Philadelphia ... Dec. 7-5 P.M.
- Baltimore (licensed and unlicensed) ... Dec. 8-5 P.M.
- Houston ... Nov. 15-5 P.M.
- Norfolk ... Nov. 12-5 P.M.
- New Orleans ... Nov. 16-5 P.M.
- Mobile ... Nov. 17-5 P.M.

RAILWAY MARINE REGION

- Jersey City ... Nov. 15-10 A.M. & 8 P.M.
- Philadelphia ... Nov. 16-10 A.M. & 8 P.M.
- Baltimore ... Nov. 17-10 A.M. & 8 P.M.
- Norfolk ... Nov. 18-10 A.M. & 8 P.M.

United Industrial Workers

- New York ... Dec. 6-7 P.M.
- Baltimore ... Dec. 8-7 P.M.
- Philadelphia ... Dec. 7-7 P.M.
- Houston ... Nov. 15-7 P.M.
- Mobile ... Nov. 16-7 P.M.
- New Orleans ... Nov. 17-7 P.M.

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

Final Departures

Walter Hoepfner, 70: Brother Hoepfner died of natural causes at the Denonhurst Nursing Home in Brooklyn, New York. He retired on SIU pension in 1963, after serving in the deck department since 1950. Brother Hoepfner is survived by a friend, E. William Lindgren. Burial took place at the Greenwood Crematory in Brooklyn, New York.



George F. Immel, 86: Brother Immel died of a heart attack at his home in Columbus, Ohio. A member of the deck department of the Union since 1941, he had been retired on SIU pension. Brother Immel is survived by his daughter, Velma A. Gamble. He was buried at the Union Cemetery in Columbus, Ohio.



Comer Wilson Burney, 48: Brother Burney died of cancer at the Florida Memorial Hospital in Covington, Alabama. A member of the steward department, he joined the Union in 1960. Brother Burney is survived by his wife, Mary Elizabeth Burney. Burial took place at the Cool Springs Cemetery in Opp, Alabama.



William K. Tobin, 83: Brother Tobin died of natural causes at the Harlem Hospital, New York, N.Y. A member of the steward department, he joined the Union in 1938. He is survived by his wife Tillie. Place of burial was the Woodlawn Cemetery, Bronx, New York.



Russell J. Wentworth, 68: Heart disease proved fatal to Brother Wentworth in New Orleans, Louisiana. A member of the engine department, he joined the SIU in 1938. He is survived by his step-sister Beulah. Place of burial was the St. Joseph Cemetery, Boston, Mass.



Joseph F. Mendoza, 60: Brother Mendoza died of natural causes at the New Orleans USPHS Hospital, New Orleans, Louisiana. A member of the Union since 1949, he sailed in the steward department. No beneficiary was designated. Place of burial was the St. Louis #3 Cemetery, New Orleans, Louisiana.



Fred L. Bowman, 59: Brother Bowman died of natural causes at his home in Oaklawn, Illinois. A member of the SIU since 1961, he sailed in the deck department. He was buried in the St. Mary Evergreen Park Cemetery, Cook County, Illinois. Surviving is his wife, Helen.



James L. Marmaud, 62: Heart disease proved fatal to Brother Marmaud in Rotterdam, Holland. A member of the Union since 1953, he sailed in the engine department. Place of burial was the Calvary Cemetery, Woburn, Mass. No beneficiary was designated.



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.

Directory Of UNION HALLS

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

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- EXECUTIVE VICE PRESIDENT**
Cal Tanner
- VICE PRESIDENTS**
Earl Shepard
Lindsey Williams
Al Tanner
Robert Matthews
- SECRETARY-TREASURER**
Al Kerr
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- ALPENa, Mich.** ... 127 River St. EL 4-3618
- BALTIMORE, Md.** ... 1216 E. Baltimore St. EA 7-4900
- BOSTON, Mass.** ... 177 State St. RI 2-0140
- BUFFALO, N.Y.** ... 735 Washington St. TL 3-9259
- CHICAGO, Ill.** ... 9383 Ewing Ave. SA 1-0733
- CLEVELAND, Ohio** ... 1420 W. 25th St. MA 1-5450
- DETROIT, Mich.** ... 10225 W. Jefferson Ave. VI 3-4741
- DULUTH, Minn.** ... 312 W. 2nd St. RA 2-4110
- FRANKFORT, Mich.** ... P.O. Box 287 415 Main St. EL 7-2441
- HOUSTON, Tex.** ... 5804 Canal St. WA 8-3207
- JACKSONVILLE, Fla.** ... 2608 Pearl St. EL 3-0987
- JERSEY CITY, N.J.** ... 99 Montgomery St. HE 3-0104
- MIAMI, Fla.** ... 744 W. Flagler St. FR 7-3564
- MOBILE, Ala.** ... 1 South Lawrence St. HE 2-1754
- NEW ORLEANS, La.** ... 630 Jackson Ave. Tel. 529-7546
- NORFOLK, Va.** ... 115 3rd St. Tel. 622-1892
- PHILADELPHIA, Penna.** ... 2604 S. 4th St. DE 6-3818
- PORT ARTHUR, Tex.** ... 1348 Seventh St. SAN FRANCISCO, Calif. 350 Fremont St. DO 2-4401
- SANTURCE, P.R.** ... 1313 Fernandez Juncos Stop 20 Tel. 724-2848
- SEATTLE, Wash.** ... 2505 First Avenue MA 3-4334
- ST. LOUIS, Mo.** ... 805 Del Mar CE 11434
- TAMPA, Fla.** ... 312 Harrison St. Tel. 229-2788
- WILMINGTON, Calif.** ... 505 N. Marine Ave. TE 4-2628

1966 Seafarers Scholarships

NOW is the time for qualified Seafarers and children of Seafarers who want to compete for one of the five annual \$6,000 SIU scholarship awards for 1966 to begin filing their applications.

The SIU scholarship plan has been operated on an annual basis for the past 12 years and winners can select any college and field of study. Sixty-three awards have been given since the program began in 1953. Of these, 40 have gone to the children of SIU members and SIU men themselves have received 23 of the college scholarships.

The competition for the \$6,000 awards, which may be used to attend any accredited college or university in the U.S. or its possessions, for study in any field, is open to qualified Seafarers who have a minimum of three years seetime on SIU-contracted vessels, and to children whose fathers meet the seetime requirement. At least one award is reserved for a Seafarer.

Winners are chosen by a panel of leading university educators and administrators on the basis of their high school records and CEEB test results.

The first of the scheduled CEEB tests for 1966 will take place on December 4, 1965. Additional tests are scheduled for January 8, 1966 and March 5, 1966. Qualified applicants are urged to take the earliest exam possible to avoid any last-minute rush.

Seafarers and members of SIU families who are interested in competing for the 1966 awards should contact the nearest SIU port office or SIU Headquarters for information. They should also make immediate arrangements to take a CEEB test. To register for the tests, write to the College Entrance Examination Board at Box 592, Princeton, N. J., or Box 1025, Berkeley, California, well in advance.

The judging for the five annual SIU awards is expected to take place late in May, as in previous years.

Apply now!