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SIU New Orleans Hall Shelters Victims

Damage Heavy As Hurricane Betsy Batters New Orleans

NEW ORLEANS—The SIU hall here was pressed into service as a safe refuge and refugee center for many of the people made homeless or forced from their homes when hurricane Betsy ripped through this port on September 10 with 150-mile-an-hour winds that battered the levees and caused extensive flooding of the city.

Hundreds of New Orleans citizens were sheltered and fed in the SIU hall, which also served as an emergency medical center where "shots" were administered to help prevent the outbreak of disease in the storm and flood ravaged city.

Due to a breakdown of communications with New Orleans because of the storm damage, full details of the SIU role in aiding storm victims cannot be included in this issue of the LOG, but will be carried in a future issue.

In expectation of the tropical storm, emergency food supplies had been stockpiled by the Union at the hall to aid storm victims. Many families made homeless by high winds and flooding lived in the SIU hall until they could return to their homes or move in with friends or neighbors.

Hurricane Betsy was the worst maritime disaster ever to hit the Port of New Orleans. Almost every ship in the port suffered some sort of damage. It is estimated that over 300 barges were lost during the storm and many towboats sank and have not been found. Twelve-foot waves were reported in the river.

SIU Ship Damaged

The SIU-manned Seatrail Louisiana, which pulled out of New Orleans to take refuge in a nearby river, was struck by a sulphur barge at the height of the storm. The extent of the damage she suffered has not yet been decided but she was able to proceed under her own power after the storm.

Many ships suffered extensive



Force with which Hurricane Betsy ripped through New Orleans area is shown in this photograph of barges thrown up on top of a levee of the Mississippi River north of the city.

damage. A new automated cargo vessel, 99 percent completed, was torn from a Todd Shipyard drydock by the storm and later found floating in the Mississippi River with her sides heavily damaged. The drydock was found still later a short way from the repair yard—upside down.

Other nearly completed vessels also suffered extensive damage in and out of nearby shipyards. One vessel was found beached a few miles away from her yard with her sides badly banged up. Another broke loose and sank in one of the deepest parts of the river during the storm. Another broke loose and promptly turned over. One vessel which broke loose was found on top of the Mississippi port's levee.

A Navy destroyer under construction was capsized by the storm, and

another naval vessel was later found beached with heavy hull damage. Two Victory ships recently broken out of the reserve fleet for Vietnam duty were severely damaged.

Nearly every vessel docked at commercial piers suffered damage when they, or nearby vessels, broke loose from their moorings in the high winds and were bashed against each other.

With such extensive damage to so many vessels, shipyards in the area are geared for much overtime work to get them back in shape to put to sea again.

Damage to the Port of New Orleans and its facilities is expected to run into millions of dollars.

Four Canadian Seafarers Killed In Ship Explosion

MONTREAL—Four SIU of Canada crewmen and the chief engineer were killed Sept. 14 when the four-month-old, 8,000-ton Canada Steamship Lines freighter Fort William capsized and was ripped by an explosion alongside a dock in Montreal harbor.

Barber of Toronto, Chief Engineer.

Three of the 15 other men aboard were taken to the hospital. Several were treated at the scene.

Most escaped the inferno of flame that towered 200 feet over the waterfront by clambering across the port side of the wheelhouse, which was level with the dock when the ship settled onto her starboard side. Some leaped into the swift current of the St. Lawrence River.

The 488-foot-long, closed-deck Great Lakes freighter turned over and blew up about 4:30 A.M., an hour after she cleared the Seaway from Hamilton, Ont., and tied up at Shed 65 in the east end of the port.

She had been plagued all the way from Hamilton by an inability to maintain proper trim.

She carried a deck cargo of 1,400 tons of steel and a huge wheeled float used in highway transportation of heavy construction equipment.

Her 'tween-decks load was a mixed high-volume, low-weight cargo that included some 300 tons of powdered carbide—a chemical which in itself is not explosive, but which becomes a highly explosive gas when mixed with water.

Water had been pouring into the hold where it was located for several minutes before the blast.

All four cargo doors on the starboard side had been opened preparatory to unloading. Two on the port side were open for ventilation.

Sinks 30 Feet

The deck cargo slid overboard as the ship capsized. She sank 30 feet to the muddy bottom, her masts bent grotesquely against the dock.

Only her portside half—the

(Continued on page 17)

International President's REPORT

By Paul Hall



One of the American operators' justifications for the use of runaway flag ships is that the runaways are under the "effective control" of the United States and will be available to this nation in the event of war or national emergency. Events over the past five years and, in particular, recent events in Vietnam have proven that this theory of "effective control" is highly questionable.

Recently, newspapers across the country carried stories pointing out that the Department of Defense's argument that this country can depend upon the merchant ships of its allies in war-time has received a heavy setback. This referred to an instance where the crew of the Greek-flag freighter Stamatios S. Embiricos refused to sail from California to South Vietnam. In another case, the Mexican-flag freighter, El Mecicano was ordered by her Government to unload her cargo that had been headed for Vietnam because of a Mexican law which prohibits a Mexican ship from entering a war zone. Mexican officials explained that they were merely following the dictates of their law and that the decision was in no way influenced by anti-U.S. or pro-North Vietnam feelings.

In addition, many free-world ships are carrying vital cargoes to North Vietnam. Senator Birch Bayh recently stated that, "Free-world ships brought 74 cargoes to North Vietnam during the first six months of the year," and yet the U.S. Government continues to use these foreign-flag vessels in its shipping trades. It is a sad fact indeed that our service men in Vietnam must depend on these foreign vessels for supplies. It is a clear case of two ends against the middle, with the United States caught in between. We have warned against the above possibilities for years but unfortunately, our words have fallen upon deaf ears.

If the State Department would only look back to the summer of 1960 when the Cuban crisis was at its peak, further evidence of the inadequacies of our "effective control" policy would be quite striking. At that time, Castro seized American and British oil refineries and agreed to import Russian oil to supply them. Russia's only problem was that she did not have the tanker tonnage necessary for shipment so she immediately put quite lucrative offers before the world ship-owners. Needless to say — her offers were snapped up. Even though only a few of these ships were runaways, it clearly points out the ineffectiveness of U.S. control over their operations. One way the runaways got around the demands of our State Department was to shy away from Cuban trade and instead charter their vessels to carry Soviet oil to other countries, thereby releasing Soviet ships to make Cuban runs.

The "effective control" plan shows other glaring inabilities when one looks at the possible effects of our break of diplomatic relations with Panama. The question posed here is just how can the U.S., without diplomatic ties, expect Panama to accept the U.S. "effective control" theory? We cannot expect foreign nations, hostile or not, to do our bidding. We cannot rely on good will!

As a further point, even the loyalty of the foreign crews on some of the runaway ships is extremely questionable. In October of 1961 the Chairman of the Senate Interstate and Foreign Commerce Committee, Senator Magnuson, wrote to Secretary of Defense McNamara, calling the runaway fleet a "mercenary merchant marine."

There is no such thing as "effective control." It has been proven again and again that when the chips are down, the United States cannot depend on runaways in times of emergencies. One of the basic reasons for American power in the world today is her self-sufficiency. If we are to succeed we must increase our dependence on our own shipping. The only vessel really under the "effective control" of America is an American vessel flying the American flag and manned by an American crew.



Still smoking, the SIU of Canada-contracted Fort William (Canada Steamship Lines) lies on her side in shallow water flush against a dock in Montreal harbor after being ripped by an explosion. Four members of the SIU of Canada lost their lives in the blast.

Meany Issues Statement On Red Wheat Sales

AFL-CIO President George Meany "set the record straight" on the federation's views on shipment of grain in U.S. vessels to Communist bloc nations in a 2,000-word statement which he urged all members of the Senate to read before acting on an amendment to the farm bill which would void present regulations

Meany wrote each senator that during discussions to eliminate the present requirement that 50 percent of grain sold to Communist-bloc nations be shipped in U.S. flag ships "my position has been falsely stated."

The full text of the Meany statement appears on Page 8.

Reviewing in detail the facts regarding the original application of the 50 percent principle to Soviet wheat sales in the fall of 1963, and establishing the role of the AFL-CIO and its affiliated maritime unions in the matter, Meany made it clear that organized labor had cooperated with President Kennedy in setting up the wheat sales and the method of transportation.

"The AFL-CIO is ready at any time to cooperate fully in any effort to find a better method of achieving the objective sought by the 50 percent American flag requirement," he wrote. "We are strongly opposed to any misguided effort to resolve the issue by the arbitrary and ruthless elimination of that requirement."

The bid to eliminate the 50 percent rule, currently contained in a Presidential executive order, came in the Senate Agriculture Committee where an amendment to repeal the provision was added to the general farm bill.

No Reference Contained

The measure as passed by the House did not contain any reference to the 50 percent American bottoms order, nor was any attempt made to repeal it.

Meany also sent a letter to all members of the Senate strongly opposing an amendment which would take away the authority of the Secretary of Labor to determine the need for importing foreign labor and give it to the Secretary of Agriculture.

The letter declared that the amendment "would seriously undermine the wages, working conditions and protections which have been achieved for American farm workers." Meany urged defeat of the amendment or "any other amendment affecting farm labor and the orderly processes of our government."

In his statement on wheat shipments Meany declared "I made no demand or request of any kind upon President Kennedy" in connection with the original wheat sale and "I placed no terms or conditions of any kind upon the cooperation and support of the AFL-CIO in this matter."

He noted that in April 1962 he had publicly urged that the U.S. give foodstuffs to the people of the Iron Curtain countries, contending that "hunger knows no politics."

The AFL-CIO president wrote the senators that when Kennedy announced the Soviet wheat sale, he said all of the wheat would be shipped in American vessels if they were available. Later, when it was determined that this was

not feasible, the not-less-than-50-percent provision was incorporated into the executive order.

Meany noted that the maritime unions "did not protest this reduction." The dispute which led to cessation of grain loading was caused by the successful efforts of two grain dealers to "further reduce the participation of American vessels by securing waivers of the 50 percent requirement through various contrivances. . . ."

Meany said he entered this controversy at the request of Pres. Johnson and helped win an agreement from the maritime unions which he noted was hailed at the time in the Senate by then Senator Hubert H. Humphrey and Senator George McGovern (D-S.D.).

The settlement of the dispute was followed by the creation of a Maritime Advisory Committee which is functioning and reviewing various aspects of cargo preference, flag quotas and maritime policy generally.

"It would be a tragedy," Meany (Continued on page 4)

SIU Membership Ratifies New Pact With Companies



Seafarers studied copies of proposed new SIU contract with shipowners at membership meeting in New York before voting to ratify pact. Seafarers in East, Gulf and West Coast ports also voted to ratify the new contract.

Terms of a new contract covering deep sea freightship, tankers and passenger ships have been ratified by members of the Seafarers International Union's Atlantic Gulf, Lakes and Inland Waters District.

The action by the membership was taken at meetings held Wednesday, September 15th, at all union halls in East, Gulf and West Coast ports.

Under terms of the new agreement, SIU crewmem-

bers will receive increases in their basic monthly rate of pay, ranging from \$18.04 for entry ratings to \$37.17 for higher ratings. The able-bodied seamen will receive monthly increases of \$23.41 bringing his new base pay to \$392.58.

The agreement also provides for

an increase in the overtime rate of pay, stand-by rates of pay, room and meal allowances and other monetary benefits.

As a result of the agreement, the rate of vacation pay for SIU seamen will be increased from \$800 a year to \$1,000 annually.

Among other gains included in the new agreement, is a time-off provision that provides that crewmembers on ships in coastwise and nearby foreign trades will get a day off at the end of each thirty (30) day period. Crewmen in foreign and intercoastal trades will get a day off at the end of each voyage.

The Union is continuing its study on the subject of the present pension plan which now calls for \$150 a month to be paid to retired Seafarers.

The new contract will expire on June 15, 1968.

The SIU Pacific District Unions are continuing their contract talks with West Coast operators. Negotiations are also continuing between the SIU Great Lakes District and its contracted companies.

SIU Urges No Decisions Until All Views Are Aired

Senate Unit To Probe 50-50 Ruling On Red Wheat Sales

WASHINGTON—The Senate Foreign Relations Committee, in an executive session earlier this week, voted to hold a hearing on the ruling, instituted by the late President Kennedy and later endorsed by President Johnson, that at least 50 percent of any U.S. wheat sold to Communist countries must be carried in American-flag bottoms.

The 50-50 stipulation on U.S. wheat sold to the Red nations has come under attack from wheat-state Senators. The hearing before the Senate committee, a committee spokesman said, would be directed at a resolution introduced by Senators Stuart Symington (D-Mo.) and George McGovern suggesting that the requirement is contradictory to trade treaties which the U.S. has with 30 friendly nations and calling for an investigation.

A telegram to the committee from SIU President Paul Hall on behalf of the AFL-CIO Maritime Trades Department, of which Hall is President, and the Seafarers International Union, urges that the committee make no determination until all parties who would be affected by such a determination have the opportunity to express their views. The telegram says, in part:

Text Of Telegram

"... Because of the crucial nature of this issue and the impact which any decision could have on the stability of the American merchant marine and its future, particularly at this critical time, we respectfully urge that no determination of this matter be made until all parties who would be involved and affected have had an opportunity to express their point

of view. Also respectfully call to your attention that this as well as other issues affecting future of American-flag fleet are presently under study by President's Maritime Advisory Committee. These issues are so interrelated that we believe it would be most unwise, and not in the national interest, to attempt to deal with them piecemeal."

Ground rules governing the hearing before the committee have not been announced, but it is expected that discussions would get into both the legal and subsidy aspects of the 50-50 stipulation on Red wheat sales, and also include discussions of policy regarding the whole American shipping situation.

Dropped From Farm Bill

The Senate Foreign Relations Committee became involved in the issue of cargo preference requirements in grain sales and government-generated cargoes when these issues were pulled out of the Administration farm bill as a result of vigorous protests by the SIU and other American maritime unions that the Agriculture Department must clarify its intentions toward the U.S.-flag merchant marine before passage of the Agricultural Bill.

In addition, 29 Congressmen recently took the floor during debate on the Omnibus Farm Bill to de-

mand that the Agriculture Department and other government agencies strictly adhere to the provisions of the nation's cargo preference law which provides that a minimum of 50 percent of govern-

(Continued on page 12)

New Port Council Formed In Canada

MONTREAL—More than 500 Canadian and American trade unionists attended a dinner here on September 11th that marked the chartering of the St. Lawrence and Tributaries Port Council of the Province of Quebec. The Council was chartered by the Maritime Trades Department of the AFL-CIO.

Chairman of the dinner was Jean-Paul Menard, head of the Montreal Building Trades Council and Montreal Central Labor Council.

In addition to Menard, the new officers of the port council include vice-presidents, J. Wallus, president of the Montreal Hotel and Restaurant Employees Union, R. Greene, president of Teamsters Joint Council No. 91, and P. Doucet. Don Swait, the secretary-treasurer of the SIU of Canada will serve as secretary-treasurer of the new port council.

SIU President Paul Hall, who

is also president of the Maritime Trades Department was a principal speaker at the ceremonies. He welcomed the formation of the new Port Council and stressed the effectiveness that the council will have as an instrument of union cooperation in the interest of maritime and its allied trades.

Louis Laberge, the president of the Quebec Federation of Labor also spoke to the assembled guests and said that he was confident that the newly-formed port council would be a great aid to all the workers involved.

Peter McGavin, the executive-secretary of the Maritime Trades Department presented the new charter to Port Council President Menard.

Senate Labor Committee Urges Repeal Of 14(b)

The Senate was urged by its Labor Committee to repeal Section 14(b) of the Taft-Hartley Act and restore to workers and employers in 19 "right-to-work" states authority to negotiate a union shop.

In its formal report to the Senate, the committee majority took sharp exception to the phrase "right-to-work" to describe state laws prohibiting the union shop.

"This description is not correct . . . these laws create no right . . . no job guarantees," the report said. Repeal of 14(b) would not result in either "compulsory unionism" or "invasion of states rights" as opponents have charged. But it would, the committee majority declared, remove a source of "bitterness" in

competition among states for industry and would establish "a uniform federal rule governing union security agreements."

Fannin Lone Supporter

Of the committee's 16 members, only Senator Paul J. Fannin (R-Ariz.) openly supported laws banning the union shop.

To Fannin, who succeeded to Barry Goldwater's seat in the Senate last November, the House-passed repeal bill was the result of a "long, expensive propaganda campaign by organized labor of-

icials to gain dictatorial economic and political power through force of federal law."

Fannin was unable to get any other committee member to join in his dissent. But the committee's other four Republican members all submitted "individual views" on the issue.

These ranged from Colorado Senator Peter H. Dominick's position that states should have a right to restrict union security to the assertion by New York's Jacob K. Javits that 14(b) should be repealed, but that other changes in the Taft-Hartley Act should be adopted to balance the action. Separate views were also submitted by GOP Senators Winston L. Prouty (Vt.) and George Murphy (Calif.).

The committee chairman, Senator Lister Hill (D-Ala.), did not sign any of the minority views, although he had voted against the bill.

The committee devoted a large section of its report to a discussion of the issue of religious objectors to union membership and the amendment adopted to deal with the problem.

The unanimously adopted amendment, sponsored by Senator Wayne Morse (D-Ore.), allows such persons to contribute an amount equal to union dues to a non-religious, tax-exempt charity designated by the union. The National Labor Relations Board would have responsibility for screening exemption claims for legitimacy.

The committee noted in its report that representatives of religious sects asking special treatment "indicated that they are not opposed to the repeal of 14(b) and do not seek to become 'free riders' in the sense of seeking to evade the financial expenses involved in joining a union."

The committee expressed confidence that most cases of religious objections can be resolved through voluntary agreement between the union and the individual so that the problem of administering the exemption clause "won't assume disproportionate magnitude."

Where NLRB certification was necessary, the committee said, the board could use "respected private citizens" rather than its own staff to verify claims based on religious grounds.

SIU Gt. Lakes District To Vote On Dues Hike

A secret ballot referendum of Seafarers in all SIU Great Lakes District ports will be held on the question of a proposed increase in Great Lakes District membership dues.

Under the terms of the constitution and the report of a five-man rank and file committee, the secret balloting will commence after October 1, 1965.

The proposal for a dues increase originated in the form of a resolution adopted at the regular SIU Great Lakes District membership meeting held in Detroit on September 7, at 2 P.M. It was then carried at subsequent meetings in all Great Lakes District ports held on September 7 at 7 P.M.

After the wind-up of voting, a five-man committee of Seafarers was elected in Detroit to study the proposal and prepare a report with its recommendations, including voting procedures for a secret referendum ballot of the SIU Great Lakes District membership. The report will be submitted to the membership for final consideration at the next general membership meeting which is scheduled for September 20, 1965.

In issuing its report, the committee cited the applicable provisions of the constitution and announced that the proposal for a dues increase had been accepted by the membership, subject to the secret ballot referendum.

The resolution proposes an increase in dues of \$10 per quarter, raising the current dues from \$20

to \$30 per quarter, effective January 1, 1966. It explained that the need for increased dues was created by the higher cost of Union operations to provide maximum job security and protection for Great Lakes District members. (The full text of the resolution is embodied in the report of the constitutional committee on page 5.)

Secret Balloting

Secret balloting on the proposed dues increase will be conducted in accordance with the SIU Great Lakes District constitution. This provides for the election of rank and file polls committees in all Great Lakes District ports where voting is conducted each day.

Serving on the five-man constitutional committee were Lawrence Tremblay, Book No. 9668, William Bateman, Book No. 1664, Harry Buccilli, Book No. 12518, Henry V. Howard, Book No. 3943, and Dezi Gazse, Book No. 11265.

Wheat Sales

(Continued from page 3)
wrote, "if the functions of the committee were destroyed by an ill-considered action by the Senate, under the illusion that the nullification of a constructive understanding will succeed in getting ships loaded with American wheat."

He reviewed the long record of labor support for farm programs to increase income and security for farmers, including wheat subsidies, saying "we have never complained of the cost, though workers, including merchant seamen, bear a full share of the tax burden." He added:

"In face of the generous outlays by all of the American people in behalf of the welfare of wheat growers and exporters, continued consideration of the welfare of American maritime workers and of our national security also would seem valid under a government-subsidized and sponsored wheat export program."

If the federal government finds that a wheat sale to the Soviet Union is possible and desirable, Meany wrote, "the mutual problems and needs of both wheat growers and maritime workers can be accomplished."

SEAFARERS LOG

Sept. 17, '65 Vol. XXVII, No. 20

Official Publication of the SIUNA Atlantic, Gulf, Lakes & Inland Waters District, AFL-CIO

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Published biweekly at the headquarters of the Seafarers International Union, Atlantic, Gulf, Lakes and Inland Waters District, AFL-CIO, 675 Fourth Avenue, Brooklyn, NY, 11231. Tel. HYacinth 9-6600. Second class postage paid at the Post Office in Brooklyn, NY, under the Act of Aug. 24, 1912.



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

Good Luck To New Port Council

I was proud to be one of the SIU representatives attending the recent ceremonies in Montreal marking the formation of the St. Lawrence and Tributaries Port Council. I am certain that the new Port Council will be of great benefit to all Canadian maritime workers.

The boys around the hall were all glad to see P. Rivero who is back after taking a ship to Baltimore for lay up. Brother Rivero says that he is anxious to pick up a vessel heading for Viet Nam. The bonus money looks good to him. Van Whitney passes the word on that he picked up a berth aboard the RV *Bertha Anne*. This is the research vessel now running from New York to Bermuda. Van claims that he will be doing research for the Company while at sea, but he intends to do some research of his own when the ship docks in Bermuda. Frank Cannella is back in New York after sustaining an injury that cut short his voyage aboard the *Del Norte*. The *Del Norte* usually sails to Brazil and Argentina, but on this run it stopped off in Puerto Rico where Brother Cannella was forced to leave ship. Frank is back with us now and he will spend some time here recuperating. William Sargent is saying hello to a lot of his old friends around the Hall while he waits for the RV *Sea Scope* to be overhauled in the yards. Bill was aboard her when she went into drydock. When completed, the *Sea Scope* will sail from New York to the West Indies.

M. Arroyo is just in off the *Robin Goodfellow* which went into temporary lay up. She'll soon be back on her regular schedule with Brother Arroyo on board. Also around the hall for a look-see at the board is E. Figueroa who piled off the *Detroit*, his "home" for the past few months.

Off the *Steel Architect* and anxious to pick up a slot aboard another Isthmian ship, M. Rosenthal is telling everybody that the Far East runs are the greatest things since "portholes."

J. Walker is a welcome sight around the New York Hall these days. He is recently off a two-month run on the *Trans-Globe*.

Philadelphia

Shipping continues to move at a fair pace in the port of Philadelphia and the job situation is expected to remain stable in coming weeks.

Robert Kwiatkowski who just got off the *Spiritfire* said that he hated to see this ship lay up as it was a "little gold mine" for him. Bob will rest upon the beach until one of his favorites hits the board.

Back in Philadelphia after eight months on the *Oceanic Wave*, Jack Pierce is still hoping that the World Series will be held in Philly so that he can catch a few of the games while he is on vacation. Jack has been an avid fan since he was a boy.

Baltimore

Shipping here has been very good and the prospects for the coming period look even better. During the last period we had 4 pay-offs, seven sign-ons and 11 ships in transit. At present in the Port of Baltimore there are three Calmar Liberties waiting to crew up along with the *Robin Goodfellow* and *Steel Advocate* which are also in port without crews.

Elmer W. Carter, who has been sailing SIU in the deck department for about 26 years, paid off the *Pennmar* to get some work done in the USPHS hospital and is now ready to go again. Elmer hopes that his next ship will be as good as the *Pennmar* because the crew and officers aboard were tops. He also has high praise for the treatment he received in the USPHS hospital and for the SIU welfare plan which he says is the best anywhere.

Sailing in the deck department since 1944, Jack Geller just paid off the *Manhattan* to take his vacation. On his next run, Jack hopes

to get a bosun job on a ship headed out for the Far East. Taking in the sun, he feels the SIU has come a long ways as far as the welfare and vacation plans are concerned.

Boston

Shipping activity in the port of Boston has picked up quite a bit with the crewing of the *Robin Gray*, but the pace is expected to slacken somewhat in the next period.

John "Jack" Flaherty is strutting around the hall and passing out cigars in honor of the baby girl his wife just gave birth to. While accepting the hearty congratulations of his mates, Jack is keeping a weather eye peeled for a slot on a coast hugging. As a new father, he wants to stay close to home.

Off the *Cabins* and sorry to see his old ship go off shore, deck maint. Frank Faulkner is waiting to grab the next coastwise to hit the board. In the meanwhile, Tommy is sampling some of those gift cigars that have been circulating around the hall. "Pretty good," he says.

John Gala is happy to be out of drydock and showing his fid to friends around the hall. John, who last sailed aboard the *C. S. Baltimore* as wiper, is currently waiting to grab the first job to hit the board.

Norfolk

Shipping here has been very good during past few weeks but job calls are expected to drop off slightly in the next period.

Kosta Haigimisos is back on his feet after an accident aboard the *Globe Progress* put him in the hospital for a short while. Kosta, down from Philly, is already back aboard the *Globe Progress* and shipping out.

Off the *Globe Progress* and looking for a run to the Philippines is Stephen Arales who usually sails as chief cook. Steven wants a taste of that good Island sunshine.

John Davies got a good break. He piled off his last ship and stepped right on the *Globe Progress* which is headed for Holland. John's wife and family make their home in Holland and he is looking forward to spending some time with them in Rotterdam.

Vincent Sherwood claims that he must have set some kind of record for shortest time spent on the beach. Vince got off the *Beleit* and, two days later shipped

(Continued on page 7)

Report Of Great Lakes District Constitutional Committee

On Proposed Dues Increase

September 9, 1965

Having been duly elected in accordance with the provisions of the Constitution, at the General Membership Meeting held in the Port of Detroit on September 7, 1965 at 2 P.M., we, the Committee, submit this report and recommendations.

Article XXVIII of the Constitution reads as follows: AMENDMENTS Section 1. This Constitution may be amended in the following manner: Any proposed amendment shall be submitted to a regular meeting at any Branch.

When submitted to a Branch, it shall be forwarded to Headquarters from where it shall be distributed to the various Branches for further action.

When any proposed amendment has been submitted to the various Branches, it shall be read, recorded in the minutes, and referred to a committee on Constitution, consisting of at least five (5) full book members for consideration. The proposed amendment shall be considered in connection with the report of the Committee and any amendment to the amendment that may be offered. If the proposed amendment or a substitute therefore, be endorsed by a majority of the membership at the Branches, it shall be referred to a Referendum vote of the Union to be taken in conformity with Article XXVII, and if upon such vote it shall have received a majority of the votes cast (excluding blank and disqualified ballots) it shall be declared adopted.

If approved by a majority of the valid ballots cast, the amendment shall become effective immediately upon notification by the Headquarters Tallying Committee to the Secretary-Treasurer that the amendment has been so approved, unless otherwise specified in the amendment. The Secretary-Treasurer shall immediately notify all Ports of the results of the vote on the amendment.

RESOLUTION

"WHEREAS, the SEAFARERS INTERNATIONAL UNION OF NORTH AMERICA, GREAT LAKES DISTRICT, AFL-CIO, has traditionally maintained a position of leadership in the maritime industry in the establishment of benefits, services and security for its membership and

"WHEREAS, the SIU has consistently maintained an effective organizing program that has resulted in the maximum job security and protection for its members, and effective Union operation, with the best job to member ratio of any Union in maritime and

"WHEREAS, the Union is continually striving to develop new programs and activities to maintain its members' job security and

"WHEREAS, in order to achieve these objectives, the Union has been most active in organizing and has maintained a program in order to safeguard the membership's interest and security, and has pursued its objectives before legislative bodies and agencies throughout the Government and

"WHEREAS, these problems grow ever more complex each day because of the state of the industry and the complexities of present-day union operations in every area and

"WHEREAS, every member recognizes that it is essential to the well being of the Union and the entire membership to maintain and expand the Union's services and activities in every area affecting our job security and

"WHEREAS, the cost of all materials and services, legal and otherwise, has been steadily mounting in the industry and

"WHEREAS, the members of all other maritime unions have recognized and dealt with these problems of rising costs by providing increased income for Union operations and

"WHEREAS, it now becomes imperative that we do likewise in the interest of maintaining job security and full protection for the membership of this Union and continued effective Union functioning, NOW THEREFORE BE IT

"RESOLVED that the dues of the Seafarers International Union of North America, Great Lakes District, AFL-CIO, be increased by ten dollars (\$10) per quarter from the present twenty dollars (\$20) to thirty dollars (\$30) per quarter effective January 1, 1966 and BE IT FURTHER

"RESOLVED that the present initiation fee of \$175 be increased to \$300 and BE IT FURTHER

"RESOLVED that Article III Section 4 be changed, making it mandatory that all members' dues be not more than three (3) months in arrears before considered in bad standing and not more than six (6) months in arrears before suspension and BE IT FURTHER

"RESOLVED that Article VIII Section 1 and 2 be deleted and replaced with "An arrears in dues shall be computed from the first day of the applicable quarter, but this time shall not run (a) while a member is actually participating in a strike or lock-out, (b) while a member is an inpatient in a USPHS or other accredited hospital, (c) while a member is under an incapacity due to activity in behalf of the Union, (d) while a member is in the Armed Services of the United States, provided the member was in good standing at the time of entry to the Armed Forces, and further provided he applies for reinstatement within 90 days after discharge from the Armed Forces" and BE IT FURTHER

"RESOLVED that Article IX Section 1 and 3 be changed to conform with quarterly dues collection and BE IT FURTHER

"RESOLVED that Article XI Section 4 be amended requiring port agents to act as chairmen at all General Membership Meetings and BE IT FURTHER

"RESOLVED that Article XIII Section 8 be amended requiring an election committee composed of three (3) full book members, namely one (1) judge and two (2) clerks with an additional three (3) full book members composed of one (1) judge and two (2) clerks as alternates and BE IT FURTHER

"RESOLVED that Article XV Section 11, paragraph 3 be amended increasing port petty cash revolving funds to a total of \$500 and BE IT FURTHER

"RESOLVED that Article XIX Section 11 be amended to "The appeals shall be heard at Union Headquarters on the date the committee is elected" due to the fact that the Constitution presently says night and Regular Membership Meetings are held during the day and BE IT FURTHER

"RESOLVED that Article XX Section 5 and Section 11 be amended making all fines not less than twenty-five dollars (\$25) and BE IT FURTHER

"RESOLVED that Article XXIII Section 7 be amended changing the per diem allowance to twenty-five (\$25) per day due to increased travel and subsistence costs and BE IT FURTHER

"RESOLVED that Article XXIV Section 1, 2, 3, 4, 5, 6 and 7 be deleted from the present Constitution because

these clauses are no longer applicable due to provisions in the Seafarers Welfare Plan covering all members with hospitalization and burial benefits, retaining Section 8 and BE IT FURTHER

"RESOLVED that Article XXVII Section 1 be amended to read "Headquarters may order the balloting continued during the time period delineated by a number of successive regular meetings not exceeding three (3) provided that no member shall be entitled to vote more than once upon the same proposal," in order to clarify this clause and BE IT FURTHER

"RESOLVED that the By-Laws be amended under Section 8 changing the charge for book renewal from one dollar (\$1) to ten dollars (\$10) and BE IT FURTHER

"RESOLVED that if the membership approves this Resolution it shall be submitted for a secret, referendum ballot in accordance with the provisions of the Constitution, and BE IT FINALLY

"RESOLVED that if the membership approves this Resolution, the secret vote shall commence no earlier than October 1, 1965."

Fraternally submitted,

Bernard Baker, Book No. 8200; Henry V. Howard, Book No. 3943; Frank Rajkavich, Book No. 12455; Lawrence Tremblay, Book No. 9668; William Bateman, Book No. 1664; Gilbert D. Blazek, Book No. 11054; Harry Buccilli, Book No. 12518; Fred J. Farnen, Book No. 2109; Pete Drewes, Book No. 10623; Don Cubic, Book No. 12418; R. Hollingsworth, Book No. 11602; Jack Bluff, Book No. 12263

Headquarters has made available to us teletype communications indicating the results of the voting on the resolution in all of the Great Lakes District ports conducted at the General Membership Meeting held September 7, 1965 at 7 P.M. It is the finding of the committee that a majority of the membership in the Regular Membership Meetings held in the Great Lakes District ports voted to accept the proposed amendment to the Constitution as embodied in this resolution referring the resolution to this committee. The committee does not desire to recommend any changes, substitutions or deletions in the proposed amendments. The committee recommends that the proposed amendments included in this report be submitted to the membership for final consideration at the next General Membership Meeting scheduled for September 20, 1965 in accordance with Article XXVIII of the Great Lakes District Constitution. This committee further recommends that this report be distributed to various branches. The committee further recommends that after final action has been taken on this report that a secret 31 day referendum ballot be conducted by Headquarters in accordance with Article XXVII of the Constitution.

The committee notes that Article XXIV Section 2, 3, 5 and 6 have already been deleted from the Constitution by referendum vote of the members on January 25, 1960 due to the fact that the Great Lakes Seafarers Welfare Plan has been operative for several years; therefore, only section 1, 4 and 7 need be included on a referendum ballot due to the fact that these sections are no longer applicable since the inception of the Great Lakes Seafarers Welfare Plan, now known as the Seafarers Welfare Plan.

Lawrence Tremblay, Book No. 9668; William Bateman, Book No. 1664; Harry Buccilli, Book No. 12518; Henry V. Howard, Book No. 3943; Dezzee Gazez, Book No. 11265

Project Sealab II

Living Beneath The Sea Proves To Be A Tougher Job Than Scientists Expected

LA JOLLA, Calif. — Project Sealab 2 is underway right now, 203 feet below the Pacific Ocean near here. After being beset by numerous difficulties, not the least of which was the vagaries of ocean weather and currents, the experiment in which men are to live and work on the sea floor for 45 days under pressure 8½ times that on land, began on August 29.

In one of the first experiments conducted from the 57-foot cigar-shaped steel cylinder, aquanaut M. Scott Carpenter, a Navy Lt. Commander who also won fame as an astronaut, talked by radio with Lt. Colonel L. Gordon Cooper as Cooper passed by more than 100 miles above the earth in the Gemini 5 spacecraft. The experiment went off well and both voices came through loud and clear — although Carpenter's voice sounded high pitched and nasal, a little like Donald Duck, as result of the high pressure and special atmosphere of the capsule beneath the sea.

Sealab 2 is primarily a test of how well men can live and work for extended periods beneath the sea. Three teams of divers are scheduled to spend 15 days each in the capsule. Carpenter is slated to stay down for 30 days. Experiments are to include taking specimens of seafloor, an attempt to establish the first underwater weather station, and the salvage of a sunken Navy fighter airplane. The major experiment however, involves seeing how the men and equipment stand up under the rigorous undersea routine as they go about their assigned tasks.

No Easy Task

The Navy is rapidly learning from Sealab 2 that the sea is a tough environment for both men and machines. The initial lowering of the capsule to the sea floor was delayed several times by problems which kept cropping up, the last of which occurring when a bee-hive shaped communications and power pod was wrecked during lowering after a sudden surge of ocean currents smashed it against the bottom, cracking its concrete shell. The pod was raised again and a new shell constructed hurriedly at a nearby Naval electronic laboratory.

Since swimming down the 200 feet to the capsule in scuba diving gear, the aqua-

nauts have been beset by one problem after another, both physical and mechanical. For example:

- Nine of the 10 men are suffering from painful ear infections.
- Some of the protective "wet suits" the men wear when working outside the capsule have proven inadequate, resulting in paralyzing coldness that forces the men to break-off work sessions.
- An invasion of stinging scorpion fish has been harassing the aquanauts and adding to the apprehension caused by the ever-present danger of sharks.
- Leaks have developed in the capsule's steel port covers.
- A possibility has developed that the capsule might slip off its shelf, breaking its "umbilical cord" which links it with the mother ship on the surface.
- Curious changes have been observed in the blood chemistry of several of the aquanauts as well as symptoms of incipient hypertension.
- The high helium content of the capsule's atmosphere has destroyed 10 TV cameras and inhibited continuous observation of the aquanauts by means of a closed-circuit television setup with the mother ship. Sealab's atmosphere is 85 percent helium, 11 percent nitrogen and 4 percent oxygen.

In spite of these adverse conditions, the aquanauts are proving that they can work beneath the sea with a high degree of efficiency. Constant checks are being made on their physical condition and a great amount of data is being compiled which should aid in setting up future projects. Equipment is being tested and defects and shortcomings noted to aid in the design of better, more dependable underwater equipment.

One of the project's more interesting experiments is slated to begin soon, when the aquanauts are joined outside the lab by a trained porpoise named Tuffy. It is hoped that the undersea creature, noted for its intelligence and special training, will aid the aquanauts as a guide and by handling hoses and other equipment.

SEAFARERS ROTARY SHIPPING BOARD



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

August 28 to September 10, 1965

Coinciding with the departure of summer is the usual downward drift of overall shipping activity at this point in the year. The falloff was reflected by the fact that 1,177 men shipped out during the past two weeks, a decrease of 135 seafarers from the earlier period.

Although a seasonal decline is to be expected, it was no doubt compounded by the effects of Hurricane Betsy. The storm battered the Gulf ports toward the end of the period and therefore reduced the totals of men shipped, which are counted from August 28th to September 10th.

Increased military shipments to Viet Nam continues, and acts as a buffer against any sharp drops in men shipped. This situation was most noted in San Francisco where a shortage of all ratings in the Deck and Engine departments was reported. 213 men shipped out of this port, an increase of 81 over last period, and placed San Francisco second to New York in men shipped.

New York, shipping 230 men was off slightly from the previous period. Baltimore improved its performance, shipping 124 men, 12 more than previously. Mobile was the bright spot in the Gulf, where 111 seamen obtained jobs. This amount represented a 50% rise over the

earlier period. Although Houston and New Orleans shipped slightly more men, 136 and 127 respectively, these totals represent drops from average levels.

Along with the dip in men shipped was an even greater fall in men registered. A total of 985 Class A and Class B seamen, or 220 fewer than last period, registered during the period. The largest drop occurred in the Engine department, with Deck close behind.

A class breakdown reveals that Class A accounted for 51.3% of all men shipped. This figure represented a decline of almost 1% from the earlier period. The loss by Class A was taken up primarily by Class C seamen who shipped 169 men. This amount represented 14.4% of the total.

Class B shipped proportionally more than last time with most men sailing from the Engine department.

The number of men registered on the beach declined to 3,520, off 95 men. The drop resulted because fewer men registered than shipped this period.

Total shipping activity decreased by 25 to 197. Most of the total was composed of In-Transits. There were 117 In-Transits, 45 Payoffs and 35 Sign-Ons.

Ship Activity

	Pay Offs	Sign On	In Trans.	TOTAL
Boston	0	0	4	4
New York....	13	6	20	39
Philadelphia..	4	4	8	16
Baltimore....	4	7	11	22
Norfolk.....	5	4	5	14
Jacksonville..	1	0	11	12
Tampa.....	0	0	8	8
Mobile.....	4	2	3	9
New Orleans..	2	4	6	12
Houston.....	4	1	13	18
Wilmington..	0	1	11	12
San Francisco.	6	5	13	24
Seattle.....	2	1	4	7
TOTALS ...	45	35	117	197

DECK DEPARTMENT

Port	Registered CLASS A				Registered CLASS B				Shipped CLASS A				Shipped CLASS B				Shipped CLASS C				TOTAL Shipped				Registered On The Beach CLASS A				CLASS B						
	GROUP				GROUP				GROUP				GROUP				GROUP				CLASS				GROUP				GROUP						
	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	A	B	C	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3
Boston	3	9	3	15	0	1	1	2	4	5	0	9	0	1	3	4	0	0	0	0	9	4	0	13	9	12	3	24	0	2	3	5			
New York	20	42	5	67	1	10	12	23	21	36	6	63	1	8	16	25	0	0	2	2	63	25	2	90	91	138	25	254	6	36	49	91			
Philadelphia	4	5	1	10	0	3	6	9	3	8	1	12	0	2	0	2	0	0	0	0	12	2	0	14	14	17	8	39	0	3	24	27			
Baltimore	6	8	4	18	1	6	4	11	10	13	1	24	2	11	10	23	0	1	0	1	24	23	1	48	28	57	8	93	19	56	8	83			
Norfolk	4	5	1	10	0	4	3	7	1	5	0	6	0	1	3	4	0	0	0	0	6	4	0	10	14	9	1	24	0	8	14	22			
Jacksonville	1	5	1	7	2	4	3	9	0	1	0	1	0	1	0	1	0	1	2	3	1	1	3	5	6	11	3	20	3	7	6	16			
Tampa	0	0	0	0	0	0	3	3	0	0	0	0	0	0	1	1	0	1	1	2	0	1	2	3	2	4	1	7	0	1	2	3			
Mobile	8	6	1	15	2	1	3	6	10	17	5	32	2	1	9	12	1	0	0	1	32	12	1	45	22	32	6	60	4	6	18	28			
New Orleans	18	17	3	38	0	9	6	15	14	4	1	19	2	10	13	25	0	0	0	0	19	25	0	44	61	72	11	144	4	43	57	104			
Houston	19	12	4	35	0	13	10	23	8	15	2	25	1	8	7	16	0	0	2	2	25	16	2	43	68	75	13	156	3	39	38	80			
Wilmington	2	0	2	4	0	1	1	2	2	0	1	3	0	2	2	4	0	4	3	7	3	4	7	14	9	12	3	24	0	3	3	6			
San Francisco	13	24	9	46	0	5	7	12	17	19	5	41	2	6	6	14	1	5	17	23	41	14	23	78	23	23	10	56	3	9	5	17			
Seattle	1	5	0	6	2	1	0	3	5	9	1	15	1	3	3	7	0	2	2	4	16	7	4	26	22	18	4	44	3	11	11	25			
TOTALS	99	138	34	271	8	58	59	125	95	132	23	250	11	54	73	138	2	14	29	45	250	138	45	433	369	489	96	945	45	224	238	507			

ENGINE DEPARTMENT

Port	Registered CLASS A				Registered CLASS B				Shipped CLASS A				Shipped CLASS B				Shipped CLASS C				TOTAL Shipped				Registered On The Beach CLASS A				CLASS B			
	GROUP				GROUP				GROUP				GROUP				GROUP				CLASS				GROUP				GROUP			
	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	A	B	C	ALL	1	2	3	ALL	1	2	3	ALL
Boston	1	2	0	3	0	1	2	3	2	8	0	10	0	0	2	2	0	0	0	0	10	2	0	12	4	5	2	11	0	3	1	4
New York	9	34	6	49	5	19	6	30	8	27	2	37	5	20	9	34	1	2	4	7	37	34	7	78	51	121	12	184	4	38	32	74
Philadelphia	0	10	3	13	0	4	3	7	0	5	1	6	0	2	2	4	0	0	0	0	6	4	0	10	1	22	7	30	0	8	13	21
Baltimore	1	11	2	14	0	9	5	14	3	11	2	16	0	13	7	20	0	0	1	1	16	20	1	37	5	22	24	51	0	22	24	46
Norfolk	5	3	0	8	0	3	6	9	3	2	0	5	1	3	2	6	0	0	1	1	5	6	1	12	6	11	3	20	1	7	13	21
Jacksonville	2	2	0	4	0	4	0	4	0	4	0	4	0	3	0	3	0	0	2	2	4	3	2	9	1	5	0	6	0	1	5	6
Tampa	0	1	0	1	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	3	0	2	3	5
Mobile	3	5	1	9	1	3	3	7	6	12	3	21	1	6	6	13	0	0	3	3	21	13	3	37	6	19	4	29	1	6	9	16
New Orleans	5	16	2	23	1	14	8	23	3	12	0	15	2	12	10	24	0	1	2	3	15	24	3	42	33	58	4	95	13	54	43	110
Houston	12	13	1	26	0	14	7	21	8	20	3	31	1	14	11	26	0	1	1	2	31	26	2	59	30	71	4	105	5	46	38	89
Wilmington	2	0	0	2	0	3	2	5	4	4	1	9	0	1	1	2	3	8	0	11	9	2	11	22	5	10	4	19	2	4	4	10
San Francisco	8	9	1	18	4	9	3	16	13	13	1	27	4	12	6	22	0	12	7	19	27	22	19	68	11	31	2	44	1	7	7	15
Seattle	3	6	1	10	0	3	1	4	1	6	1	8	3	6	2	11	0	0	1	1	8	11	1	20	3	23	3	29	0	8	4	12
TOTALS	51	112	17	180	11	87	46	144	51	124	14	189	17	92	58	167	4	24	22	50	189	167	50	406	158	400	69	626	27	206	196	429

STEWARD DEPARTMENT

Port	Registered CLASS A				Registered CLASS B				Shipped CLASS A				Shipped CLASS B				Shipped CLASS C				TOTAL Shipped				Registered On The Beach CLASS A				CLASS B						
	GROUP				GROUP				GROUP				GROUP				GROUP				CLASS				GROUP				GROUP						
	1-s	1	2	3	ALL	1	2	3	ALL	1-s	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	A	B	C	ALL	1-s	1	2	3	ALL	1	2	3	ALL
Bos.....	1	2	1	3	7	0	0	1	1	1	2	1	2	6	0	0	1	1	0	0	1	1	6	1	1	8	1	2	1	3	7	0	0	0	0
NY.....	11	5	13	14	43	2	2	10	14	13	1	6	10	30	0	5	11	16	0	0	16	16	30	16	16	62	45	19	30	67	161	6	6	28	40
Phil.....	5	1	3	4	13	0	0	5	5	1	0	0	2	3	0	0	7	7	0	0	2	2	3	7	2	12	12	2	6	8	28	0	1	15	16
Bal.....	3	7	1	7	18	0	2	10	12	5	5	3	7	20	1	1	16	18	0	0	1	1	20	18	1	39	13	24	15	19	71	4	4	37	45
Nor.....	1	2	1	1	5	1	1	6	8	0	3	1	2	6	1	0	2	3	0	0	0	0	6	3	0	9	1	4	1	6	12	1	3	18	22
Jac.....	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	2	2	0	0	2	2	0	2	2	4	1	1	2	0	4	4	2	1	7
Tam.....	0	1	1	0	2	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	1	1	1	1	2	1	6	1	0	2	3
Mob.....	1	3	5	0	9	1	0	2	3	2	4	2	16	24	0	0	4	4	0	0	1	1	24	4	1	29	7	16	8	16	47	2	0	13	15
NO.....	2	6	3	13	24	1	0	21	22	2	4	5	12	23	0	0	17	17	0	0	1	1	23	17	1	41	37	14	16	66					

Jobs

By Cal Tanner, Executive Vice-President



Bill Would Bar Ships in N. Viet Trade

Support continues to build up in Congress for the campaign to bar free world ships that trade with Communist-North Vietnam from visiting U.S. ports. The latest sponsor of this boycott legislation is Senator Birch Bayh (D.-Ind.) who introduced a bill recently which would prevent such ships from stopping in U.S. ports and would penalize shipping companies which permit vessels under their control to trade with the Hanoi government.

In introducing his bill, Senator Bayh charged that ships flying the flags of free world countries continue to deliver supplies to North Vietnam while American fighting men are giving their lives to defend the embattled southern part of the country from a Communist takeover. "No freedom-loving nation should seek to profit from trade which could result in the death of boys seeking to defend freedom," the Indiana senator declared.

Senator Bayh's timely bill is a welcome addition to maritime labor's campaign to rule U.S. ports off limits to vessels trading with an avowed enemy of this country. Congressional support for such a measure has been rapidly growing, and Representative Paul Rogers (R.-Fla.), sponsor of similar legislation in the House, reported recently that at least eight other congressmen are backing his bill.

Maritime labor's campaign for the passage of this legislation is getting invaluable assistance from the International Longshoremen's Association which has publicly sworn to boycott any vessel stopping at a U.S. port after trading with the Vietnamese communists. Representative Rogers has provided a list of free world ships that are in the North Vietnam trade to the ILA, whose boycott campaign extends from Maine to Florida.

The SIU has also thrown its support behind the campaign to prevent ships aiding the Vietnam communists from enjoying the fruits of U.S. trade.

The drive for the boycott bills gained momentum when the House Foreign Affairs Committee adopted an amendment to the Foreign Aid Act which would prohibit U.S. funds going to nations which permitted ships or aircraft under their registry to trade with North Vietnam.

Your Union Benefits

By Al Kerr, Secretary-Treasurer



Prepare Now For SIU Scholarship

Seafarers all over the country have been watching their children troop back to school during the last few weeks. Many wise SIU men who are parents of teenagers are already turning their eyes toward next June and beginning to make plans for their children's education beyond the high school level. These are the members of the union who rightfully want to do their utmost to make sure that their sons and daughters can take every advantage that the future has to offer.

It is to SIU parents such as these, that we once again point out the wonderful opportunities available through the Union Scholarship Benefit. For parents who want the best possible insurance for their graduating teenagers, it is never too early to begin planning to compete for this benefit.

Five scholarships are awarded each year to Seafarers themselves or the children of union members. The scholarship awards are each worth \$6,000 for four years of study at any college or university in the U.S. or its possessions in whatever academic field the winners decide to major in. Competition for the scholarships is conducted by the Maritime Advancement Program.

In the last issue of the LOG, a feature article described the characteristics of the winners of the 1964 SIU scholarships. The survey showed that all five displayed high academic ability, willingness to go all out to achieve the high goals they set for themselves and the desire to be of service to their own communities and the nation.

The SIU Scholarship Benefit was set up to help young people like these. The union feels that it is its obligation to make sure that both its own members and their children have the maximum to develop their talents to the point where they can make the world a better place to live.

Now Is The Time

One of the most important reasons for starting to think about applying for the scholarship benefit at this time is that all applicants are required to take the college entrance examination which is given several times a year all over the country. Since these tests are one of the crucial

factors in making the awards, applicants would be advised to make their arrangements for taking them well in advance. Teenagers can check with their high school counseling offices for information about the tests or should write Educational Testing Service, Box 592, Princeton, N.J.

Seafarers or SIU parents interested in making application for the Seafarers Scholarship Benefit should write to the Marine Advancement Program, 17 Battery Place, 19th Floor, New York 4, New York.

To briefly review the requirements for eligibility for the scholarship awards, a Seafarer himself, or an applicant's father, must have at least three years actual covered employment with companies signatory to the SIU Welfare Plan in

(Continued on page 10)

Survey Shows U.S. Fleet Also Oldest

U.S.-Flag Tankship Fleet In 4th Place, Still Falling

The United States tanker fleet has declined to fourth place in the world rankings during the period between 1955 and 1964 while the Soviet Union was increasing the size of its tanker fleet by 33 percent, according to a recent survey of a major oil company.

The study found that the U.S., which possessed the world's biggest and most modern fleet of tankers at the end of World War II, is now ranked behind Liberia, Norway and Great Britain. The U.S. now operates the oldest of the world's principal fleets, with an average tanker age of 14 years and one month. The study computed the average age of the world tanker fleet as seven years and seven months.

Red Fleet Rises

While the U.S. tanker fleet was sinking deeper into the doldrums during the last ten years, Russia was busy increasing the size of own fleet by more than ten times. The U.S.S.R. is now ranked 11th in the world tanker standings. The study found that the Soviets had 175 tankers, totalling 2.7 million dead-weight tons, and had an additional 600,000 tons either under construction or on order.

The U.S., on the other hand, was revealed to have the lowest tanker growth rate of any of the major fleets in the world. The U.S. fleet increased its total tonnage by only 4.4 percent in the period studied, according to the survey.

The study reported that while the size of the U.S. fleet remained virtually at a standstill, the world tanker fleet was increasing at almost twice the average in 1964 that it had in the previous ten years. Total world carrying capacity rose by 13 percent to 85.1 million dead-weight tons.

Big Size Trend

The trend toward larger-sized tankers continued during 1964, according to the survey. The average size of vessels under construction was 53,300 tons, a rise of 3,700 tons over the year before. Average tanker size in 1964 was 25,000 tons.

In 1955, at the beginning of the period studied, tankers of up to 29,999 tons made up 94.6 percent of the world fleet. At the end of the decade tankers of this size accounted for 43.1 percent of the fleet.

The study also disclosed that the average speed of the world fleet had increased in the last ten years. Ten years ago 81.2 percent of the world's fleet had speeds up to 15.9 knots per hour, while in 1964 it was found that 56.3 percent of the world's tankers could sail at 16 knots or more.

Runaway's Lion Shore

The survey's statistical tables re-

vealed that the 422 tankers totalling 8.8 million tons which make up the American-flag fleet were only a fraction of the tankers under actual ownership of U.S. interests. Large tanker operators in this country have been registering their vessels overseas and sailing them under runaway-flags to evade U.S. taxes, wages and safety standards.

U.S. operators actually own tankers totalling 24.2 million tons, the study disclosed. Besides the 8.8 million tons registered under the U.S. flag, 6.7 million tons are operated under Liberian registry; 3.1 million tons under the Panamanian flag; 3 million tons under the British flag, and 2.6 million tons under the flags of other nations.

Scientists Use Old Ammo To Blast Over-Age Ship

CAPE CHARLES, Va.—It will take exactly 8,500 tons of surplus and defective ammunition to blow the 10,000-ton Liberty Ship Santiago Iglesias out of the Atlantic, 77 miles east-northeast of Cape Charles.

The explosion, scheduled for sometime late this week, is part of Operation Chase IV, a subdivision of the United States Upper Mantle Program which is conducting a geophysical survey of the crustal structure of the continental shelves of the East and West Coasts of North America.

Aside from disposing of faulty ammunition and an outmoded vessel, the blast will provide information to scientists studying the nature of the geological formations through which the shock waves must travel. Researchers use seismic devices to chart the direction and intensity of the waves from which they calculate the complex geography of the shelves.

The last "shot" was set off on July 15 when 5,000 tons of old explosives was used to send the 6,073-ton freighter Coastal Mariner to the bottom in the same waters.

The 423-foot Santiago Iglesias was broken out of the Hudson-Reserve Fleet late last month and loaded with old ammunition at the Naval Ammunition depot.

Then the old Liberty freighter was towed by the Navy to Cape Charles under escort of the 205-foot oceangoing Coast Guard tug Tamaroa.

Both the Navy and the Coast Guard will stand watch at a safe distance while the ship is being blasted out of the water.

Before the Santiago Iglesias is destroyed, the vessel's sea valves

will be opened to start her toward the bottom. Hydrostatic fuses — detonators set to go off when a pre-designated depth is reached — will touch off the blast at 1,000 feet. The Atlantic is 5,000 feet deep at that location.

Lt. Commander Richard A. Blackford, executive officer of the Tamaroa, who was present at the demolition of the Coastal Mariner, described the explosion this way:

"It was as if giant hands grasped the ship and shook her. As the shock wave was passing, the white and black plume of water burst from the bubble, soaring to a height of about 1,000 feet, only to slowly fall back from whence she came. And then the sea was silent again."

Atlantic

(Continued from page 4)

out again in the *Globe Carrier*. Fortunately, he got a chance to say hello to some old friends before taking off.

Puerto Rico

The American Communications Association Local 10 has won an election to represent Western Union Cable and Wireless Ltd. in Puerto Rico. The New York based union also represents employees of R.C.A. here.

At least 19 labor organizations representing Federal employees on the island have agreed to band together into a Federal Council of Government Employees of the Post-Office, Customs and a number of other Federal agencies.

Puerto Rico President Commissioner has endorsed a bill to expand unemployment compensation but urged the House Ways and Means Committee to analyze carefully the problems it would create for the island commonwealth.

Basilio Maldonado dropped by the hall with his son Basilio to say "hello" to all his friends. This is Basilio's first vacation in the island in 25 years and we all hope he enjoys it. He certainly deserves it.

Steve Marrero and Angel Garcia keep the domino game hopping while they wait for a ship to their liking.

Reuben Negrón and Isidro González are back on the beach after a long stay on the *Alcoa Trader*.

SIU Clinic Exams—All Ports

EXAMS THIS PERIOD: July 1 - July 31, 1965

Port	Seamen	Wives	Children	TOTAL
Boston.....	9	3	0	12
Baltimore.....	107	35	28	170
Jacksonville.....	13	1	0	14
Houston.....	123	13	11	147
New York.....	410	41	33	484
Norfolk.....	68	0	0	68
Philadelphia.....	43	13	9	65
Tampa.....	12	5	5	22
San Francisco.....	115	0	0	115
New Orleans.....	306	2	24	332
Mobile.....	92	8	15	115
TOTAL.....	1,298	121	125	1,544

Meany Statement on Wheat Shipments

The following is a statement by AFL-CIO President George Meany on the subject of wheat shipments to the Soviet Union.

DURING THE PAST two weeks, a number of accounts have appeared in the press, purporting to describe the circumstances surrounding the adoption of the requirements that at least 50 percent of all wheat sold to the Soviet Union must be shipped on American vessels, where available.

These accounts have invariably misrepresented the position and role of the AFL-CIO and of myself in this matter. They seem to have relied upon speculation or biased second or third-hand reports, for none of the reporters or columnists under whose bylines these stories have appeared have bothered to inquire as to the facts or to check the accuracy of their statements concerning the AFL-CIO position with the AFL-CIO itself.

In view of the current effort by some members of the Senate to cast the AFL-CIO in a "dog in the manger" role and to arbitrarily revoke the application of the flag preference principle, I believe it is important to set the record straight.

As regards the original application of this principle to Soviet wheat sales, the facts are these:

1. I made no demand or request of any kind upon Pres. Kennedy in connection with this transaction. Prior to the consummation and announcement of the wheat sale, Pres. Kennedy did inquire as to my views on the advisability of selling wheat to the Soviet Union. I advised him that I would favor such a step, because of (a) the humanitarian aspect of wheat as a foodstuff, and (b) the value of such a transaction in dramatizing the superior performance of the American system in meeting human needs, as against the Soviet system. Contrary to recent press accounts, I placed no terms or conditions of any kind upon the cooperation and support of the AFL-CIO in this matter.

Backed Food Sharing

As a matter of fact, in April of 1962, I had publicly urged that the United States give foodstuffs to the peoples of Iron Curtain countries, contending that "hunger knows no politics."

2. At a press conference in October of 1963, Pres. Kennedy made the first public announcement of the Soviet wheat sale, at which time he stated that all of the wheat would be shipped on American vessels, if available. It is my impression that this decision was motivated in large part by the desire to realize maximum value to all segments of the American economy from the transaction.

A Labor Dept. representative did confer with officials of the Intl. Longshoremen's Association at that time and received a commitment of full cooperation on this basis, despite the historic reluctance of East Coast longshoremen to handle goods consigned to or originating in Communist nations.

3. Subsequently, upon the representations of the Commerce and Agriculture Departments, it was deemed not feasible to carry out the objective of using American vessels for the entire shipment. The provisions governing the use of American vessels was thereupon reduced to not less than 50 percent, where available, and this provision was contained in Pres. Kennedy's executive order.

4. The maritime and longshore unions did not protest this reduction. The dispute which caused the cessation of loading of grain ships arose as a result of the successful efforts of the grain dealers (Continental Grain Co., and Cargill, Inc.) to further reduce the participation of American vessels by securing waivers of the 50 percent requirement through various contrivances which disqualified American vessels, which were in fact ready and able to carry the cargo, and substituting

foreign-flag vessels on grounds that no U.S.-flag vessels were "available."

The use of foreign flag vessels in this instance did not reduce the price paid by the Soviet Union for the grain. The transaction was consummated on the basis of a fixed price for the wheat delivered at Soviet ports. The net effect of the substitution of foreign flag vessels was to increase the proceeds of the sale to the dealers.

The protest action by the maritime unions was directed entirely at these private corporations who, for reasons of their own profit, were engaged in undermining and nullifying the policy and assurances of the President of the United States. A prime example of the devices employed by these companies and their agents in engaging vessels for this trade was the disqualification of large-capacity, deep draft ships, although these ships were the most efficient and lowest cost bulk carriers under the American flag. Subsequent investigation clearly showed that the grounds advanced for excluding such ships were spurious and that their use was entirely feasible. They were in fact used to complete the wheat shipments following the settlement of the dispute.

5. I entered this controversy only after being requested to do so by Pres. Johnson in February of 1964. In cooperation with Sec. of Labor Wirtz, I then interceded with the maritime and longshore unions in the effort to find a fair and reasonable basis for ending the dispute. A considerable amount of persuasion was necessary to induce these autonomous organizations, concerned with a problem vitally affecting the welfare of their own industry and membership, to abandon the course of direct action and to resume work on this cargo on a basis which, to a very large extent, left the future disposition and resolution of the grain shipment problem to the good faith and sense of justice of public officials.

The circumstances and basis of settlement were fully and favorably reported at the time and are matters of public record. The Congressional Record of February 25, 1964, beginning on page 3412, contains a full and complete exposition of the matter by Vice Pres. (then Senator) Hubert Humphrey. The relevant excerpts of the Congressional Record is attached. It includes the remarks of Sen. McGovern, in an exchange with Sen. Humphrey, which indicated his complete approval, at that time.

6. It is important to note that the understanding which led to the resumption of wheat shipments to the Soviet Union in 1964 set forth an orderly method for the continuing review of government policy concerning cargo preference, flag quotas and maritime policy generally, including any future changes in government policy relating to U.S.-flag participation in the shipment of wheat to the Soviet Union. For this purpose, a Maritime Advisory Committee, composed of government officials, representatives of maritime labor, the shipping industry, and the public at large, was established by the President. This committee is functioning and has submitted a number of recommendations on maritime issues which are currently under consideration by the Administration.

This committee was intended to create a channel through which the problems of maritime labor and management might be presented to the appropriate officials of government, with the public interest fully represented. It was hoped that this would provide an orderly and constructive alternative to the method of direct economic action, which the maritime unions have too often found the only effective way to attract attention and gain consideration of the serious problems affecting the livelihood of their members.

The maritime unions and the AFL-CIO have, to date, participated cooperatively in the work of the committee in that spirit and with that hope and intention. It would be a tragedy if that hope were

shattered and the function of the committee destroyed by ill-considered action by the Senate, under the illusion that the nullification of a constructive understanding will succeed in getting ships loaded with American wheat.

'Blocking' Charge False

As regards charges by certain Senators that the AFL-CIO is now blocking the consummation of a hypothetical grain sale to the Soviet Union, the allegations are false. Contrary to reports that have appeared in some press accounts, the AFL-CIO was not responsible for the removal of language in the Administration farm bill which would have nullified a flag quota on wheat shipments. I know of no such language and do not believe that there ever was such language since it would not be necessary to accomplish the purpose if the Administration saw fit to do so. The AFL-CIO was not, at any time, consulted in the drafting of the farm bill and did not see it, or any part of it, until its introduction in Congress.

If there is any current desire on the part of the Soviet Union to purchase wheat from the United States on any terms I am not aware of it. I have not discussed the prospect with Pres. Johnson or any other official of the Administration nor have my views as to the desirability of such a transaction at this time been sought.

If my views as to the desirability of a wheat sale to the Soviet Union should be sought, they would be the same as those I expressed to Pres. Kennedy in 1963. If the President should decide that it is in the best interest of the United States to pursue such a course, the AFL-CIO would support that decision, and we would cooperate, if asked to do so, in attempting to work out any reasonable new arrangements which might be necessary to facilitate it.

In so doing, however, we would argue that the abandonment of the legitimate interests of the American merchant marine and of the public interest in the merchant marine is neither justified nor necessary to accomplish this objective.

Seamen, as well as wheat farmers and the stockholders of Cargill and Continental Grain Co. must eat, and it is wholly unnecessary and destructive to attempt to drive a wedge between the interests of farmers and workers, as some now seek to do, to resolve this issue in a manner fair to both. Seamen face the same problem in competition in a cheap world market, where standards are below American levels, as wheat farmers do. Both American ships and healthy American farms are essential to the welfare of the nation, and neither American farmers nor American sailors should be expected to reduce themselves to Hong Kong standards.

The American labor movement has long supported every effort to bring income parity and a better way of life to those who seek a livelihood in agriculture.

The AFL-CIO has continuously supported substantial federal outlays to raise farm income through the price-supporting loan program, stockpiling and subsidized agricultural commodity sales. In addition, we have aided passage of federal programs to expand farm credit, help farm cooperatives, conserve the soil, accelerate rural electrification, insure crops against damage, and other measures to improve rural education, health and housing. We have never complained of the cost, though workers, including merchant seamen, bear a full share of the tax burden.

Taxpayer-supported aid to wheat growers, to assure them a fair price for their product and profitable sales at home and abroad, has been substantial.

We have supported subsidies to assure wheat price maintenance through the government loan mechanism. We have supported the various government subsidies which seek to increase wheat consumption both at home and abroad. We have supported the taxpayer-financed direct wheat export

subsidy which is necessary to bring wheat export prices down to the world market level because other subsidized programs have succeeded in keeping the domestic wheat price up.

According to the Dept. of Agriculture, the total costs of operating U.S. government wheat-related support activities in fiscal 1964 exceeded \$1.8 billion.

The export subsidy to commercial wheat exporters is made necessary by the gap between the lower world market wheat price (at which American exporters must sell) and the higher supported U.S. domestic price (at which they must buy). This subsidy also includes cost factors involved in transporting the wheat to U.S. ports of exit. In fiscal 1964, the wheat export subsidy totalled \$97 million.

To described the sale of wheat to the Soviet Union, therefore, as a purely private "commercial" transaction is highly inaccurate and misleading.

\$140 Million Involved

I am informed that the Soviet Union paid \$140,200,000 to Continental Grain and Cargill, the two exporting companies that handled the 1963-64 wheat transaction. This was the price paid for delivery at Soviet ports and included the cost of partial delivery on American ships. The direct U.S. tax-supported export subsidy on the sale was equal to 31 percent of the delivered price, or about \$43 million. This does not include, of course, the pro-rata indirect cost of other U.S. subsidies involved in supporting the price and sale of U.S. wheat.

This export subsidy was equal to about 66 cents on each of the 63 million bushels sold. By way of contrast the additional cost of transporting part of this wheat on American ships averaged out to less than 8 cents per bushel for the total shipment.

In face of the generous outlays by all of the American people in behalf of the welfare of wheat growers and exporters, continued consideration of the welfare of American maritime workers and of our national security also would seem valid under a government-subsidized and sponsored wheat export program.

It is the view of the AFL-CIO that, if the federal government finds that a wheat sale to the Soviet Union is possible and desirable, the mutual problems and needs of both wheat growers and maritime workers can be accommodated. If the freight rate differential is, in fact, the only barrier to such a transaction, and if its consummation is deemed a matter of overriding national interest, there are various ways in which the problem can be approached which would respect the legitimate interests of all parties and would not entail the betrayal of one vital segment of our economy by another.

Subsidy Change

The freight differential might be absorbed into the export subsidy as some of the costs of rail shipment to U.S. ports now are. The Administration now has before it a proposal from the Maritime Advisory Committee, supported by the unions, for a change in the maritime subsidy program which would enable bulk carriers to compete at or near world market freight rates so as to reduce or eliminate any added cost to exporters or to the farm program where American vessels are used, whether in a shipment to the Soviet Union or in the P.L. 480 program.

These and other alternative approaches merit serious consideration and discussion. Any effort to arbitrarily abolish or negate U.S.-flag protection, without putting a better plan or procedure in its place, can lead only to the most harmful consequences.

The AFL-CIO is ready at any time to cooperate fully in any effort to find a better method of achieving the objective sought by the 50 percent American-flag requirement. We are strongly opposed to any misguided effort to resolve the issue by the arbitrary and ruthless elimination of that requirement.



By Frank Drozak, West Coast Representative
Coast Shipping Looks Good

The SIU-Pacific District contracted American Mail Line has been given the green light by the Maritime Administration to call for bids to build three new cargo liners. MA officials said they were still studying a request by the company for authority to build a fourth liner. The three new vessels will be among the largest subsidized berthline ships to fly the U.S. flag. The new ships will be about 40 feet longer than the 560-foot Mariner-class cargo liners which have been built in recent years. The vessels will have an 80 foot beam, weigh 12,000 gross tons and will have room for 12 passengers. The MA decision permits American Mail to begin the third phase of its fleet replacement program begun in 1961.

SIU men in the San Francisco area are just beginning to get used to the sight of seeing hovercraft skim across the waters of the bay between their downtown berth and the airports of the two cities. The craft, which "fly" over the water on a cushion of air, are making ten round trips a day as a one-year test of their feasible use. Transit experts are watching the results of the experiment to see if the "jet skimmers," as they are called here, have the answer for big-city traffic problems.

San Francisco

Shipping in the Bay area is still moving along at a very good clip, and there is a heavy demand for almost all entry and regular ratings. Any members interested in

catching a ride to the war zone bonus area are advised to register as soon as possible. We can assure you here, that you won't have long to wait since nine out of ten ships are Vietnam-bound from here.

Oldtimers W. A. Warren and E. D. Parsly have shown up in the San Francisco hall to look for a good shuttle run to the Far East. Warren is keeping his eye peeled for a sharang job, while Parsly is holding out for a DM slot. Brother H. Donovan told us that he's had enough time on the beach and will be hunting steward department opening in the near future.

M. Steinsuple was shooting the breeze about the old days with us before shipping out on the Santa Emelia as bosun. He is another big booster of the shuttle runs. Howard Webber, who has been shipping as bosun on the Yorkmar stopped by to say he will make two more intercoastal trips before leaving the ship. He claims a seaman can't catch any dolphins on those new C-4s because they travel too fast. Webber says his next deep water trip will be to the Far East.

Seattle

Shipping has made an excellent improvement in Seattle, and will continue to hold up in the coming weeks. Union men with FWT and oiler ratings can just about have their choice of jobs in this port. Payoffs during the last two weeks included the Achilles and Antinous.

James Fisher says he is waiting for a Far East run so he can take advantage of where the money is. Fisher, who ships as AB, last sailed on the Express Virginia. Another oldtimer who remembers what a sailor had to put up with before the Union came along is Hollis Hoff. Hollis piled off the Overseas Joyce, and tells us that he'll nab the first chief cook's job that comes along, no matter where it takes him.

Wilmington

The shipping picture in Wilmington in recent weeks is bright and sunny and is expected to remain excellent for the coming period. The St. Lawrence took a full crew and 11 vessels stopped in transit during the last two weeks. Men with deck, engine and other ratings are urged to register to meet the quickening pace of traffic.

Charles Kath had some bad luck and has been laid up on the beach for the past several months. Right now, he's chafing at the bit to get his FFD so he can grab the first oiler's job that hits the board. Alfonse Monahan, who is holding down an oiler's job on the Achilles, dropped by the hall to say hello and pick up some OT sheets and LOGS for the crew. Alfonse, signed on in Boston, reports he is looking forward to the end of the voyage when he will take a short vacation.

U.S. Drops Plan To Buy Polish-Built Fishing Boats

WASHINGTON—Strong criticism by congressional supporters of the American shipbuilding industry has forced the U.S. Department of the Interior to abandon its plans of ordering two new fishing trawlers from shipyards in Poland. Maritime labor and other segments of the U.S. shipping

industry joined congressional critics of the proposal in charging that the Government action would further depress the badly slumping U.S. shipbuilding industry.

Leaders in the congressional fight against the Interior Department's plan included Representatives Edward A. Garmatz (D-Md.), Thomas Downing (D-Va.) and Senator Daniel Brewster (D-Md). Congressional foes of the plan emphasized that the government should be concentrating on building up the U.S. shipbuilding industry, rather than further depressing it.

The proposal to order Polish-made fishing boats was originally conceived by the Bureau of Com-

mercial Fisheries of the Interior Department. Under the terms of the plan, the new vessels would have been leased to American fishing operators.

Investigation Dropped

Strong opposition to the idea came from the House Merchant Marine and Fisheries Committee on which Representative Garmatz is the ranking Democrat. The Maryland congressman said his committee would no longer investigate the proposed foreign-yard order of the fishing boats after the government announced it had dropped the plan.

Garmatz admitted that the U.S. fishing industry needed the new, modern trawlers, but he charged that the government's plan to order

them abroad, would hurt, rather than help the country's declining ship construction industry. "They should be built in the United States, with United States funds, in United States shipyards," he declared.

In attacking the Interior Department's plan to order new fishing bottoms from behind the Iron Curtain, Representative Downing emphasized the neglected status of the American shipbuilding industry. He pointed out that 18 U.S. shipyards had closed down during the past ten years in addition to two Navy-operated yards.

Buy Plans, Build Here

Downing heavily criticized the government's contention that it was to the advantage of the U.S. to order the Polish vessels, since that country possessed one of the most advanced trawler-building industries in the world. The Virginia representative shrugged off this justification when he recommended that the U.S. could buy plans for the new trawlers from Poland and build the vessels in American yards.

He also drew a parallel to other government backed plans under which the Navy Department has proposed to order several non-combat vessels from British shipyards. Downing announced he was against all of these build-abroad ideas advanced by the government. "I believe the Administration should be considering proposals to protect and promote our shipbuilding industry," he asserted.

Senator Brewster charged that the Interior Department's plan was only the forerunner of a government policy of building and purchasing ships overseas. "Government programs which have started are not easy to stop," he warned.

Strike Support Increased

Sheet Metal Workers Aid Kentucky Strikers

BOWLING GREEN, Ky.—The Sheet Metal Workers have stepped up support of local production and maintenance workers on strike since June 7 for a first contract at the Detrex Co. plant here.

The union's general executive board meeting in New York City, voted \$50,000 to help finance the fight of the 188 strikers to support their families and withstand a hostile management and town government.

The union also established picket lines at the Detrex home office and plant in Detroit, and at the firm's second largest plant in Ashtabula, Ohio, where members of other unions have cooperated with the pickets.

The Bowling Green plant fabricates industrial sheet metal and commercial dry cleaning equipment. Organization Director Edward J. Carlough of the union said the firm "ran away from another union in Detroit, seeking cheap labor and cheap conditions" but will be required to negotiate "a decent labor contract with us or they can keep going all the way to Antarctica."

The Detrex management fought off organization successfully for 10 years and enjoyed the tax-free favors of the town government, along with extraordinary police services, according to union mem-

bers. The union won a National Labor Relations Board election last October after a first loss was set aside. After long negotiations, it rejected a "final" company offer of 2 cents an hour each year for three years.

Since the strike started, as many as 32 policemen at a time, out of a total force of 42, have been on duty at the Detrex plant, each carrying an ax handle. One day a city dump truck arrived with a load of hot tar and municipal workers spread it in the area where pickets have been permitted to stand, according to Representative Thomas Reid of the union.

The police were later withdrawn by the mayor.

Reid charged that the mayor, police and the Chamber of Commerce have cooperated to help Detrex management in its effort to break the strike. Businessmen warned the strikers that loans would be recalled, mortgages foreclosed and credit refused, he said. Wives working in other plants have been advised they could lose their jobs unless the strikers return to work, Reid was told.

But members of 14 unions have taken a turn on the picket line and the newly formed Bowling Green Central Labor Council has voted strong backing.

Only a few of the striking workers have yielded to company and business pressures. One strike-breaker was killed and another injured when a saw blade shattered from improper use at the plant, according to union sources.

The striking union expressed appreciation to the Kentucky State AFL-CIO and the Kentucky Labor News for extraordinary services. Executive Secretary-Treasurer Sam Ezelle of the state labor body, pledged continued labor support at a rally of strikers and their families in Bowling Green.

New Florida Port Handles Phosphates

PORT MANATEE, Fla. — The rapidly growing demand for shipping facilities to handle Florida's burgeoning phosphate export business is creating a new \$15 million seaport in this Gulf city just south of Tampa. Florida's phosphate trade skyrocketed this year after new sources of the mineral were discovered in the northern section of the state.

The port of Tampa, which has been serving as the shipping point for the state's phosphate industry in past years, found its facilities severely strained as export volume literally exploded when the new mining sites were opened. Ship traffic grew to the point where vessels waiting to pick up cargo often encountered ten day waits until they could be loaded. Traffic in the port's rail yards also became seriously congested because of the heavy increase in exports.

Faced with this monster-sized traffic headache, two railroads serving the port decided to construct a new port complex nearby. The Manatee County Port Authority is now building a new phosphate terminal which will handle bulk shipments of the mineral which will arrive by rail.





Beef Box

By Robert A. Matthews, Vice-President, Contracts, & Bill Hall, Headquarters Rep.

In order to improve the preparation and serving of food aboard SIU-contracted vessels, the SIU Steward Department Guide is printed in full below.

- (1) Menus are to be prepared daily, on main entrees at least 24 hours in advance. Standardization must be avoided.
- (2) The chief steward is to issue all daily stores when practicable and must control all keys. Storerooms and iceboxes are to be kept locked at all times.
- (3) Maximum sanitary and orderly conditions must be observed in all steward department facilities such as galley, messrooms, storerooms, etc. No smoking in the galley at any time. No smoking by any steward personnel while serving or preparing food.
- (4) White jackets must be worn by messmen at all times while serving. T-shirts may be worn while preparing for meals. Galley gang to wear white caps, cooks jackets, white or T-shirts during hot weather. Caps to be paper or cloth. Cooks jackets to be ¾ length sleeves. However, white or T-shirts may be worn by messmen during hot weather.
- (5) Only qualified food handlers are to handle food and all personnel outside of the steward department are to be kept out of the galley at all times.
- (6) All entrees such as meats, fowl, and fish, including ham and bacon for breakfast, must be served from the galley, and when practical, vegetables should also be served from the galley.
- (7) All steaks and chops are to be grilled to individual order. However, chops may be grilled thirty minutes prior to serving, when necessary. Meats and roasts must be carved to order.
- (8) No plates should be overloaded and only non-watery vegetables will be served on the same plate with the meat or other entree. Other vegetables to be served on side dishes.
- (9) At least two men of the galley gang must be in the galley during meal times. The steward is to supervise the serving of all meals. Either the steward or the chief cook must supervise the meals when in port. Steward to be aboard and responsible to check voyage stores when they are received.
- (10) Salads, bread, butter and milk are to be placed on the table not more than five minutes before the serving and only on tables where needed.
- (11) All coffee served for meals and coffee time is to be made in electric percolators when practicable.
- (12) No food, including vegetables, is to be thrown away after meals without the consent of the steward or the chief cook. Use left-overs as soon as possible, not to exceed forty-eight hours.
- (13) Such items as sardines, boiled eggs, sliced left-overs roasts, such as pork, beef, ham, etc., potato salad, baked beans, besides the ordinary run of cold cuts and cheese are to be served for night lunch. The night lunches are to be cut and placed by the 2nd cook or 3rd cook before retiring.
- (14) Hot bread or rolls to be baked daily when practicable. Cakes or pastry to be served at coffee time as much as possible.
- (15) Stewards must keep a record of all menus for reference.
- (16) Ground coffee for the black gang to be drawn from the steward within the steward's working hours and not from the pantry.
- (17) Typewritten copy of the daily menu to be furnished the galley force.

MONEY DUE

- Hercules Victory** — Disputed Overtime: Edward Jensen, Robert Smith, George Stanley.
- Valliant Hope** — Transportation: Thomas E. Hanson, Edward Edinger, Donald Kershaw.
- St. Lawrence** — Subsistence: Nicholas Sakellarides.
- Ames Victory** — Ralph L. Jones.
- Niagara** — Disputed Overtime: Richard Heckman, Francis M. Greenwell; Lodgings: William Knapp, Warren Weiss.
- Natalie** — One (1) day's wages: James N. Boone, Spiros D. Cassinis, Jose Ortiguerra, Frank G. Valerie.
- Transorleans** — Disputed Overtime: Seymour Sikes.
- Penn. Carrier** — Disputed Overtime: Earl Beamer, Walter Smith.
- Seatrain New York** — Lodgings: Pedro Agtuca, James Gleason.
- Elena Lisa** — Transportation Differential: James W. Higgins, John David Vidrine.

Key Ruling Clarifies Use Of Radar

New International Rules To Curb Sea Collisions

New international regulations for preventing collisions at sea went into effect this month. Drawn up at the fourth International Conference for Safety of Life at Sea, which was held in London in 1960, the new regulations apply to all public and private vessels of the U.S. including motorboats, while navigating on the high seas.

Other provision of the 1960 convention went into force in May. These dealt with improved safety standards for ocean shipping.

The new anti-collision rules center on the use of radar, and define the obligations of a vessel underway at sea in reduced visibility conditions under the International Rules of the Road.

Rule 16 allows a power-driven vessel to take "early and substantial action to avoid a close-quarters situation" when, before "hearing the fog signal of another vessel or sighting her visually," the power-driven vessel picks up another ship on the radarscope forward of her beam.

The new ruling points out that in restricted visibility the radar range and bearing alone "do not constitute ascertainment of the

position of the other vessel," under Rule 16, "sufficiently to relieve a vessel of the duty to stop her engines and navigate with caution when a fog signal is heard forward of the beam."

In short, a radar sighting is not sufficient to be considered an ascertainment of position.

Another recommendation provides that information obtained from radar "is one of the circumstances to be taken into account when determining moderate speed."

Benefits

(Continued from page 7) addition to having ninety days employment time in the year prior to applying, as well as one day in the six month period prior to applying.

A Seafarer must be under the age of 35 but this age limitation may be waived for the active seaman having completed one or more years in an accredited college or university during the three-period immediately preceding his application for this benefit and provided he has maintained an average in high school or college in the top one-third of his class. Applicants who are dependent children of Seafarers must be unmarried when they apply, otherwise they are not considered dependent. Marriage, after the scholarship is awarded will not effect the scholarship.

Adopted children of eligible seamen are also able to apply for the benefit, provided they have been adopted for at least five years prior to making application.

Extra Study

The Scholarship awards may be used for post-graduate study in those instances where the Scholarship award winner completed his under-graduate work prior to having used the full four years of his scholarship award. However, in each case of this type, where the Scholarship award is to be used for post-graduate work, the Trustees must agree in advance to the award being used for that purpose. In addition, eligible dependent children of pensioners are eligible to participate in the scholarship award program.

In the event that a seaman wins one of the Scholarship Awards his welfare eligibility is automatically extended for the effective period of the scholarships, based on the eligibility he had at the time of his application for the scholarship.

In the selection of the scholarship winners, the following persons all of whom are connected in some official capacity with a university, are the trustees:

- Dr. R. M. Keefe, Dean of Admissions of St. Louis University.
- Dr. C. D. O'Connell, Director of Admissions of the University of Chicago.
- Dr. F. D. Wilkinson, Research Associate, Howard University.
- Dr. B. P. Ireland, Northeast Regional Director, College Entrance Examination Board.
- Miss Edna Newby, Assistant Dean of Douglass College.
- Dr. E. C. Kastner, Dean of Registration and Financial Aid, New York University.

Unions Seek Active Role In Trade Talks

GENEVA—The free trade unions of the world support "all possible measures" to expand the trade and speed the development of the emerging countries but want to participate actively in the effort, Bert Seidman, AFL-CIO European economic representative, said in a statement to the United Nations Trade & Development Board here.

Seidman testified on behalf of the International Confederation of Free Trade Unions.

"A few countries included trade union representatives in their delegations to the UN Conference on Trade & Development and at least one has done so at meetings of this board," he pointed out.

Participation Urged

"To assure the active interest and support of the trade unions in all aspects of international trade and development, we urge governments to accord trade union representatives the opportunity to participate in national delegations to international bodies concerned with international trade and development."

He took note of views expressed earlier by ICFTU President Bruno Storti that some governments appear to fear the emerging countries can develop economically only at the expense of the workers in developed countries. Instead of being "reluctant" to support "bolder and more effective action," he maintained, labor in both types of nations will back "all feasible efforts," especially if the problems of adjustment that may arise are tackled "imaginatively and resolutely."

Recognition of the need for adjustment measures, he said, is the first step toward assuring support for steps aimed at broadening the export opportunities of the developing countries."

The INQUIRING SEAFARER

QUESTION: What is the strangest thing that you saw pulled out of the sea in the years that you have been sailing?

Joe Fried: I was on a tanker in the Persian Gulf when I saw a sucker fish hauled in on a crewmember's line. When he landed on deck, his bottom looked like a blown-up vacuum cleaner bag. He put up a big fight after he grabbed the raw hamburger we were using for bait. After he quit struggling, we cut him up for shark bait.

Juan Leiva: The most unusual sight I ever came across are the schools of porpoises that keep jumping out of the sea in our ship's wake. I always get a big kick out of watching the female porpoises and listening to them cry like babies.

Olaf Seim: I once got a 120-pound Spanish mackerel on the end of a line I had overboard on a run off the coast of Brazil. I left the line overboard while I stood watch in the engine room, and the guys came down to tell me I had a bite. We pulled him aboard and the whole crew got two good meals out of him.

Jeff Davis: I remember when my fellow crewmembers once thought they spotted a floating pool of ambergris, the stuff whales heave up and is collected to make perfume. Everyone on board thought we'd be rich if we could collect the stuff. When we went to scoop up our valuable ambergris, it turned out to be a bunch of seaweed and other slush.

Frank Bradley: I was on the Hastings when we spotted a group of Cuban fishermen who were hanging on to their cap-sized boat for dear life. They had been drifting from Cuba for five days and were the coldest, hungriest people I ever laid eyes on. We picked them up and headed into Tampa where we turned them over to the immigration people.

Gus Malensky: Some of the crew on the Steel Advocate were fishing off the coast of Indonesia when they hauled in this six-foot snake-like thing that began to wriggle all over the deck. The two guys who hauled it in tried to get a hold on it. But, they couldn't slow the thing down, and it jumped over the side before anyone could stop it.



LOOK!
BEFORE YOU BUY
LOOK FOR THE UNION LABEL

SPAD

**Seafarers
Political Activity
Report**



Freshmen House Democrats are going down the line with the "Great Society" programs of President Johnson.

A survey by Congressional Quarterly shows the 71 Democratic newcomers have backed the President on 89 percent of 12 important votes selected by CQ and as of August 4 on 83 percent of all 66 roll call votes on which the President took a stand.

The average new northern Democrat supported the President on 95 percent of the 12 key votes and 87 percent on the overall total of 66 roll calls.

The 12 new southern Democrats supported LBJ with 60 and 68 percent scores respectively. These scores were fairly high mainly because of new southern liberal congressmen like Grider and Anderson of Tennessee, Farnsley of Kentucky and Johnson of Oklahoma, all of whom ran up 100 percent scores of support on the 12 key votes.

Among new Republican congressmen, lowest support for the President came from southerners Buchanan (Ala.), Callaway (Ga.) and Walker (Miss.), representatives of the arch-conservative GOP new breed in Dixie. All voted against 11 of the 12 measures tabulated by COPE.

Of the more than 50 freshmen who were endorsed by COPE in the 1964 election, only 11 gave the President less than 92 percent support on the 12 key issues. Of these 11, seven supported him on 83 percent of the 12 votes. On the 66 roll calls, only eight of the labor-endorsed freshmen representatives gave the President less than 80 percent support.

Three of the nine newcomers supported in 1964 by the conservative Americans for Constitutional Action (ACA) voted for only one of the 12 "Great Society" measures. Three others cast votes for only two. All the ACA-endorsed freshmen supported the President 50 percent or less on the 66 roll-call votes.

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The United Republicans of America, one of the new rightist GOP splinter groups, was the first of the bunch to rush into print with a "purge list" for 1966.

URA released a list of 77 Democrats it wants to see dumped next year. Most of them, it hardly needs saying, are all-out liberals. URA called the 77 "rubber stamps, puppets and robots of the Johnson administration."

But right-wingers don't stop at whip-lashing Democrats. Another G.O.P. splinter, American Conservative Union, tore into a group of Republicans, hinting another purge list. In its July-August newsletter, ACU chastised, without naming, the 21 GOP congressmen who voted for repeal of Taft-Hartley Section 14(b).

It accused them of forming an "unholy coalition with liberal Democrats and union bosses . . ."

Despite their disloyalty, ACU said, the 21 "should not be read out of the party" although "they have read themselves out of any right to leadership in the national party."

One paragraph after not reading them out of the party, ACU hinted they should be voted out of it. It suggested these 21 may face stiff primary opposition in 1966 because they have "stretched the patience of grass roots Republicans beyond the breaking point."

LABOR ROUND-UP

Wages increases totalling \$17 million were won for 70,000 members, according to a recent report of the Office Employees International Union. The union said that clerical workers under union contract had benefitted from an average salary increase of 5 percent. When this pay rise is applied to last year's average wage of \$95 per week, a raise of \$4.75 per week was computed. The OEIU declared that non-union clerical workers received almost \$800 per year less than workers under collective bargaining agreements.

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The New York AFL-CIO Union Label and Service Trades Council presented its fourth annual Union Label Award of Merit to President Thomas W. Gleason of the International Longshoremen's Association and Jay Kramer, chairman of the N.Y. State Labor Relations Board. The awards were made in conjunction with the celebration of Union Label Week.

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President Lyndon Johnson has appointed AFL-CIO Social Security Director Nelson H. Cruikshank as member of a committee of health experts who are planning an up-

coming White House Conference on Health which will be held on November 3 and 4. In making his call for the conference, President Johnson urged the committee to gather the best minds and boldest ideas "to deal with the pressing health needs of the nation."

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Philadelphia school teachers won raises averaging \$850 for 11,500 employees in the school system as they successfully completed negotiations for their first contract with the city's Board of Education. The contract included a reduction in the size of classes, increases in salary schedules and a decrease in the number of steps within the pay schedules.

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Workers at Hill Air Force Base in Ogden, Utah chose the Government Employees as their exclusive bargaining representative in a secret ballot election. The 9,600 employees at the base will become the AFGE's largest single bargaining unit. The union will represent almost all civilian employees with the exception of supervisors, certain professional workers, temporary workers and a few specially exempted employees.

"Monkey Wrench"



The so-called "right-to-work" law moved a step closer to its unlamented disappearance from the field of U.S. labor relations recently when the Senate Labor Committee gave approval to the repeal of section 14(b) of the Taft-Hartley Act.

In reporting the repeal measure favorably, the Senate committee gave one of the best explanations to date why the words "so-called" appear before the misleading slogan "right-to-work." The report rightfully asserted that these state laws prohibiting the union shop create neither "rights" or "job guarantees."

The senators also paid a great deal of attention to the mischief in the national economy which R-T-W laws have caused. The committee found that repeal of 14(b) would put an end to the dog-eat-dog struggle for new industry by states with low wage structures and below-average schedules of employee compensation. If 14(b) was to be wiped off the nation's lawbooks, much of the bitterness resulting from this competition for new plants and business would come to an end.

The committee found there was another excellent reason why 14(b) deserves repeal. If state R-T-W legislation were no longer legal, unions would find that they would receive equal treatment in all 50 states when they negotiated union security agreements, the senators declared.

The Senate Labor Committee is to be commended for urging the repeal of 14(b) in its forthright report. This unfortunate leg-

islative provision has instigated nothing but friction and mischief under cover of a law which was supposedly passed to harmonize labor relations for all Americans.

A Friend In Need

Hundreds of Louisiana residents fleeing from the fury of Hurricane Betsy last week found safe, dry refuge in the New Orleans SIU hall. As the savage storm left an incredible trail of destruction across the city and the southern part of the state, the refugees found a welcome, temporary home, hot food and other comforts which are typical of SIU hospitality.

While the storm-tossed refugees from Hurricane Betsy were pleasantly surprised by this example of the Union's hospitality and assistance, SIU members and all union members recognize the responsibility that they have to the community.

Seafarers, of course, do not have a monopoly among American trade unions on providing timely help to people in distress. News columns are consistently filled with examples in which union members provided the assistance which got citizens back on their feet after disaster had struck.

Only a few months ago unions which are members of the California AFL-CIO collected well over \$80,000 to aid victims of the disastrous floods which hit the state earlier in the year. This is but a brief example of the kind of action which unionists take when disaster strikes.

Measure Providing College Aid To Students Passes Congress

WASHINGTON—Legislation to break down financial barriers to a college education passed both the House and Senate by one-sided votes. Both the House and Senate measures include scholarship aid, low-cost loans and an expanded work-study program to make higher education possible for youngsters from low-income and middle-income families. Other portions of the legislation provide funds to enable colleges to expand and improve their facilities.

The House bill, carrying a first-year price tag of nearly \$650 million, was passed 367-22 after an unsuccessful Republican attempt to knock out the scholarship program.

A companion bill—similar in scope but differing in details—breezed through the Senate, 79-3, just a few days later. The five-year, \$4.7 billion bill had moved to the floor with the unanimous endorsement of the Senate Labor Committee.

While the higher education bill was moving through Congress, the Administration won another major victory as both houses cleared a conference report establishing an eleventh Cabinet department—the Dept. of Housing & Urban Development.

The new department will coordinate the government's housing and mass transit programs and provide for the first time a single top-level agency to tackle the special problems of the nation's cities.

Solid Majority

In political terms, congressional approval of the new department symbolized the solid working majority the Administration has had in this Congress as compared with previous years. President Kennedy was twice rebuffed when he sought to set up such a department in 1962—first when legislation was blocked in the Rules

Committee and then when his attempt is to set up the department by executive order was rejected in the House, 264-150. By contrast, this year's bill cleared the House, 217-184, and won 57-33 approval in the Senate.

A third high-priority Administration bill—to scrap the 41-year-old "national origins" quota system for immigration to the United States—was temporarily delayed in the Senate Judiciary Committee. But its supporters were confident of the votes to bring it to the floor and pass it.

The delay resulted from a technical objection by Senator Everett McKinley Dirksen (R-Ill.). The GOP leader admitted frankly that he was holding up the bill in an effort to pry loose his proposed constitutional amendment to allow one house of the state legislature to be apportioned on factors other than population.

Dirksen took a licking last month when he tried to bypass the committee and tack his proposal on an unrelated bill. He fell well short of the two-thirds vote needed for a constitutional amendment.

His latest strategy is to seek to have the bill cleared by committee and on the Senate calendar for the second session—with his assurance that he won't try to bring it up during the remainder of this session.

He said he thought he had a promise of sufficient votes in the Judiciary Committee to do this. But on the first test, the motion was defeated on an 8-8 tie.

The immigration bill, put off for a week because of Dirksen's objection, differs from the House-passed bill in one major respect. It would impose, for the first time, a ceiling on immigration from Western Hemisphere countries. A similar proposal was narrowly defeated in the House.

The existing quota system, based on the "national origins" of Americans in 1920, had been labeled "shameful" by President Johnson and denounced by the AFL-CIO as "ethnic bigotry."

Both the House and Senate bills would set an overall ceiling on immigration in any one year, with a limit of 20,000 from any one country.

A House-Senate conference will be needed to reconcile the higher education bills passed by the two houses.

The House bill provides "opportunity grants" of \$200 to \$800 a year, financed through funds added to the National Defense Education Act, for youngsters with "academic or creative promise" and "exceptional financial needs."

Loans for Students

Government-guaranteed loans would be available to students from families with incomes under \$15,000 a year; the government would pay the interest on the loans while they were in college and half the interest thereafter.

Other sections of the House bill double the existing college construction aid program, expand work-study programs, put added money into university extension programs including adult education, provide funds for college libraries and grants to help small colleges improve their standards and facilities.

Senate Unit Probes 50-50

(Continued from page 3)

ment-generated cargoes be carried on American-flag ships.

Although wheat-state Senators are arguing that the 50-50 requirement on Red wheat sales has been responsible for the failure of this country to sell wheat to the Communist-bloc since 1963, it has been pointed out by top Government officials that the Russians have not even approached the U.S. this year for wheat purchases, nor are they likely to because they are not nearly as badly in need of foodstuffs this year as they were after the disastrous crop failures of 1963.

In this latest attack on the 50-50 requirements, the wheat-state Senators have once more brought up the charge that these requirements have threatened to disturb the trade treaties which the U.S. has with some 30 foreign nations. The SIU and other maritime unions have often pointed out however that many of these foreign nations themselves have similar restrictions stipulating that certain percentages of certain commodities must move on their own vessels.

The Gulf Coast

By Lindsey Williams, Vice-President, Gulf Area

SIU Hall Shelters Storm Victims

Hundreds of refugees fleeing from Hurricane Betsy found shelter in the New Orleans SIU hall as the tropical storm raged through the Gulf Area, killing close to 200 people and wrecking more than one billion dollars worth of property. The SIU New Orleans headquarters was designated as a hurricane center as heavy winds and floods tore through the port city. At the height of the storm, three freighters were tossed adrift in the river with no crews aboard. New Orleans is still digging out from under the ravages of what has been one of the worst hurricanes in Gulf history.

Shipping in the Gulf area has been moving well with the exception of New Orleans which was hard hit by Hurricane Betsy. The job outlook for the next period is bright in all ports.

The AFL-CIO Labor Day celebration, held in the New Orleans Seafarers Hall, was a huge success, drawing a crowd of more than 600 people. The Maritime Trades Department of New Orleans and vicinity played an active role in this year's turnout and several guests from other Gulf ports attended the function. Labor Day festivities are celebrated annually at the SIU Hall.

The crewing-up of the *Brigham Victory* (Bloomfield Steamship) failed to materialize when the ship was retowed back to Mobile. Originally the *Brigham Victory* had

been towed to New Orleans for drydock. At present, the port of New Orleans does not have any ships being repaired for service in Vietnam.

New Orleans

Shipping in the port of New Orleans has been proceeding on the slow bell, Hurricane Betsy cutting sharply into job activity. The *Sabine*, a T2 tanker, crewed up here recently and shipping is expected to pick up in the coming weeks.

The crewing up of the *Sabine* came just at the right moment for several members who are ready and raring to go. Making the ship on the same day that their cards were running out were *Henry Smith* and *Walter Rigby*, both men sailing as ABs in the deck department. *W. J. Tregembo* pulled the boatswain's slot aboard the *Sabine*.

Among some of the oldtimers shipping out on the *Sabine's* first American Bulk Carrier run were *Matt Gechenko*, AB, *Z. Ching*, steward, and *Russell Beatrous*, 3d cook. The boys say they are looking forward to a fine SIU trip.

On the beach after a rough trip to North Europe is *Nick Maire*. Nick had a 44-day card when he made the *Natalie*, but one trip was enough. Ready to ship, but looking for something other than North Europe this time out, he's watching the board.

"Just the opposite," was the word from *Brother Percy Kennedy* who just finished a 120-day trip on the *Steel Surveyor*. "It was a good ship and a good trip," Percy says. "There wasn't a single hour's disputed overtime or a single log on the ship when she paid off here in New Orleans." Percy is ready again and looking for another long trip. He says he sort of has his eye on some of that bonus money.

Also on the beach and exchanging greetings with some of their friends around the hall are *Tom Garrity* who is off the *Del Norte*, and *Bill Walker* fresh off the *Erna Elizabeth*. Looks like both boys are waiting for a Delta Line ship.

Houston

Shipping has been moving at a fast clip in Houston and is expected to pick up even more steam in the next period. We have a few ships scheduled to come in for payoffs and the port of Houston is still in need of rated black gang men.

Among the oldtimers around the hall is deckhand *Joe Gavin* who has been sailing SIU since 1943. Joe's last ship was the *MV Tamara Gulden* where he put in a six-month stint. Joe says he will stay

on the beach through the World Series and then he'll be ready for anything.

Lester "Speedy" Peppet, a 24-year SIU veteran, has been keeping busy while on the beach by racing his Corvette *Sting Ray* on the Houston Dragstrip in Dickinson, Texas. When the right ship turns up, Speedy says that he will break all records getting back to the hall to sign on.

Piling off the *Bethlex* where he sailed as an AB Deck Maintenance on a coastwise, *Fred Gerber* is telling his buddies that he's looking for a job as bos'n or dayman on a good money super tanker.

Louis Brown, one of our old time stewards, has been on the beach for quite a while resting up and getting over his illness.

Mobile

Mobile shipping has been moving at a fair pace and is expected to improve in coming weeks. Several ships are headed this way for Alabama drydock repairs.

John Kelsoe is back around the hall after a five-month Eastern run on the *Rachel V* as deck maintenance. John is waiting for a good deck job while relaxing in his home town of Mobile.

After several months as offer aboard the *Inger*, *Claude D. Berry* says that he's just about ready to go again and he's not particular where he's headed. Shipping out of the Gulf Area for the past twenty years, Claude makes his home in Lucedale, Mississippi with his wife and child.

Alonzo W. Morris says that he's looking for a baker's job on his next run. He last sailed aboard the *Mayaguez* as chief cook on a five-month trip. While watching the board, Alonzo is getting in some rest time on the beach here.

Getting in some time with his wife and family, *Robert J. Gallahan* is ready for any run going anywhere in a group one deck rating. Last off the *Claiborne* on a Puerto Rico voyage, Bob has been shipping out of the Gulf since its inception.

Charlie Shirah says that he will spend some time with his wife and kids in Mobile before sailing. He last shipped as a steward aboard the *Kyska*.

The Connector—A Ship That Had Its Ups & Downs

One of the oddest ships ever built was the Connector.

When riding motionless in calm water, the Connector looked like any other ship. In a swell however, she resembled a giant snake that undulated on the surface, broke up into several parts and then came mysteriously together again.

To those who knew the ship these strange antics were not surprising, for the Connector was actually composed of three separate, detachable sections loosely hinged together. The vessel represented an early attempt at speeding up turnaround time.

Built more than a century ago in England, the Connector sailed for about nine years in the coal trade from British north-east ports to London. The idea behind the Connector was to be able to detach a portion of the vessel for unloading, attach another full section destined for another port to the power units, and put to sea again without being delayed by unloading procedures.

Even a century ago the idea of an articulated ship was not new. Such a vessel was designed for the *Empress Catherine* of Russia almost two centuries ago. What the *Empress* wanted was a ship in which she could travel down the winding Dnieper River. A naval architect devised a system of barges connected so they could snake around the bends in the river, but the design was never tried.

The Connector was eventually broken up before ever reaching the eighteen-section length which its backers say is still feasible today. A British shipping group and a Japanese shipbuilder are seriously considering the possibility of reviving the curious design in a modern form.



IN THE HOSPITAL?
CALL SIU HALL
IMMEDIATELY

The Evils Of Strikebreaking

History has shown the professional strikebreaker to be a disruptive and often dangerous enemy of the society in which he lives. A bill (S-1781) introduced by Senator Harrison-Williams (D.-N.J.) is aimed at bringing an end to this anti-union practice. A brief history of strikebreaking is contained below.

DOPE ADDICTS, rapists, arsonists, thieves, sexual perverts, these are typical examples of the types of individuals who line up to answer ads reading: **HELP WANTED — STRIKEBREAKERS.** Recruited from the ranks of society's outcasts, the typical strikebreaker doesn't have to worry about having his services refused by a choosy employer. For the employer who hires the professional strikebreaker has only one purpose in mind—to break a union and turn the clock back on his workers' pay, security and working conditions.

A bill which would protect American communities from the ravages of these often lawless and degenerate individuals has been introduced into the Senate by Senator Harrison Williams (D.-N.J.). If enacted, the bill (S-1781) would prohibit and make unlawful the hiring or recruiting of professional strikebreakers in interstate labor disputes; would prohibit persons or agencies which specialize in supplying strikebreakers (commonly called strikebreaking agencies) from supplying scabs in interstate labor disputes; and would assure that employees recruited to work in plants where such disputes existed were informed that a dispute existed and that they would be taking the place of an employee on strike.

James Farley was the first Strikebreaker King, reigning from 1899, when he broke a bitter strike of the Brooklyn transit workers, to 1905, when he sent his army of finks and nobles to fight the San Francisco trolley strikers. Pearl L. (Red Demon) Bergoff claimed Farley's crown in 1906, and for many years he continued to supply professional strong-arm men and guards, armed and unarmed, to break more than 300 strikes. Competition for the business was very keen and there have been well over 2,000 professional strikebreaking agencies since 1900.

The history of American trade unionism graphically shows that the appearance of strikebreakers on the scene of a labor dispute is invariably accompanied by an outbreak of violence and other criminal acts. Citing the long, sordid record created by the use of strikebreakers, Senator Harrison Williams (D.-N.J.) said earlier this year, "The record of these investigations are replete with evidence showing that many such professional strikebreakers had criminal records."

Terror For Hire

An employer who stoops to hiring the kind of thugs who make up the ranks of the country's strikebreakers knows exactly what he is buying. Since his purpose is to break the union which is seeking a contract with him, he can count on the strikebreaker to provide the terror tactics, violence and sabotage necessary to challenge a strong labor organization.

A professional strikebreaker or scab is usually defined as a person who earns his living by repeatedly offering his services in place of employees involved in a labor dispute. While this dry definition will satisfy a lawyer or dictionary writer, it fails to reveal the terrible price paid by trade union members and the general public for the ugly work of the professional scab.

Denounced By Novelist

Jack London, who proved himself a friend of labor in many of the books he wrote at the turn of the century, described the strikebreaker in his classic book "The Scab." "A scab," London wrote, "is a two-legged animal with a corkscrew soul, a waterlogged brain, a combination backbone of jelly and glue. Where the others have hearts, he carries a tumor of rotten principles."

In another description in the book, London said, "After God had finished the rattlesnake, the toad, the vampire, He had some awful substance left with which he made a scab." Growing more savage in his denunciation of the scab, the famed author declared, "Esau sold his birthright for a mess of pottage. Judas Iscariot sold his Savior for 30 pieces of silver. Benedict Arnold sold his country

for promise of a commission in the British army. The modern strikebreaker sells his birthright, his country, his wife, his children and his fellow men for an unfilled promise from his employer, trust or corporation."

Jack London's fiction gave the nation a vivid picture of the vicious character of the strikebreaker, but police and court records in the cities where they do their dirty work give even a more graphic picture of the kind of scum they represent.

Non-Musical Beat

The wholesale recruiting of a small army for strikebreakers during a bitter newspaper strike which occurred recently in Portland, Oregon left the city's police blotter studded with disgraceful examples of the typical scab's savage, asocial behavior. The local court record shows that one of these hard-working strikebreakers got his kicks by beating his wife with a trumpet. A Portland magistrate gave the horn-wielding scab 120 days in jail after learning that the beating occurred when the wife had returned from the hospital where she had gone to recover from an ear injury she suffered during a previous set-to with her violent spouse.

A more serious example of the kind of men employed to strikebreak in Portland was the case of 19-year-old Vincent Mullen. Mullen, who admitted using marijuana, was charged with brutally attacking a 16-year-old high school girl, leaving her half-conscious with a broken jaw and minus several teeth. He is now serving a 15-year prison sentence for rape and attempted murder in addition to a concurrent three-year term for a safe cracking conviction.

Double Dirty Work

Other strikebreakers, who did their dirty work in Portland and made the city police department's "wanted" list at the same time, included an auto thief who was returned to town by Salt Lake City officials to face trial for attempted assault and bank robbery. He is now serving a four-year term in state prison.

The role of the professional strikebreaker in being the center of violence on a picket line has become notorious in labor history. Police records of countless strikes are filled with incidents where professional goons, acting as strikebreakers, assaulted peaceful pickets without any provocation. Frequently, these attacks go far beyond mere assault to shootings and stabbings. In Clinton, Ohio for instance a strikebreaker was fined \$500 for shooting tear gas shells into a crowd of citizens near a struck plant.

Probers Exposed Record

The report on strikebreaking prepared by Senator Williams points to several Congressional investigations into acts of extreme violence by thugs and scabs. One of the most infamous of these probes dealt with the famous strike at the Carnegie Steel Company at Homestead, Pa. in 1892. Congressmen heard the grim story of how armed Pinkerton strikebreakers shot and killed innocent pickets in one of the country's most brutal labor disputes.

Investigators from the Federal Government also uncovered evidence of scab-inspired violence during the Southern Colorado Coal strike of 1913, the Tug River West Virginia coal strike of 1920, the strike of the Michigan copper miners in 1913 and the Southern Illinois coal miner strike of 1912. House Labor Committee investigators condemned violence instigated by professional scabs which injured a large number of workers striking against the Pressed Car Company's plant at McKees Rocks, Pa.

Commenting on this sordid record, Senator Williams declares, "The record shows that they (the strikebreakers) were used to stir up violence, and that they were principally incompetent drifters whose major utility was an effort to depress the morale of strikers rather than to carry on the business of an enterprise."

Incite Picket Violence

In a now-famous investigation into strikebreaking activities conducted by Wisconsin Senator Robert LaFollette from September, 1936 through April, 1938, a Senate committee concluded that the use of strikebreakers and scabs was a major factor in picket line violence. LaFollette's committee exposed the brutal activities of a number of notorious strikebreakers appropriately named "Phony Lou," "Weasel Benny," "Stinkfoot," "Benny the Pink" and other underworld characters high on the honor roll of the professional scab.

The Wisconsin senator's committee report also spotlighted the treacherous work of private detective agencies who then served as professional strikebreakers. It reported that the so-called detective agencies often stirred up violence themselves, working on the assumption that the

more trouble they created, the bigger the bill they could hand to their employers.

Freeloading 'Rats'

This historical record demonstrates how the appearance of strikebreakers on the scene of an otherwise-peaceful labor dispute can completely disrupt the routine of a community. However, professional scabs also prove to be a costly expense to the towns and cities where they operate. Their appearance inevitably creates a need for increased numbers of police, depriving ordinary citizens of the protection they normally receive. In addition, the asocial, violence-prone strikebreaker adds to the community's crime problems and creates a heavier burden on the local courts.

These costs represent only part of the burden caused by the appearance of strikebreakers. Community services, which are paid for by local taxpayers, are used free by the professional scabs who usually never contribute a single dollar in taxes to the municipal treasury.

The destruction of unions and the breaking of strikes became a thriving and big business early in the century. Employers' associations became common. The National Association of Manufacturers was launched. Organized campaigns against unions were carried on by open shop associations and Chambers of Commerce throughout the country. Agencies were established which, for a consideration, supplied to corporations "finks" (strikebreakers), "nobles" (armed guards) and spies.

The striking union member, on the other hand, is at an extreme disadvantage when he encounters strikebreakers. If the union-busting tactics of his employer succeed, he is out of a job and is forced to start collecting unemployment insurance, creating a further burden on his community. The strikebreaker on the other hand, counts on his employer to pay most of his living expenses, and so can mail his checks out of town, and not spend a penny in the local economy. Thus, both the local taxpayer and businessmen are forced to pay a dear price when the professional scab makes his unwelcome presence felt in a community.

Scabs No Bargain

One of the harder things to understand about the strikebreaker business is why an employer will go the expensive extremes of hiring professional scabs. Not only must he pay strikebreakers a good deal more than his regular workers, in addition to picking up the tab for their living expenses, but he also knows that their production will be considerably inferior to the trade union craftsmen he normally employs.

To the innocent outsider, hiring a strikebreaker often appears to be an act of vindictiveness, where a boss is willing to pay almost anything to break a union. A close look at the facts proves nothing could be farther from the truth.

A financial gimmick known as strike insurance is the device which employers use to force long strikes, hire professional scabs and break a union — all at no loss to their annual profit balances. Strike insurance, which is supposed to provide a business with funds to compensate for losses caused by strikes or lockouts, can become a lethal union-busting weapon with a built-in invitation to take advantage of its coverage.

In addition to the bill introduced by Senator Williams, the campaign to outlaw professional strikebreaking by legislation has also been proceeding on the state level. Ten states, including New Jersey, Massachusetts, Delaware, Maryland, Washington, Louisiana, Rhode Island, Michigan, Pennsylvania, and Hawaii have passed such laws. At least 45 separate communities have outlawed importing professional scabs in states from coast to coast.

The 1961 Convention of the AFL-CIO unanimously adopted a resolution calling for the passage of anti-strikebreaker laws at the state and local levels. The convention declared such laws as deserving the wholehearted cooperation of the entire U.S. trade union movement. Delegates at the convention urged all labor federations at the state and local levels to work for the enactment of this legislation.

Joblessness Rate Unchanged During July And August

WASHINGTON—The nation's job picture showed little change between July and August, with the seasonally adjusted jobless rate holding at 4.5 percent, the Labor Department has reported. The leveling off in August occurred after the unemployment rate fell from 4.7 percent in June to 4.5 percent in July, reaching the lowest point in nearly eight years.

In releasing summary job figures for August, the Labor Dept. said that while most changes were about as expected, there was "some improvement" for teenagers, blue collar workers, non-whites and full-time workers. The rate for married men—a key breadwinner group—worsened, however, as it moved up from 2.3 percent in July to 2.6 percent, same as a year ago.

Total unemployment fell by 350,000—about the expected seasonal decline—to 3.3 million, the report said. The total is 400,000 lower than in August 1964, the department noted, with nearly half the reduction occurring among those unemployed 15 weeks or longer.

Of the 3.3 million unemployed, some 875,000 are teenagers. Their numbers were reduced a little more than expected in August as the jobless rate declined from July's 13.2 percent to 12.4 percent, its lowest level in more than three years.

The non-white jobless totaled 700,000 in August, down by 175,000 from a year ago. The jobless rate for this category fell sharply from 9.1 percent in July to 7.6 percent in August, equaling an eight-year low recorded last May.

Blue Collar Jobs

For blue collar workers, the unemployment rate also improved sharply, dropping from 5.5 percent in July to 5 percent in August. A year ago, the blue collar rate was 6.2 percent. This showed "continued and substantial job gains among operatives and non-farm laborers," the Labor Dept. said.

The jobless rate for full-time workers also improved, from 4.4 percent in July to 4.2 percent in August.

On the employment side of the picture, the total number of jobholders declined by 600,000 from the all-time July high to 74.2 million in August. Employment in agriculture fell more than usual by 500,000 to 5.1 million, the report led. Non-farm employment fell slightly to 69.1 million.

Since August 1964, total employment has risen by 2.1 million, the Labor Dept. pointed out. The over-the-year rise reflects gains of 900,000 jobs for teenagers, 750,000 for women and 500,000 for men. All the gains exceeded the labor force growth in each category, the report said.

Adult men benefitted most, the report said, showing a job gain 200,000 greater than their labor force expansion.

Counted in the employment totals are some 2.3 million part-time non-farm workers. Their total was down 100,000 from a year ago and was at the lowest August level since 1956, the report added.

Comparing the unemployment picture so far in 1965 with the same period in 1964, the Labor Dept. observed that the jobless rate has averaged 4.7 percent this year, down sharply from the 5.3 percent average for the first eight months of last year.

The report said the economic expansion has made inroads into the unemployment problem of non-

whites. Their jobless rate averaged 8.5 percent for this year, down from 9.9 percent for the same period last year and the first time their rate has fallen below 9 percent since 1957. In comparison, the white rate declined from 4.7 percent last year to 4.2 percent.

The August job report also showed continued improvement in labor force time lost, the most complete measure of how efficiently the nation is utilizing its manpower since it counts time lost by the unemployed and those on part-time. Labor force time lost fell to 5.1 percent in August, down slightly from July; a year ago it was 5.7 percent.

In discussing the solid improve-

ment in the job picture so far in 1965, the Labor Dept. made the point that this was the first time since 1957 that the jobless rate has consistently stayed below 5 percent. In seven years of high-level unemployment, the rate had twice dipped to 5 percent but bounced up again well above the 5 percent level.

The 5 percent barrier has been effectively broken this year. The jobless rate dropped to 4.8 percent in January and moved up to touch 5.0 percent in February. Since then the rate has been: 4.7 percent in March, 4.9 percent in April, 4.6 percent in May, 4.7 percent in June and an eight-year low of 4.5 percent in July and August.

New York City Eyes Sea For Fresh Water Source

NEW YORK—Once again, New York City is looking toward the sea for help in time of need. With one of the finest harbors in the world, the City has always depended on the sea for much of its wealth and

power. Her busy docks have long drawn ships, cargo, tourists, trade and profit to her shores. And now, in the depths of a crippling drought, New York is turning to the sea for a new kind of wealth—fresh drinkable water.

The problems standing in the way of making sea water usable are great. But they are being overcome.

Encouraged by the President's recent approval of a \$185 million saline water conversion measure, New York City is presently cooperating with the Interior Department and the Atomic Energy Commission to study the feasibility of a nuclear desalting plant that could supply a major part of the city's water needs. Although a plant could not be completed in time to meet current drought demands, it would guarantee the city's future needs.

Ancient Process

The nuclear process of desalination is actually a souped-up version of the ancient distillation process. A huge nuclear reactor would produce steam to run an electric generator. Then the steam would be used to boil sea water. The vapor produced by the boiling sea water would condense as pure usable water. The proposed New York plant would produce 250 million gallons of water a day.

Like a similar plant planned for Los Angeles, after which it is modeled, the New York installation would produce electricity as well as water. A desalting plant alone would be too expensive, but a nuclear plant that produces both water and electricity is considered to be economically sound. It would produce 2.5 million kilowatts of electricity daily.

Other Plans

There are other plans for desalting sea water in the works. Engineers are working with membranes that allow salt to pass through while retaining the water. The plan is promising but is still in the research stage.

Another desalination method freezes salt water into salt-free ice crystals. These are then washed and melted to produce pure water.

A number of major problems stand between New York and a nuclear de-salting plant. In the first place, finding a site for the plant would be a ticklish business. Consolidated Edison recently had to abandon its plans to construct a nuclear power plant in Queens because residents, fearing a nuclear accident, turned thumbs down on the atomic installation. Similar fears are bound to be expressed by anyone living near a nuclear plant site. But the plant would certainly have to be in or near the city to be practical.

A second problem is posed by the fact that the 2.5 million kilowatts produced daily by the plant would put the city into the electric utility business on a large scale. It might not be easy to dispose of that much power.

Disposing of the salt is yet another problem. Dumping huge amounts of salt into the ocean would play havoc with marine life.

Money Problem

Probably the biggest problem of all is that of dollars and cents. Nuclear electricity would cost 15 mills a kilowatt hour, and the water would cost 35 cents for 1,000 gallons. New York now pays less than four cents a kilowatt hour for its electricity and only 12 cents per 1,000 gallons of water.

Five years ago, desalting water cost \$5 for 100 gallons, in plants that produced only a few thousand gallons a day. Plants now in operation produce several million gallons a day at \$1 for 1000 gallons. Federal officials say they could halve that cost in larger plants.

Drought - Proof

Despite the difficulties involved, New York has not heard the last of water desalting. "The one great merit of the process," announced a federal official, "is that it is drought-proof."

In a city alarmed by the prospects of parched fields, thirsty millions, and slowed-down industry—a city afraid that long-term changes in its weather patterns could mean perpetual drought, this final consideration may well outweigh all others.



By Al Tanner, Vice President

and Fred Farnen, Secretary-Treasurer, Great Lakes

Seaway Season Under Discussion

St. Lawrence Seaway officials from Canada and the United States will open discussions later this month on whether to lengthen the season of the long waterway. The route normally operates from the first week in April through the first week in December.

A longer season is one of several plans the two nations that built the seaway are considering to increase the earnings potential with more cargo business.

DETROIT

Immediately after Labor Day, the Bob-Lo boats put to the dock for the winter. The Ste. Claire proceeded to the American Shipyard in Lorain, Ohio to undergo repairs.

The Seafarers' International Union, Great Lakes District Negotiating Committee has scheduled the next meeting with the Great Lakes Association of Marine Operators for September 15, 1965.

DULUTH

Ore shipments from Lake Superior up to September 1 of this year increased more than 2.3 million tons over the same period in 1964. Gains were registered by the Duluth Messabi and Iron Range Railroad in Duluth, the Great Northern and Soo Lines in Superior.

The Soo line at Ashland shipped 273,461 tons before the dock was closed for the season this year, compared with 196,957 to September 1, 1964. The Soo line does not plan to reopen the Ashland Dock.

Vessel arrivals and departures in the Duluth-Superior area up to September 1, this year, totalled 3,667 compared with 3,463 in the same period a year ago.

FRANKFORT

The extra summer help has been paid off now that tourist business has slowed down.

"Senator" Pluff, who has been home on leave from the USPHSH returns there tomorrow and hopes to get a fit for duty so he can get back on the water.

BUFFALO

A rush of grain to the Port of Buffalo is providing business for some elevators that did not receive a single cargo this year. The Electric Superior and Concrete Elevators recorded their first water shipments this week. There appears to be no immediate end to the rush which reportedly has been prompted by efforts of local port officials and legislators who have been trying to get the government to utilize more Buffalo elevators for storage purposes.

CHICAGO

Shipping in this port for the past period has again been booming and with no let up in sight.

A meeting was held last week with the Medical Officer in charge of the Chicago Marine Hospital, along with the Administrator, Mr. Roy Gardiner, and Mrs. Lehman, who is in charge of records. The new doctor and his staff show a sincere willingness to cooperate with Maritime workers. Listed below are some of the things discussed that should be of great importance to SIU sailors entering this port and seeking medical and surgical attention:

All SIU members know that prior to entering a hospital it is necessary to contact the U.S. Public Health Service on out-patient status, prior to being hospitalized. In the event a sailor goes to the out-patient clinic in Chicago and needs in-patient services, the USPHS will afford all transportation to whatever hospital he is sent to. At this point, the designated hospital is the Veterans Administration Research Hospital on East Huron Street in Chicago. The U.S. Public Health Service will be on check with the Veterans Administration Hospital,

and as soon as the man in question is considered fit for out-patient treatments, he will then become the responsibility of USPHS.

Under the present circumstances, and since Chicago only has USPHS out-patient service, arrangements have been made so that if a man reports to the U.S. Public Health Service, he can now give his union affiliation and it will become part of his record. This will allow the agents and Welfare to be in first hand contact with the member, particularly if he is transferred for in-patient services.

IMPORTANT: Should any man (SIU) have to enter a private hospital under emergency status or otherwise, then he should arrange as soon as possible with the nurse or aid to notify the U.S. Public Health Service. As soon as he is able to be moved he will be moved by the U.S. Public Health Service to a USPHS facility at no cost either for transportation or the hospital fee. When entering a private hospital he should also give his union affiliation. (Union affiliation should be given to VA hospitals also.)

Should a marine worker go to the Chicago U.S. Public Health Service for out-patient treatment and it is found he needs hospitalization, at that point he can request a transfer to another USPHS hospital. He will be limited to the Detroit Hospital or the New Orleans Marine Hospital, USPHS will also pick up the cost of transportation, which can be designated as air, rail or bus, depending on the man's condition.

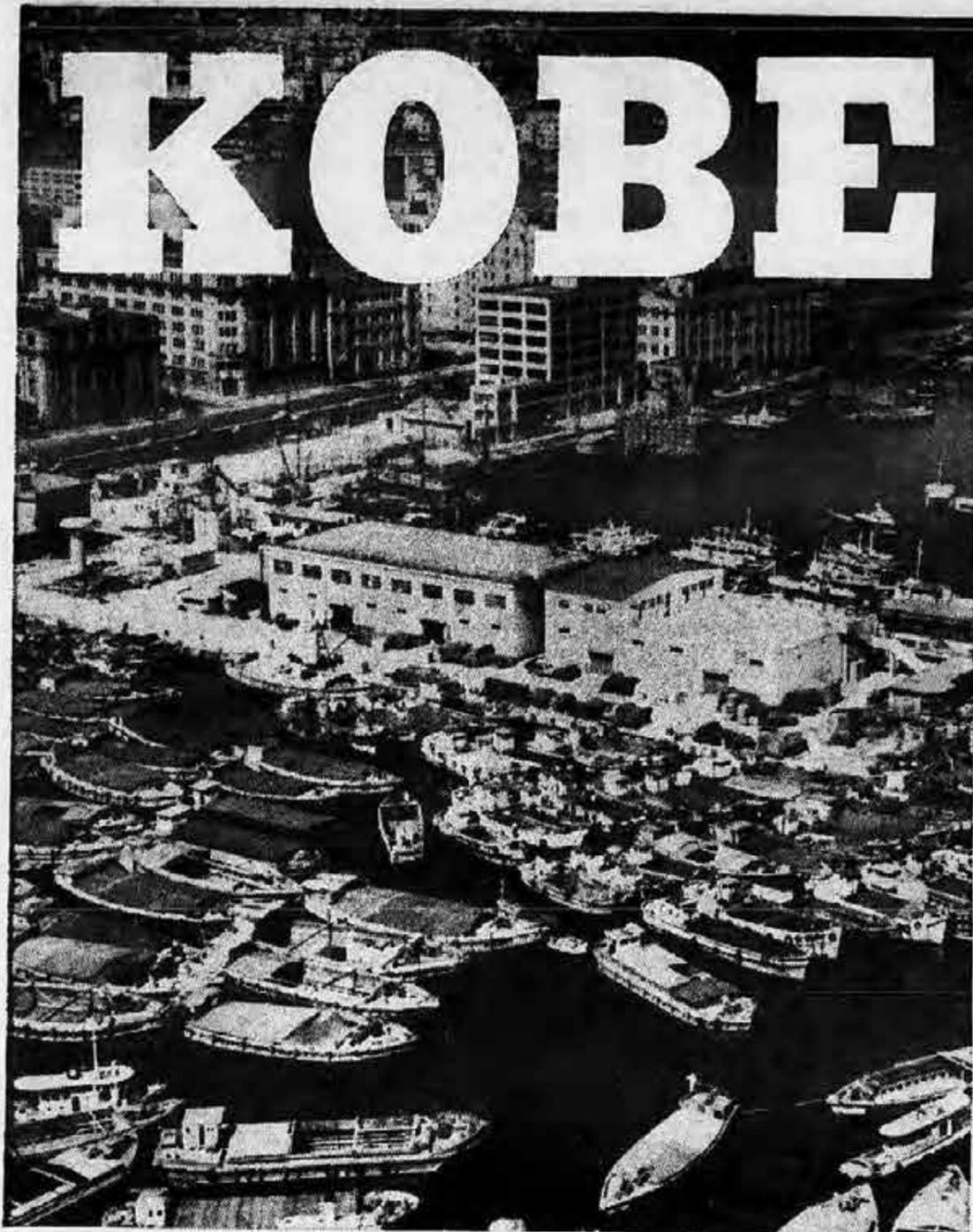
The U.S. Public Health Service is also contracting three or four private hospitals in the Chicago area to accommodate any overload of in-patients. Veterans Administration hospitals are only contracted to handle 31 beds (marine), and in the event of an overload of patients during the winter months, these other hospitals will be available.

A meeting was held in Chicago last week with Gartland Steamship Company relative to pending disputes. All disputes were settled and will be reported.

CLEVELAND

With the season going down the home stretch, shipping has still not slowed down any. Jobs are still being called into this office as though it was just the start of the season.

KOBE



SEAFARERS PORTS OF THE WORLD

Called the Gateway to Southwest Japan, the hill-rimmed port of Kobe stretches east and west along the shores of Osaka Bay. A city famed for its natural beauty and its historic landmarks, Kobe boasts a thriving shipbuilding industry, a modern shopping center, and innumerable spectacles of interest to the visiting Seafarer.

Vessels of the SIU-manned Victory Carrier Lines make regular runs to this busy Japanese port.

A little ways inland from the busy harbor is the ancient Shinto Ikuta Shrine, originally called Kamibe (Keepers of the Gods) from which the name Kobe is probably derived.

South of the Shrine, Kobe's most popular amusement and nightclub district displays its flashing lights and crowded entertainment centers.

Further south, and to the east, are the movies, restaurants and shopping areas. The principal shopping streets are Centre Gai and Montomachidori, both of which run parallel to the waterfront. Here, bargain-hunting Seafarers may purchase high-quality cameras, binoculars, pearls and other valuable objects tax-free, customs authorities supplying the necessary forms on request. Some large department stores maintain an interpreter service for their customers.

The city's suburbs offer a host of attractions for the curious Seafarer. At the eastern end of Kobe, Mount Rokko juts 3,057 feet into the sky. Here, in season, Seafarers may indulge in swimming, skating and skiing.

North of the harbor, halfway up the wooded peak of Futatabisan Park, is the 8th-century Buddhist temple Dairyuji. Close-by, there is a lake with boating facilities.

An absolute must for the visiting Seafarer is the famous all-geisha spectacle Miyako Odori. It is performed in the nearby town of Kyoto.

Also not to be missed, if time allows, is Takarazuka, site of a recreation and opera house where classical Japanese drama is acted by an all-female company.

Transportation is simple and convenient in Kobe. The city maintains a network of bus, electric railway and cable railway lines. There is also a fleet of officially licensed taxis which charges reasonable rates.

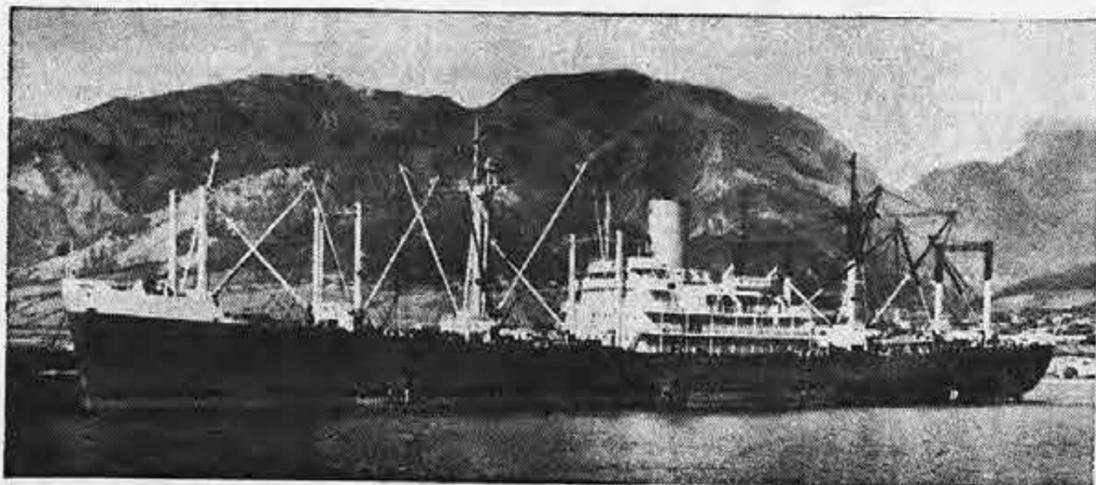
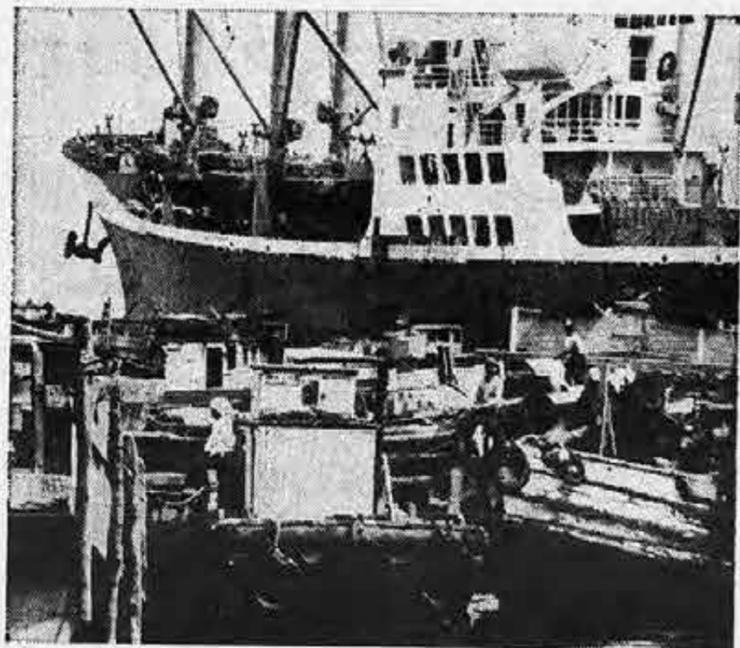
The Mission to Seamen in Kobe provides a canteen, films, billiards, and other facilities. The Mission will, on request, arrange football matches, book tours, get tickets for shows in neighboring towns, and arrange trips to the mountains.



Taking a brief time-out from their pier fishing, two of Kobe's "younger set" smile a greeting to one of the SIU vessels that docks in the port (left).

Passing through Kobe's busy harbor, an endless stream of industrial and manufactured exports are shipped to foreign ports the world over (right).

The SIU - contracted Steel Maker includes Kobe on its regular schedule of stops (bottom). SIU-manned Isthmian ships are also frequent visitors to this thriving port.



Business Loss Predicted

Waterway Tax Will Hurt, Steel Towns Are Warned

WASHINGTON — The major steel producing areas of western Pennsylvania, Chicago and Birmingham stand to lose a vast amount of their present commerce if a waterway fuel tax proposed by the Johnson Administration is put into effect, the nation was warned recently.

A study released by the National Waterways Conference predicted

that foreign competitors would benefit greatly from the higher costs to U.S. producers. This would have an adverse effect on the national economy, and would also have an adverse effect on the employment situation in these highly industrialized areas.

The Administration has proposed a waterway fuel tax initially raising the cost of fuels by 20 percent. This would apply to all vessels under 15-foot draft that operate on the traditionally toll-free waterways. This so-called "user" tax has been proposed by the last several Administrations — both Democrat and Republican — but have each time been rejected by Congress.

Rail Rate Rise

The study predicts that a rise in the cost of moving cargoes on the inland waterways would result in an immediate increase in rail rates as well, based on the railroads' practice of boosting their rates anytime a water carrier competitor is either forced out of operation or forced to raise its cargo rates. The railroads are pushing for adoption of the waterway tax.

Pointing out the importance of waterway carriers to the steel-producing areas, the study notes that in 1963 more than 182,000 tons of steel mill products were carried on the Warrior-Tombigee Waterway that serves the Alabama steel city of Birmingham, in addition to a million tons of iron ore, chrome and manganese to serve the mills.

During the same year about 886,000 tons of pig iron, mill products and pipe were carried down the Illinois River from Chicago, most of it destined for the Gulf Coast.

Expedition Fails To Find Noah's Ark

It rained for forty days and forty nights, and the earth turned into a raging sea as the vengeful heavens flooded the globe with the waters of wrath.

Such is the Biblical account of the flood that destroyed every living creature on earth save for those that Noah carried off, two by two, in his ark.

And, predictably, it rained again recently when an expedition seeking to uncover the ark attempted to scale rugged Mount Ararat on the Russian border of eastern Turkey.

According to many Biblical scholars and geographers, the ark should be buried somewhere beneath the tons of ice and snow that cap the 16,946-foot mountain.

But so far this year, all attempts to conquer Mount Ararat have been defeated by an onslaught of bad weather.

The latest expedition, led by amateur American explorer John Libl, was forced to call it quits when a 10-man team was forced down by savage snow and rainstorms.

"It was a terrible experience," Libl said from his base in Istanbul. "But I'm not giving up."

Trapped By Storm

Three members of the expedition were trapped by storms when they left the shelter of their camp in a futile attempt to rescue an Australian doctor who had disappeared on the frozen slopes.

Battered by hail and freezing rain, the trio finally made their way down a perilous precipice and around the foot of the mountain before regaining camp.

"They were gone for 33 hours and I was convinced that they had been killed," said the 69-year old Libl who had climbed to the 15,000-foot level before he and his men were driven back by a violent storm.

Chased by Bears

This is Libl's fourth attempt to dig up the ark in the wilds of Turkey. In four previous tries he has been injured in an auto accident, suffered falls from mountain ledges, been laid up with pneumonia, stopped by a revolution, and even chased by wild bears.

Undaunted and undiscouraged, Libl hopes to reach the peak of Mount Ararat when the weather clears. If the ark could make it, Libl figures, so can he.

Museum Solves Sea Riddle

It was a curious object — a tear shaped stone about seven and a half inches long and five inches wide. It was in the possession of Mystic Seaport Museum at Mystic, Connecticut for several years although nobody could figure out what it was — they only knew it must have some connection with New England's whaling history.

Then along came Dr. John W. Draper of St. Luke's Hospital at Mystic, who was intrigued by the relic, suspected its true nature, and offered to give it a medical analysis. His offer was accepted and the mystery was solved.

Dr. Draper went to work on the relic with various chemicals and



an X-ray machine and then announced his conclusions.

"It's a whale's kidney stone," he told the Mystic Museum's curators.

The stone is composed mainly of magnesium, which Dr. Draper attributes to the relatively high concentration of magnesium in the sea water and marine forms upon which the whale fed.

The museum doesn't know where the stone originated, but now assumes that it must have been brought into the country by a seaman who found the stone while processing a whale aboard ship years and years ago.

Cud Chewing Crowd Rides Luxury Liner

SAN FRANCISCO—The passenger-cargo liner President Polk, whose corridors once echoed with the sounds from gay bon voyage parties, will now be serving a lower class of clientele, following its sale by the SIU Pacific District-contracted American President Lines to a Liberian corporation.

The typical sounds made by the liner's former passengers on their round-the-world cruises, such as the clicking shuffleboard pucks and the sweet strains of dance music will now be replaced by the grunts and bellows of the new coarser customers, who couldn't care less if they were never invited to sit at the captain's table for dinner.

Liner Downgraded

The Polk's new owners have crassly cast the vessel's tradition of first-class passenger service aside, and relegated the once-proud liner to the status of a lowly cattle carrier. In wiping out the last vestiges of the ship's former luxury accommodations, the new operators have changed its name to the Gaucho Martin Fierro.

The sale of the 492-foot Polk to a South American corporation for \$8,000 was approved recently by the Maritime Administration.

The new owners promptly registered the former passenger-cargo liner under the Liberian flag, which serves as one of the world's chief havens for runaway operators. The new cattle boat will sail between Argentina and Italy or between U.S. gulf ports and Italy.

The sale of the Polk was approved as part of the American President Line's ship replacement program. The company has three high-speed cargo-liners on order to replace its older tonnage. The three 12,393 ton vessels of the Master Mariner class are being built by the National Steel and Shipbuilding Company at San Diego, Calif. One of the new cargo-liners will be named to replace the President Polk and another to take the place of the President Monroe.

Pres. Monroe Launched

Launching ceremonies for the new President Monroe were held recently in San Diego, and delivery of the new vessel is scheduled for late December, 1965.



By Fred Stewart & Ed Mooney
Headquarters Representatives

Strong Union Needs Active Members

We have received an interesting letter from Brother A. N. Wert which contains a lot of good advice for every member of the Seafarers International Union. Brother Wert declares that every Seafarer must do his utmost to guard and protect the Union's hard-won gains. He emphasizes that every SIU member should keep always on the alert and do his part if our Union is to remain the best and strongest in the country.

Commenting on the SIU constitution and our contracts with the ship operators, Brother Wert writes, "Both of these measures have further strengthened the structure of the SIU and are proof of what can be accomplished by membership solidarity and honest and competent leadership.

"All the conditions, wages and welfare plan provisions won in our contracts have given the SIU the well deserved reputation as one of, if not the best union for seamen in the world. Today, we are looked upon as leaders in the field of maritime labor.

"However, there are those in our Union who seem to take the SIU and its hard-fought gains for granted, and who, by their actions and attitudes, tend to undermine our organization. Of course, these characters form only a very small minority of our membership.

"Some of the actions to which I am referring are idle and irrelevant talk at union meetings; drinking to the point of being unable to turn to on ship; missing of watches and missing ship; sloppy and in-expert performance of duty, and carelessness resulting in the destruction of ship's property.

"We have fought hard for the conditions we enjoy today. Every SIU brother should remember that merely keeping our books in good standing, attending meetings, voting and pulling occasional strike duty is not enough to make us good Union members.

"The important thing is make our organization work at all times, especially while we are employed. This can only be accomplished by diligence to duty, by sober and competent performance of those duties, by taking only those jobs which we can handle, by maintaining a clean and cooperative ship, and most of all, by seeing that those around us observe these same rules.

"The SIU is a powerful and efficient organization. It will remain like this only as long as we keep it that way, and make sure that every member works to do his part in keeping it strong. There is no room for those who are not with us all the way. Remember, we didn't always have it this good. Every Seafarer should keep in mind that you only get from an organization what you put into it."

The significant point about Brother Wert's letter is that he is 100 percent right in his comments.

History tells us that the first seamen's union was born 99 years ago in San Francisco. Merchant seamen in that port organized the Seamen's Society for the Pacific Coast on January 11, 1866, thus beginning the long struggle to win recognition for the sailor as a free man and citizen.

As the first American maritime labor organization saw the light of day, seamen were held in bondage aboard the ships they sailed. The maritime laws of the time permitted a master to beat, wound, starve or imprison his crewmembers. A ship's captain could do almost anything he wanted to in the name of discipline and the courts would uphold him unless it could be proved he acted without "justifiable cause."

In actual practice, the master could deal out any punishment he chose, as long as it was "justified" in his own mind. It wasn't until maritime labor began to make its voice heard in Washington in 1898 that corporal punishment was out-

lawed, and mates held responsible for injuries they inflicted on seamen.

In the days when the West Coast Seamen's Society was organized scurvy was still common on merchant vessels, and crowded, poorly ventilated 'tween deck foc'sles were the rule. Crimps and greedy masters worked hand in hand to shanghai hapless seamen and keep them perpetually in their debt. Average wages at the time were about \$20 to \$30 per month.

The Seamen's Society didn't survive for any length of time, but its place was taken by a more enduring organization in 1885 which was to grow into the Sailors Union of the Pacific under the guiding hand of Andrew Furuseth. West Coast seamen in those years attempted to get the vicious shanghaiers and brutal bucko mates and masters prosecuted for the inhuman treatment for which they were infamous. Out of 100 cases of extreme cruelty reported to the authorities, only one mate on the Western Belle was dealt an official rebuke when he was forced to pay a \$25 fine. The organization also took up the long, thankless struggle for a 12 hour day and overtime pay.

The days when U.S. maritime labor was going through its infancy seem far away to us now. It should be plain to every Seafarer that the only way we are able to enforce our contract conditions is because of our strength, unity and dedication of the entire SIU membership.

Matson Adds New Vessel In Hawaii Service

SAN FRANCISCO — SIU

Pacific District-contracted Matson Lines' newest vessel, the Hawaiian Monarch, has joined the Matson fleet. One of the largest dry cargo carriers in the American merchant fleet, the Monarch can carry containers, bulk cargoes and automobiles.

The vessel is the first of two jumboized ships being added to Matson's California-Hawaii fleet. Her sister-ship is to be called the Hawaiian Queen. They were lengthened by adding 110-foot mid-body sections to 630-foot former troopships.

The Hawaiian Queen is expected to join the Matson fleet in about six weeks.



Your SIU Clinic

By Joseph B. Logue, MD, Medical Director



Breast-Feeding Reported Beneficial

As reported in HEALTH BULLETIN, medical researchers are reporting new and convincing evidence that breast-feeding has definite advantages over bottle-feeding, but they don't seem to be getting their message across. Only two out of every five American mothers give their babies the opportunity to breast-feed. The result may be that bottle-fed babies are missing out on natural protection against such disorders as colic, diaper rash, allergies, colds, staphylococcus infections and even polio.

The May issue of NUTRITION NEWS reports two studies which indicate that breast-fed infants are more resistant to polio infection. Drs. R. J. Warren, M. L. Lepow, G. E. Bartsch and F. C. Robbins uncovered evidence that breast milk contains a substance which neutralizes polio virus. Other researchers have also reported the presence of such a substance in human milk, but failed to detect it in cow's milk. Referring to studies comparing resistance to infection in bottle-fed and breast-fed infants, NUTRITION REVIEWS pointed out that breast-fed infants are more resistant. "It can be concluded that breast-feeding is of importance in this respect," the journal said.

Other researchers have also been playing up the benefits of mothers' milk. Health Bulletin reported recently that Dr. Daniel Stowens of the University of Louisville School of Medicine believes that cows' milk may be responsible for many unexplained infant deaths. Babies are allergic to certain protein elements in cows' milk and as they grow older extreme allergic reactions may result, he says. Even a short period of breast-feeding, followed by bottle-feeding with cows' milk, may afford some protection and eliminate the source of allergy, Dr. Stowens concludes.

Two Brooklyn pediatricians have also presented arguments for breast-feeding. Drs. Joseph B. Pincus and Isaac F. Gittiman claim that calcium deficiency caused by formula diet high in phosphorus often leads to infant convulsions. "Breast milk appears to give complete protection," against calcium deficiency during the first three weeks of life, they report in the NEW YORK STATE JOURNAL OF MEDICINE.

As in most medical questions, there are two sides to the story. Many physicians continue to recommend bottle-feeding because they feel there is not enough evidence to support a claim of superiority for breast-feeding. Some supporters of breast-feeding have even switched to the opposite point of view. Recently, L. J. Borstelmann, Ph. D. and Drs. John Fowler and Angus McBryde of Duke University said, "Our earlier belief that breast-feeding is medically and psychologically better for the child has not been sustained by accumulated evidence."

In another study, Drs. Richard E. Davis and Rene E. Ruiz of the Universities of Missouri and Kansas Schools of Medicine knocked down the theory that breast-feeding is a prerequisite for successful personality development. Studying four groups of 20 children who had been fed by bottle, breast, cup or a mixture of methods, the scientists could find no effects of any particular method on the children's later academic achievement, physical characteristics or personality style.

Arguments over which method of infant feeding is superior will no doubt continue unabated for some time. Mothers traditionally make up their own minds on breast or bottle-feeding, and the health question is only one of the factors they consider in making the decision.

New SIU Pensioner



SIU Oldtimer Nathan Dixon (left), who has been a member since the earliest days of the Union, picks up his first regular monthly \$150 pension check from SIU rep Al Bernstein at New York headquarters. Dixon, who makes his home in Brooklyn, last sailed aboard the *Steel Architect* and plans to make good use of his spare time now that he is in retirement by taking care of his home and property.

Tug Pensioner



SIU Inland Boatmen's Union member Benjamin Baum (left) received his first regular monthly \$150 pension check from SIU rep Joe Trainor recently at the Philly hall. Baum has worked aboard tugs in Philadelphia Harbor for almost 30 years and was Skipper of the tug *Patco* (Marine Towing Company) just prior to retiring.

Blast Claims Four Canadian Seafarers

(Continued from page 2)

hull glowing red hot and bulging almost two feet at midships from the pressure of the fire that continued to rage within her for more than three days—was above water.

Victims Slept

All but Menard were asleep when the ship went over. Menard had been awakened by John Horton, 23, the A.B. on watch, and had been following him to the 'tween-decks, where they had been ordered to try to close the cargo doors.

They got only as far as the deck, where the steel was beginning to go over the starboard side. They climbed over the port rail to the gunwale bar, and tried to make their way forward.

SIU Pensioners

(Continued from page 24)

Great Lakes Dredge and Dock Company.

Babin joined the SIU Inland Boatmen's Union in the port of Houston, Texas, where he sailed as an engineer. Born in Louisiana, he makes his home in Norco, La. He last sailed for the National Marine Service.

Reck sailed as an AB after joining the SIU in the port of New York. Born in Mississippi, he now makes his home with his wife Virginia in Mobile, Alabama. He last sailed aboard the *Alcoa Marketer*.

Moum joined the SIU in the port of Philadelphia where he sailed as chief electrician in the engine department. A native of Borge, Norway, he and his wife Annie now make their home in Long Island City, New York. His last voyage was aboard the *Puerto Rico*.

Stump sailed as a member of the engine department after signing on with the SIU Inland Boatmen's Union in the port of Baltimore. Born in Baltimore, Maryland, he and his wife Genevieve continue to make their home there. He last sailed for the Baltimore Towing and Lighterage Company.

Longer Season, Toll Hike?

Seaway Administrators Study Ways Of Boosting Revenues

Representatives of the St. Lawrence Seaway from Canada and the United States will shortly begin consideration of extending the season of the 2,200 mile waterway beyond the first week in December closing date. Joseph McCann, American administrator of the Seaway, estimates that if the waterway's season is extended for two more weeks, a million extra tons will be added to the total cargo volume carried over the route this year.

One of the principal reasons why an extension of the Seaway's operating season is being considered is that both Canada and the U.S. are concerned with raising the waterway's total earnings through more cargo business. McCann reports that this season's total cargo volume as of the first week of December will be 45 million tons, an increase of 5.4 million tons over the previous year.

Toll Hike Studied

The countries are also studying the possibility of raising tolls in

the future. The Standard Research Institute of California is making a study for the U.S. on future traffic prospects which will help officials come to a decision on a toll increase.

The crux of the seaway officials' concern with increasing earnings is the law under which the vast waterway project was built. This law requires that the \$361 million construction cost must be paid off in 50 years, and toll collections to date have proved insufficient to meet this deadline.

If cargo traffic continues to grow on the waterway, optimistic seaway officials foresee a lessening of the need for higher tolls.

Total Capacity Up

Original estimates based on the seven locks in the seaway system were that 50 million tons of cargo could move through the waterway in a year. However, continued progress in traffic movement has boosted this estimate to 65 million tons per year. Seaway experts think that this peak capacity will be reached within the next ten years.

Since cargo traffic is expected to rise significantly, officials from both countries are studying the possibility of twinning some of the system's single locks. Canada has already begun work on adding another set to the remaining single locks on the Welland Canal.

SUP Sets Vote Date

The membership of the Sailors Union of the Pacific has been notified that the regular, secret unionwide election of officers will be held beginning December 1, 1968, and continuing through January 31, 1969.

Nominations for regular office in the SUP for the 1968-69 term of office will be made at Headquarters and in all Branches at the regular meeting in October (Oct. 18), 1968.

All persons who wish to run for office must have the necessary qualifications and acceptances in the office of the Secretary-Treasurer or the Committee on Candidates at Headquarters, 450 Harrison Street, San Francisco, Calif. 94105, before midnight of Nov. 14, 1968.

All Ports Ballot

Balloting will take place in all SUP halls, in San Francisco, Seattle, Portland, Wilmington, Honolulu, New Orleans and New York.

The election will fill the official positions in the SUP, as prescribed by the Constitution and membership action, for a two-year term of office. The jobs are: Secretary-Treasurer, Assistant Secretary-Treasurer, Dispatcher, First Patrolman, Second Patrolman, Third Patrolman, Tanker Patrolman, each at San Francisco.

At Seattle, Port Agent and a Patrolman; at Portland, Port Agent and a Patrolman; at New York, Port Agent and a Patrolman; at New Orleans, Port Agent; at Honolulu, Port Agent.

They were directly over No. 3 door when the hold exploded.

"I was looking at Menard's back a couple of feet ahead of me one second—and the next he was gone," Horton said. "He just disappeared."

Horton went into the water, his waist-length rubber jacket and one leg of his pants torn away by the blast. He was picked up unhurt by another vessel tied up astern.

Stability Problem

The *Fort William* was built by the Davie Shipyard at Lauzon, Que., was launched in April and was put into service by CSL in May. She had completed only four round-trip Great Lakes voyages.

On her fifth, the run from the Lakehead Port after which she was named to Hamilton, with calls at Sault Ste. Marie, Sarnia, Windsor and the Welland Canal Port of Thorold, was without incident; but from Hamilton to Montreal the voyage was one of well-founded anxiety for the crewmen.

The ship developed a five-degree list to starboard as she left Hamilton.

"They seemed to be trying to straighten her up, but were having trouble," said ordinary seaman Jim Strickland, 27, of Burnt Island, Nfld.

"At 7 A.M.," said Chief Cook Tony Kerouac, 43, of Loretteville, Que., "all the dishes on the Captain's table flew off to starboard and crashed."

Kerouac was saved because his television crashed into a bulkhead when the ship went over and awakened him. The four men other than Menard who died, were asleep in rooms next to his.

Get Certificate Before Leaving

Seafarers are advised to secure a master's certificate at all times when they become ill or injured aboard ship. The right to demand a master's certificate verifying illness or injury aboard a vessel is guaranteed by law.

AFL-CIO President Meany's Labor Day Message

Gains At Home Called Best Weapon Against Communism

The progress made in America for Americans during the past year is the nation's strongest possible weapon for meeting the threat of Communist aggression, AFL-CIO President George Meany told a nationwide audience in a Labor Day radio broadcast.

Meany contrasted "the most sweeping series of social improvements," enacted since the previous Labor Day, with "a continuing increase in Communist aggression in Viet Nam" during the same period.

The United States is involved in Viet Nam for one reason only, he told an NBC audience—"we promised to help the South Vietnamese to maintain their freedom and their rights under the Geneva Accord."

The Geneva Accord, which stopped the fighting in 1954, included a proviso for a free election in which the Vietnamese could choose their own government. But the Communists in North Viet Nam have refused to carry out their agreement and, instead, have been found guilty by international investigators of "inciting, encouraging and supporting" action against the South Viet Nam government, he said.

Such Communist duplicity and aggression, Meany said, threaten the country's domestic record. But, he added:

"Just as the magnificent triumphs of American astronauts have demonstrated to the world—both free and slave—the ultimate superiority of free science, and of the free union labor that built what the scientists designed, so does the domestic record of the last year demonstrate the ability of a free society to reach toward man's highest aspirations.

Prospects Bright

"We in the labor movement have often said that America's best weapon in the worldwide struggle for human freedom is America's own example. On that basis alone—despite the perils in Viet Nam and elsewhere—the prospects are brighter today than they have been for many years.

"This country is stronger, richer and freer than ever—better able to meet whatever challenge may arise.

"And because of that, because America has again proved that democracy works, that the genius of a free people is equal to any problem, I am certain that the tides of freedom are on the rise throughout the world, as they have risen to new heights here at home."

Other Labor Day radio addresses were made by AFL-CIO Vice Presidents Walter P. Reuther on the ABC network; George M. Harrison on the Mutual network, and Joseph A. Beirne over the Columbia System.

Reuther declared that the "great challenge" before the family of man "is the decision to use the power of the 20th Century technological revolution for his peaceful purposes and not for his self-destruction."

Responsibility Pointed Out

America must assume the responsibility to provide political and moral leadership to shift the world power struggle from a nuclear arms race to a "positive contest" between competing social systems, Reuther said. He expressed confidence that "our system of freedom, built around the values of the worth and the dignity of each human being, will be equal to the challenge."

Harrison held out the hope that

"perhaps, on some future Labor Day, a speaker will be able to commemorate the triumph of peace and freedom, not on the battlefield but in the hearts of men."

Such a hope may be visionary, he conceded, but he maintained he would have sounded far more visionary if at the close of World War II—two decades ago—he had described the U.S. of today, "its degree of affluence, its sweeping social progress, the continuing eradication of once-terrible diseases, the inspiring determination to wipe out poverty, the rapid approach toward unlimited educational opportunity."

World Spirit Sought

"So, as we look ahead," Harrison said, "as we continue our course toward a more perfect society in America, let us hope that a new spirit, a new surge of true brotherhood—an international consensus, if you will—develops

among the nations of the world; and that in the next two decades, the bright expectations of 1945 will at last be fulfilled."

Beirne held out "the very real possibility" that in the near future unemployment may "engulf this affluent society and plunge the nation into another economic abyss."

"I want to make one thing clear," he added. "I don't believe this is going to happen; but I do believe—or, to put it more strongly—I know—that it can happen unless preventive measures are promptly taken."

Beirne cited the growth in the labor force and the cut in jobs resulting from automation, and commended collective bargaining gains, the expansion of education and training and the "concept of broad public assistance" to economically hard-hit areas as steps toward meeting the problem.

YOUR DOLLAR'S WORTH Seafarer's Guide to Better Buying

By Sidney Margolius

October Buying Calendar

The higher living costs you have to pay this fall, especially for food and clothing, have more than wiped out the benefits from the recent reduction in excise taxes on cars, household appliances, TV sets, toiletries, handbags, etc.

The customary creeping inflation has become a trotting inflation in recent months. Some speculation has been observed in wholesale commodities as market speculators sought to take advantage of the Viet Nam conflict. But in general, the largest single factor behind the cost-of-living rise is meat prices. These are running about 10 percent higher than last year. That fact provides a warning to watch meat buying carefully this year if you want to stay even.

Another problem looming up ahead is the whopping increases in shoe prices scheduled for this coming spring. Manufacturers have announced shoes will go up \$1 to \$2 a pair. They attribute the forthcoming increase to higher prices of hides and leather.

Here are tips in October buying needs:

CHILDREN'S CLOTHING: The rapid spread of "durable press" materials into various types of children's garments makes available a genuine money and work-saver for moderate-income families. In fact, this department sees little point in buying any other kind of clothing for children, or adults for that matter.

That is, if you buy the right kind of "durable press" or "permanent press" garments. These are made of fabrics which are treated and then baked to keep wrinkle-free and keep their press and creases even through machine laundering. But if the fabric is all cotton, the curing process tends to weaken the fiber. The most satisfactory type is a blend of cotton with polyester fiber (Dacron, Kodol, Fortrel, etc.). The synthetic polyester adds strength.

Well-made garments of such blends do keep their press in laundering, and do not need ironing. In this department's experience.

Often such garments are made of 65 per cent Dacron and 35 cotton, or 50-50 Kodol and cotton. "Durable press" now is available in boys' and men's slacks and shirts, and girls' blouses and dresses.

The prices are reasonable enough. For example, boys' and men's durable-press slacks of 65-35 polyester and cotton are available in the \$5-\$6 price range, and shirts, at \$3-\$5. Girls' jumpers and dresses, even with pleats that need no ironing, are being offered in the \$8-\$11 range.

In buying such wash-and-wear garments, look for good construction too, especially smooth seams with good overlap. Some of the cheaper wash-and-wear shirts and blouses made of synthetic blends tend to pucker at the seams.

The "durable press" garments also can be bought with stain and water-repellent finishes such as Scotchgard and Zepel, which add to their usefulness.

Otherwise, some of the children's "fashions" being offered this year are likely to cause some family problems and money waste.

WOMEN'S COATS: Look for the first coat sales of the year on Columbus Day, with increasing cut-price offers thereafter. Judging from one survey, if there's anything America's housewives need, it's a good winter coat. The survey found that about half the women questioned had not bought a coat in four years or more, and 82 per cent had not bought one in two years.

There are good values available in cloth coats this year due to the further advancement of synthetic blends. One of the best buys, in this writer's opinion, is the so-called "stadium coat" which has been improved in styling so that it is quite dressy too. Stadium coats are available in the \$50-\$65 range in 50 percent polyester and 50 rayon, lined with plush and with a plush or fur collar. In close weaves such as gabardine, stadium coats also are water-repellent enough to serve as raincoats.

THE CAR MARKET: Over a million 1965 cars were still unsold in September even as the auto industry started to produce the 1966 models. This offers car seekers an opportunity to get reduced prices on the 1965 models, although not all types or makes are available in the annual model-year clearance.

FOOD BUYING CALENDAR: Beef prices will level off this fall as supplies increase seasonally, although prices will remain above a year ago. Look for better values in hamburger and meats for stewing, due to heavy slaughter of cows. Supplies of fed beef, which provide the higher grades of steak and roasts, are smaller. Best values are broilers and turkeys, with both in heavy supply this year. Another cost-cutter is the current big production of cheeses, which can help replace some of the meat in your family's menus.

Get New Consumer Book Free

This year's yearbook of the U.S. Agriculture Department is devoted entirely to very-useful consumer information. It is called "Consumers All." Even at the price of \$2.75 charged by the Government Printing Office (Washington, D.C. 20402), this 496-page hard-cover book is a bargain.

But you probably can get a free copy from your Congressman if you act quickly. All members of Congress have a number of the yearbooks for free distribution. Write to your Representative for a copy.

Lightning Was Threat To Tall Sailing Ships

The tall-masted wooden sailing ships of the past faced numerous dangers each time they put to sea. Storms, shoal waters, reefs—all took their toll. One danger faced by early sailing ships gets little publicity however—lightning.

No one knows how many sailing vessels were destroyed by lightning—either dismasted and left to founder in heavy seas or set afire and burned to the water-line.

Official journals of the British navy from 1799 to 1815 indicate 150 reported instances of lightning damage to vessels. There were 100 cases of masts being destroyed, one out of every eight ships was set afire in some part of the rigging or sheets, and an estimated 70 seamen were killed and 130 wounded—all through lightning. There are no records for merchant ships but they must have suffered at least as much damage.

Early Attempts

After Benjamin Franklin displayed the electrical nature of

lightning, attempts were made to eliminate this danger aboard ship. Early attempts at conducting lightning safely down the mast and harmlessly into the water were not too successful however.

A lightning conductor for ships was devised by an English scientist consisting of long links of ¼-inch diameter copper rods with eyelets at each end which could be joined together by rings like a chain. As a storm approached, one end of this chain was to be hoisted to the top of the tallest mast and the lower end thrown into the sea.

It was a nice try but didn't work too well. The air spaces between the links broke the electrical continuity so that the device was not a good conductor, and hoisting it up and down was a dangerous business. Many sailors were killed by lightning while hoisting the lightning protection to the mast-head.

Successful Methods

The basic idea was a good one though, and it was adaptations of the same idea which finally provided dependable lightning protection for ships. In some cases bands of copper about ½-inch thick and anywhere from two to five-inches wide were fastened along the mast and down to a copper plate on the keel. Other systems included wire ropes and copper cables. From the 1850's on, lightning damage at sea ceased to be a problem.

The development of iron-clad ships and later steel hulled and steel masted vessels ended the lightning problem completely on merchant ships. Yachts with wooden masts still carry lightning protection however.

Stainless Steel Beach To Aid Wave Studies

Novelists are always writing about the "leaden" skies of stormy days at sea. Experimenters at Stanford University have now developed a stainless steel beach and windless waves to go with the leaden sky. Their purpose is to learn more about wave action to better forecast hazardous conditions at sea.

The windless waves are generated by a piston mechanism in a 115-foot glass-walled tank in the University's Hydraulics Laboratory. The sloping beach at one end of the tank is simulated by stainless steel lathe shavings in metal baskets.

If necessary, realistic wind waves can be produced also by means of a fan that can generate winds up to 50 miles-an-hour.

The experimenters hope that knowledge they may gain on how waves are built up and break upon the shore may someday be put to practical use in forecasting storms at sea and designing better ships, harbors and breakwaters.

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.

From the Ships at Sea

D. Wagner, ship's delegate aboard the Elizabethport (Sea-Land Service) reports that the crew has initiated a raffle to raise money to repair the TV. At last report, all chances were sold and the decks were buzzing with rumors of the outcome. "At this point, it's anybody's ballgame," says

Brother Wagner. "Even the prize is a mystery. Nobody knows what it is yet, but it's sure to be a dilly. We figure that a raffle is the best way to raise money. Everybody is willing to take a chance," Wagner asserts. "Besides, the boys are anxious for the TV to get back on the beam. They've been missing some of their favorite programs." Wagner was too modest to mention the fact that he received a vote of thanks from the entire crew for his job as delegate. "Brother Wagner did a bang-up job," said Meeting Secretary R. Mills, the Seafarer who passed along the information.



Wagner

cheese makes the toaster difficult to clean properly, Seafarers have been asked to cool their culinary imaginations. Rubbing their stomachs and already mournfully reminiscing about the good old days when bread was toast and cheese was melted, crewmembers say that they will comply. "Too bad" says ship's delegate W. Powell. "But who knows, maybe they'll think of something else. Those boys are plenty inventive."

Duty has been won by the following galley crews:

Topa Topa (Waterman Steamship), Hurricane (Waterman Steamship), Mount Washington (Victory Carriers), Del Mundo (Delta Line), Ocean Evelyn (Maritime Overseas), Fanwood (Waterman), La Salle (Waterman), Del Aires (Delta), Steel Scientist (Isthmian), Los Angeles (Sea-Land), Tamara Gulden (Transport Comm.).

Meeting secretary J. W. Sumpter

of the Natalie (Maritime Overseas) reports that the crew has awarded an all-hands vote of thanks to each and every delegate aboard. "The delegates of each department each did a terrific SIU job," Sumpter announces. It makes a voyage that much easier and more pleasant when the delegates are on their toes and there is a real spirit of cooperation throughout the crew. Also, Brother Sumpter reports, "the crew extended a vote of thanks to the steward department for their bang up job on this run."



Sumpter

Seafarers aboard the Ponce (Sea-Land) awarded a special vote of thanks to the members of the ship's steward department. "The galley-men did a terrific job under trying and adverse conditions," reports meeting chairman H. Bentz.

Seafarers aboard the Overseas Rose (Maritime Overseas) have turned their hands to interior decorating. Crewmembers are blinking and shaking their heads in surprised disbelief at the face lifting job that the vessel is undergoing. One of the brightest spots newly in sight is the colorful set of curtains that now graces the mess hall. "Looking good," is the considered opinion of Leo F. Mills, ship's delegate. "It's always nice to see the boys take an interest in the ship's appearance, and when an SIU crew takes a hand, there is nothing that they cannot do," Mills said.

Seafarers aboard the Rio Grande (Oriental Exporters) regretfully announce the death of Brother Hostetter.

Brother Hostetter died while the Rio Grande was crossing the International Date Line, and he was buried at sea. "He was a fine shipmate, and he sailed in the true SIU tradition," reports ship's delegate A. Reasko. "All the men are going to miss him. Services on board were attended by all hands."

Reasko

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HALCYON PANTHER (Halcyon), Aug. 16—Chairman, E. J. Thibodeaux; Secretary, Frank Kustura. Brother Stevens to serve as new ship's delegate. \$3.25 in ship's fund. No beef reported by department delegates. Discussion on keeping natives out of midship house.

MANKATO VICTORY (Victory Carriers), Aug. 15—Chairman, Charles P. Moore; Secretary, John R. Johnson. No beefs reported by department delegates. Temporary ship's delegate resigned, Brother Herbert E. Collins, elected to serve as new ship's delegate.

POTOMAC (Empire Transport), Aug. 22—Chairman, Frank Pasaluk; Secretary, W. P. Rinehart. No beefs reported by department delegates. Vote of thanks to steward department for job well done.

PUERTO RICO (Motorships of Puerto Rico), Aug. 26—Chairman, W. M. Janisch; Secretary, A. Aragon. No beefs reported by department delegates. Vote of thanks to steward department for job well done. Contact patrolman about cleaning and recementing water tanks. Vote of thanks to ship's delegate for excellent job. Vote of thanks to ordinary seamen for good sanitary work done.

GENEVA (U.S. Steel), Aug. 15—Chairman, Angelio Meglio; Secretary, Leoncio Calderon. Ship sailed short two men, one man hospitalized in Miami. No beefs reported by department delegates. Crew asked to return cups to sink. Vote of thanks to steward department for job well done. T.V. antenna to be fixed.

MERRIMAC (Oriental Exporters), Aug. 1—Chairman, L. P. Hagman; Secretary, Ken Mayas. Ship's delegate extended vote of thanks to crew for making his job easy. Steward department reported that beef on linen will be taken up with patrolman on arrival. Vote of thanks to radio operator for communication on strike information.

DEL NORTE (Delta Steamship), Aug. 24—Chairman, Robert Callahan; Secretary, Bill Kaiser. Some disputed OT in Deck department. \$278.48 in ship's fund. Crew is asked to replace foods used by them at night.

HURRICANE (Waterman), August 1—Chairman, J. A. Browne; Secretary, R. Hannibal. Ship's delegate reported that everything is O.K. Deck delegate reported that there are several hours disputed OT beefs in his department. He also stated that the crew is dissatisfied with the way the chief mate is running the deck department, and the very unsanitary conditions he is creating resulting in safety hazards. Company safety director will be contacted upon arrival in New Orleans, La. Vote of thanks was extended to the Ship's delegate and to the steward department.

RACHEL V (Vantage Steamship), Aug. 28—Chairman, Leon E. Foskey; Secretary, Robert Aumiller. Brother Parker S. Holt was elected to serve as new ship's delegate. No beefs reported by department delegates. Discussion was held on the fumigation of the ship after unloading the lumber.

MT. VERNON VICTORY (Victory Carriers), Aug. 22—Chairman, Ted Jones; Secretary, Alfred J. Severo. No beefs reported by department delegates. Ship's delegate requested crew to be quiet as some of the crewmembers are sleeping. It was discussed that everyone should work together at fire and boat drills.

NATALIE (Maritime Overseas), Aug. 21—Chairman, V. J. Schrage; Secretary, J. W. Sumpter. Some disputed OT in engine department. Vote of thanks to all department delegates, also vote of thanks to steward department for job well done. Crew requested to be silent as crewmembers off watch can't sleep with the noise.

OVERSEAS ROSE (Maritime Overseas), Aug. 15—Chairman, Leo Mills; Secretary, John Doyle. Discussion about the three fans that were received out of the five that were promised. \$50 in ship's fund. Some disputed OT in deck and engine departments. Motion made to have new washing machine installed. Also have T.V. repaired.

COLORADO (Waterman), Aug. 26—Chairman, Richard Vaughn; Secretary, J. Prestwood. Ship's delegate reported most repairs have been made. Some disputed OT in deck department. Discussion on crewmembers being improperly dressed when coming into messhall. Crew requested not to pick ice off coils in crews refrigerator so as not to puncture coils.

PONCE (Sea-Land), Aug. 24—Chairman, H. Bentz. B and C card men asked to report to patrolman concerning time spent on ship. \$183 in ship's fund. No beefs or OT disputed in any department.

HASTINGS (Waterman), Aug. 15—Chairman, James Du Bose; Secretary, John Wells. Some disputed OT in deck and engine departments. Repair list to be made up and turned into department heads. Beefs to be taken up with patrolman. Motion made to amend retirement plan, to raise the \$150 month to \$300, with 15 years basic seetime, regardless of age, or 20 years regardless of age. Motion made that upon the death of a retired member, one-half of his \$150 a month be paid to his widow as long as she does not re-marry. Vote of thanks to steward department for job well done.

ERNA ELIZABETH (Albatross Tanker), Aug. 14—Chairman, Billy Brewer; Secretary, Peter Patrick. Discussion on OT draw during voyage, headquarters to contact company and Captain concerning same. No beefs reported by department delegates. Motion made to have 15 years sea time on SIU contract vessels for retirement, regardless of age.

DIGEST of SIU SHIP MEETINGS

Meeting Chairman L. P. Hagman reports that the crew of the Merrimac (Oriental Export) extended a vote of thanks to the ship's radio operator for keeping them informed on the latest developments during the recent maritime strike. "He was extremely cooperative and kept us up on the latest news at an inconvenience to himself," Hagman says.

According to ship's meeting chairman W. W. Perkins aboard the Alice Brown (B l o o m field Steamship), the crew voted a special acknowledgment of thanks to the steward department for the fine SIU job they have done to date. All the men aboard

praised the quality of the fine food turned out by the chief cook and baker. The third cook also came in for a large portion of praise, especially for the terrific vegetables he put on the table. "Even by SIU standards," says Brother Perkins, "the job turned in by the Alice Brown galley gang was outstanding. It was a real pleasure sailing with them."

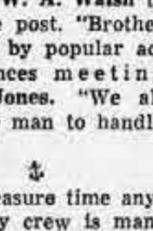
Something has been toasting and roasting aboard the Tamara Gulden (Transport Comm.). Despite the summer heat, it's not the men that are burning, and it's not the sun that's behind it all. It seems that the men have tumbled on to a device for making snacks a little tastier and more appealing. What they have been doing is, taking ordinary cheese sandwiches, putting them into the toaster, and, before you can turn around—out comes grilled cheese sandwiches. But since the melted



Perkins



Gonzalez



Walsh



Reasko



Seafarers Carry The Mail For Brave Amateur Sailor

"When I saw that tiny red sail bobbing off the starboard bough, I thought that I was dreaming," says Seafarer Epifanio Rodriguez, one of the first SIU crewmembers aboard the Steel Vendor to spot Robert Manry's 13½-foot sailboat Tinkerbelle in the middle of the North Atlantic recently.

"We were miles from the sight of land," Rodriguez says. "Nothing that small should have been anywhere near us."

Apparently Rodriguez and his shipmates weren't the only ones shaken up. Manry recently stunned the entire world with his record-breaking, 78-day solo crossing of the Atlantic. Most people didn't think that the valiant little Tinkerbelle was capable of completing the harrowing 3,200-mile voyage.

"We didn't know what to make of sighting him," Rodriguez says. "Most of the men thought that he was lost or adrift. The first engineer tried to throw him a line. The captain asked whether he was in need of assistance. We all figured he was in trouble of some kind."

But Manry refused all aid. Laughing, he told the SIU crew that he was a month out of Boston and that his destination was Falmouth, England.

"I couldn't believe it," Rodriguez says. "I thought he was either kidding or crazy. Some of the crew thought that he was raving from sun and exposure."

Heavy Seas

The Steel Vendor lost three hours trying to get alongside the tiny Tinkerbelle in very heavy seas.

"The weather was very rough," Rodriguez says, "and there were heavy seas. The captain wanted to pull alongside to make sure that Manry wasn't lost."

Finally directly alongside, Manry asked for a course reading. He wanted to be on 43, but he was on 41—two points off.

"We gave him the reading," reports Rodriguez, "and he corrected his course. All and all, he was pretty close."

In establishing communications, the Steel Vendor herself had to alter course in the rough North Atlantic.

Tinkerbelle Time

"We were out of Alicante and headed for New York," Rodriguez relates. "As far as I can determine, the Tinkerbelle was less than 3 days out of Boston—but that's figuring by steamship time, not Tinkerbelle time. There's a big difference. Manry was out about a month."

Offered provisions and assistance, Manry would accept only a small, waterproof bag which he used to transfer some mail from the Tinkerbelle to the Steel Vendor.

"We asked him again if he needed or wanted anything," says Rodriguez. "He refused all help but



Seafarers Jesus M. Landron (l) and Epifanio Rodriguez read last issue of LOG for latest details on Robert Manry's record-breaking Atlantic crossing. Rodriguez met Manry when his vessel, the Steel Vendor, pulled alongside the now famous Tinkerbelle in mid-ocean.

requested us to mail some letters for him. We passed him the bag and he passed his mail, including a letter to the captain and crew explaining his voyage and marking his course."

When the Tinkerbelle and the Steel Vendor parted, Manry took pictures of the freighter and wished the Seafarers aboard the best of luck.

"I don't understand it," Rodriguez says. "There he was trying to cross the Atlantic in that little splinter, and he was wishing us good luck. He was the one who needed the luck and we were the ones who should have been taking pictures."

About one month later, Manry landed his tiny sailboat in Falmouth, England, where he received a hero's welcome from 20,000 cheering onlookers, including his wife and 14-year-old daughter.

Rocking And Rolling

"I still can't believe that he made it," insists the shocked Rodriguez. "It's hard enough making that North Atlantic crossing in a full sized ship, much less a rowboat with a sail. The Atlantic gets pretty rough. In fact, Rodriguez remembers, "it was blowing pretty hard when the Tinkerbelle and the Steel Vendor parted company. Fortunately, the wind was in his favor. But you should have seen that little boat rocking and rolling on the waves."

Rodriguez was home when he learned of Manry's successful landing.

"I was watching TV with my wife when suddenly there was Manry landing in England. I had told my wife about running into him at sea and we were both surprised as all heck that he did it. I thought for sure that he'd go under."

Most of the Steel Vendor crew was of Rodriguez's opinion. Only one single Seafarer disagreed.

"The first engineer was laying odds that Manry would make it," Rodriguez recalls. "The engineer was from Boston and he said that any sailor setting out from 'Beantown' could complete any voyage he set his mind to. Boy, was that engineer proud when we learned that Manry made port."

Oddly enough, Rodriguez and the rest of the Steel Vendor crew ran into another ocean-going sailboat on their run. While passing through the Suez Canal, they came across a small French sail that had made its way from France to India.

Summer Sailors

"This one had an easier time of it," Rodriguez says. "The boat was about 18-foot long and was carrying a three man crew—one of whom was a woman. As they passed through the Canal, we could see them drinking beer and taking the sunshine. I wouldn't have minded being along on that one myself," he laughs.

As for Manry's voyage, Rodriguez is glad that he missed that one. "I've been a member of the SIU for six years and I intend to keep right on doing all my sailing aboard SIU ships," he says.

Seafarer Did It

Rodriguez and a fellow Seafarer Jesus M. Landron—a 24-year veteran of the deck department—recalled that an SIU brother made the Atlantic crossing on two separate occasions in a small sail.

"His first name was Ollie," Landron recalls, "but I can't remember his last name. He sailed with me on the Robin Trent. I know he made the Atlantic at least twice, and both times in sailboats under 20-foot long."

Rodriguez is impressed, but still not tempted.

"I heard about Ollie," he says. "But that stuff is definitely not for me."

LOG-A-RHYTHM!

Seascape

By Bob Lee

I remember that last day we spent on the beach,
October had darkened the sand,
The water was hard, reflecting the sky,
You played with a shell in your hand.

Your friend waited alone by the car,
The wind was tossing her hair,
I saw it blowing dark and wild,
Though her arms and neck were bare.

The sky bloodied the horizon,
Two fishermen stood on the shore,
You tossed the shell away, and said,
"I don't love you anymore."

The fishermen stood quiet,
A boat passed out in the bay,
You kicked at that rough brown sand,
And moved two steps away.

It was already almost evening,
Winter was in the air,
Seaweed littered the barren beach,
I could smell the salt in your hair.

In the distance, your friend was waving,
A gull wheeled in the sky,
You followed the bird's arcing circle,
With a casual lift of your eye.

"It's cold, but it's only October," I said,
You shook your head and smiled,
Then turning, you looked away again,
We were quiet for a while.

(All afternoon I'd been waiting,
For you to tell me you were going away,
Watching the sun grow pale in the sky,
Like a bitter circle of crumbling clay.)

"Only October," I said again,
You shivered and closed your eyes,
"We'd better go back, it's getting late,"
I wondered if you'd cry.

All the way back to the boardwalk,
Our feet sank into the sand,
Making each step a slow-motion frame,
From a nightmare film caravan.

When we got to the car, you stumbled,
I caught your arm as you fell,
Your friend laughed and eagerly asked,
"Did you bring me back any shells?"

SAVANNAH (Seatrains), Sept. 2 — Chairman, Bocco Matarangolo; Secretary, Julio Evans. Brother Raul Iglesias to serve as new ship's delegate. Vote of thanks to steward department. The raising of a ships fund was suggested. Car-deckmon ask for a warning system to be installed, especially in bad weather. Whistle warning system suggested.

PRODUCER (Marine Carriers), Aug. 15—Chairman, H. Longzynski; Secretary, J. G. Lakwyk. No beefs reported by department delegates. Brother Herbert Longzynski was elected to serve as new ship's delegate. Request made that communications and head-

meeting held (July 26, 1965). The chief engineer was to ration water, he claims that the crew was wasting it. It is known that the faucets are in need of repair. Chief engineer claims he will not pay OT. Ship's delegate has taken this matter up with the captain; the captain feels that the chief engineer is only trying to aggravate the crew.

STEEL FABRICATOR (Isthmian), Sept. 1—Chairman, Wallace; Secretary, Tom Gordon. Ship's delegate reported that alleyways, toilets and showers should be kept clean at all times, also control the roaches in the crew quarters. No beefs reported by department delegates. Washing machine to be left clean after use and ready for the next user. Ship's delegate to see chief engineer about hot water pressure on washing machine.

SEATRAN NEW JERSEY (Seatrains), Aug. 22 — Chairman, M. Laureano; Secretary, C. James. Ship sailed short four men. No beefs reported by department delegates. Motion was made to throw left over food stored in ice box longer than two days. Had discussion about baker not wanting to work OT.

STEEL KING (Isthmian), Aug. 29—Chairman, Harold Long; Secretary, Alfred D. Allain. Some disputed OT in deck department otherwise everything is OK. The washing machine pump needs fixing, will take matter up with the chief engineer.

ELIZABETHPORT (Sea-Land Service), Aug. 27—Chairman, D. Wagner; Secretary, R. Mills. Money was collected to have TV repaired. The water cooler in the lower passageway needs repairs. Crew requests another fan be installed in same passageway. Ship sailed short 2 men this trip. No beefs reported by department delegates. Vote of thanks extended to ship's delegate. Crew asked that the night lunch be changed to cold beef and cold pork.

CANTIGNY (Cities Service), July 30 —Chairman, Michael Doherty; Secretary, John P. Forsythe. Ship is short of utensils, cups etc. for meal setups. All beefs to be brought up to Skipper by delegates.

DIGEST of SIU SHIP MEETINGS

quarters report be sent to Bombay, India.

KYSKA (Waterman), Aug. 29—Chairman, W. R. Kleimola; Secretary, Ray Hodges. \$8 in ship's fund. No beefs reported by department delegates. Vote of thanks to steward department. Motion made to see patrolman about condition of lifeboats. See patrolman about ice-box latches needing repairs.

RIO GRANDE (Oriental Exporters), Aug. 22—Chairman, A. Reasko; Secretary, G. Lothrop. \$32 in ship's fund. No beefs reported by department delegates. Motion made to have ship fumigated. Crew was asked to replace their cots and not to leave them on the deck.

PENN VANGUARD (Penn Shipping), July 18—Chairman, John Homer; Secretary, G. Troclair. Brother Homer elected to serve as new ship's delegate. Motion made to have ship fumigated for roaches and rats. Special

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

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'Bama Seafarers Find Indian Voyage Lacks Spice

By William Calefato

Take a hefty sack of butterbeans, add a pinch of black pepper, stir in some spicy red ketchup; then sprinkle liberally with homesickness, a Far Eastern run, and an SIU crew sailing out of Mobile. That recipe is bound to produce a heck of a Seafaring yarn—especially if the ship concerned happens to be the Rachel V bound from Mobile, Alabama to Madras, India.

Most of the Mobile crew aboard the Rachel V could trace their ancestry back to the hardy pioneer stock that cleared the wilderness and settled the American Colonies 300 years ago. So, when somebody opened a bottle of ketchup and the compressed gas escaped with a noise like an exploding cannon, no one was frightened—only curious.

An oiler put a quick stop to guesses about a blown gasket below. No. This noise in the mess hall was different. And it couldn't have been somebody opening a bottle of champagne, because—well, because they don't



Calefato

drink champagne in a ship's mess-hall.

A quick inspection of the ketchup supply revealed that preceding crews had used most of the contents of each bottle. Then the near-empty bottles were put back in the messhall cabinet and forgotten. No one knew the difference because, from the outside, the bottles still looked full.

Pop, Hiss, Whoosh

But, in time, the tomato acid formed a gas within the bottles. This gas became so compressed that a loud pop ensued when the cap was removed, followed by a hiss.

The ship's delegate promised that something would be done to rectify the situation. The steward was summoned and, after weighing the facts, he said: "Well, if it's no good, toss it over the side." The immediate dilemma was

solved.

Anyway, the crew reasoned, maybe the steward could replenish the ketchup stores in India. That is if they made ketchup in India. Or if they even raised 'maters in India.

Peppery Crew

Meanwhile, another problem arose. There was only white paper on the tables. No spicy black pepper. Perhaps an ordinary crew could make due with white pepper. But not a Mobile crew. Mobilians are raised on the rip snortin' black sneezin' kind.

The steward promised to get some black pepper in India. But the gentle disposition of the native Mobilians began gradually to smoulder.

Here it was, only a week out of Mobile, and the crew was facing the grisly fate of going all the way to Madras and Calcutta without enough ketchup—or black pepper. The breakfast eggs and potatoes always tasted better with ketchup—and black pepper. And suppose the steward put hamburgers on the menu? Can't eat hamburgers without ketchup—or black pepper. The Mobilians resigned themselves. Nothing could be done out at sea. But on arrival at Madras—ahh, perhaps . . .

Jelly Yes, Jam No

Then one morning it was discovered that there was no more strawberry jam. Marmalade and jelly, yes, but no strawberry jam. Mobilians can live without ketchup, even without black pepper. But strawberry jam—why that's like being deprived of corn bread, or grits. Unbearable. Mobilian fury comes slowly and surely, like a stalking bobcat.

The crew immediately rushed to the storeroom to check the state of the most essential staple of an Alabama diet. Grits.

Grits? Well, there was enough grits, the steward thought. But this was a Yankee steward. The Mobilians were wary.

That first hectic week of the voyage to India brought the usual talk about home and family. The mess hall chats were full of the expectation of being back in Mobile in time for the early June harvest. The butterbeans would be ready. And so would the collard



AB Carl Pierce (l.) and AB William Lee relax on deck as the Rachel V lies off Sfax, Tunisia. Both Pierce and Lee are from Mobile, Alabama, as were the majority of Rachel V crewmembers. The Alabamans displayed typical southern patience and forbearance during the sometimes trying voyage.

greens and other native Alabama vegetables.

"Boy, I'll be back just right for those luscious butterbeans," said one messman in a tone that echoed with nostalgic ecstasy. "And those collard greens will be fresh cut on the plate. Man, give me a plate of those collard greens and butterbeans, and I don't want anything else."

From the shadows a voice drawled: "Keep talking, boy. I'm just itching to get back to my corn stalks. Timin' it just right. Be back for that old June harvest. Get me a great big batch of mustard greens and . . ."

And so it went. Every member of the crew dreamed of something to go home to. Butterbeans and collard greens were more than just plants to them. They were symbols of the land that had nurtured them, on which they lived and where they had grown up. And it was the ocean that separated the Seafarers from their home.

The edibles that were discussed were all of the natural kind—all crops that the crew had sown and harvested with their own hands. Corn products were an especially popular topic of conversation. No one knows how many foods are produced from corn—perhaps hun-

dreds—but the Seafarers concentrated on only one. Corn bread.

Whenever someone offered a recipe for good cornbread, someone else said that he had a better one. Corn bread recipes were exchanged that had been in families since the pioneering days. It made the Mobile boys feel closer to home.

Mobilians live close to nature. The simple things of life are treasures to these men who have not yet lost their close association to the soil. They maintain their association with things that grew from the land, and with the wild animals that they track as hunters.

'Bama Rebels

The Seafarers manning the Rachel V both proved and disproved many fables concerning the crews that sail out of Mobile. Most of the Rachel V's Mobilians didn't even mind being called "rebels."

"Hell," they admit with a ready smile, "that's what we are. Why should we mind?"

Their most outstanding quality is the quiet patience with which they face all hardships, including perhaps the worst in the sailing profession—being in want of the simple things in life while on the high seas, far from home.

The nearer they got to Madras, the nearer they would be to home, the Alabama crew calculated. To be happy in India is a rare reaction among most Seafarers. And yet many of the Mobilians explored the city with a zest that old Seafarers like Magellan and Columbus must have experienced when they have made their discoveries. Even in Calcutta, the crew found time and place enough for enjoyment.

Straight Dope

Then something awful happened. It was not just one of the daily rumors you constantly hear on tramp ships. This was the "straight dope from topside." The Rachel V was not returning to Mobile after all. It was heading for North Africa.

Disaster. And yet, if this had not occurred, it probably would never have come to light that Mobilians are gifted with that rare power called "built-in morale."



Seafarers on the Rachel V liked Sfax. It is a neat, clean port and the natives were very courteous to visitors. The building in the background is a museum. "But," Brother Calefato, explains, "My wanderlust was very strong in Sfax and I didn't get a chance to visit many of the historic buildings."

Thanks Union For Pension

To the Editor:

I would like to express my thanks and appreciation to the Union for the \$150 monthly



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

pension check that I will be receiving for the rest of my life. My wife and I are especially grateful for the help we have received in our hospital and doctor bills for the past six months.

The SIU pensions and bene-

fits see to it that we are protected and safe. Not having to worry about bills and financial pressures at this stage of the game is a Godsend. With the Union benefits behind me, I know that it will be smooth sailing from here on in.

Fraternally yours,
J. D. Pearson

Seafarer Thanks SIU Brothers

To the Editor:

I wish to thank all the SIU crewmembers aboard the Rio Grand and express my appreciation for the help they extended to me when I was laid up in Sfax, Tunisia and forced to miss the Rachel V.

It certainly is a pleasure and an honor to be associated with Union members like ours.

In the SIU, the fraternity of the sea is a reality.

Fraternally yours,
Andrew Reasko



Native Tunisians go about their business in the shadow of the Casbah Wall. Many SIU veterans will remember that in the old days it was wise to enter the Casbah only with a reliable "pilot." "Now," reports Brother Calefato, "all comers are greeted with a smile, even when languages are mutually misunderstood."

SIU ARRIVALS and DEPARTURES

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

John Riddle, born July 12, 1965, to the John A. Riddles, New Orleans, La.

Randall Witherington, born April 13, 1965, to the Robert H. Witheringtons, Daphne, Ala.

Francis Floyd Cain, born June 20, 1965, to the Gary V. Cains, Mobile, Ala.

Dean Kidd, born June 24, 1965, to the Gerald R. Kidds, Baltimore, Md.

Trudie May Miller, born July 27, 1965, to the Gerald D. Millers, Alpena, Mich.

Mila Serrano, born July 5, 1965, to the Felix L. Serranos, San Francisco, Calif.

Deborah Groen, born June 1, 1965, to the Jacobus Groens, Mobile, Ala.

Karen Blumlein, born July 30, 1965, to the Robert Blumleins, Middle Village, New York.

Russell Davis, born July 31, 1965, to the James W. Davis, Jacksonville, Fla.

Bryan Manuel, born August 9, 1965, to the Ervin Manuels, Oberlin, La.

Danny Leon Shaper, born July 8, 1965, to the Danny L. Shapers, Chickasaw, Ala.

Danilo Benitez, Jr., born July 12, 1965, to the Danilo Benitez, Tampa, Fla.

William Raley, born August 6, 1965, to the Marion J. Raleys, Dauphin Island, Ala.

Roy L. Seals, born June 18, 1965, to the Howard L. Seals, New Orleans, La.

Leonard Schlauf, born July 22, 1965, to the Leonard A. Schlauf, Buffalo, New York.

Charles Makarewicz, born July 13, 1965, to the Richard R. Makarewicz, Baltimore, Md.

Arthur Howse, born July 13, 1965, to the Arthur Howses, Petokey, Mich.

Bridget Bishop, born June 16, 1965, to the George A. Bishops, Fairhope, Ala.

Christine Pose, born July 28, 1965, to the James L. Poses, Point Clear, Ala.

Steven Sorensen, born July 13, 1965, to the Ejvind Sorensens, Brooklyn, New York.

David Langlois, born January 19, 1965, to the Eugene W. Langlois, Duluth, Minn.

Annette Marie Valladares, born June 9, 1965, to the Claude Valladares, Jamaica Plain, Mass.

Karl Norman, born May 24, 1965, to the Ragner H. Normans, Livonia, Mich.

Rose Marie DeDominicis, born July 30, 1965, to the Francisco DeDominicis, New Orleans, Louisiana.

Migdall Espada, born June 20, 1965, to the Generoso Espadas, Jersey City, New Jersey.

Lorie Denise Costine, born August 3, 1965, to the Edward L. Costines, Tampa, Florida.

The deaths of the following Seafarers have been reported to the Seafarers Welfare Plan (any apparent delay in payment of claims is normally due to late filing, lack of beneficiary card or necessary litigation for the disposition of estates):

Byrd Olton Buzbee, 64: Brother Buzbee died of natural causes on July 22, 1965, at the New Orleans USPHS Hospital. A member of the Union since 1945, he sailed in the engine department. He is survived by his wife Nancy Elvira. Place of burial was the Rose Hill Cemetery, Hillsborough County, Tampa, Florida.



Edwin D. Whitehead, 42: Brother Whitehead died of natural causes on July 18, 1965. A member of the Union since 1958, he sailed as a messman in the steward department. He was buried in the Long Island National Cemetery, Long Island, New York. He is survived by his wife V. Hazel Whitehead.



Bobby Ray Norris, 34: Brother Norris died of an accidental death on May 21, 1965. A member of the deck department, he joined the SIU in 1953. He was buried in the Mt. Gilead Church Cemetery, Cabarrus County, North Carolina. Surviving is his mother Mrs. Nellie Sellers.



Mitchell Jackson Hinman, 67: Brother Hinman succumbed to heart failure on July 28, 1965, at the Nam Hospital, Nassawadox, Virginia. A member of the deck department, he joined the SIU in 1960. He is survived by his wife Carrie. Place of burial was the Parksley Cemetery, Parksley, Virginia.



John Reksin, 71: Brother Reksin died of accidental causes on July 29, 1965, at Bellevue Hospital, New York, N.Y. A member of the Union since 1938, he sailed in the deck department. He is survived by his friend Elizabeth Frances. Place of burial was the Cyprus Hills Cemetery, Brooklyn, New York.



Henry A. Anderson, 61: Brother Anderson died of natural causes on June 23, 1965, at the King's County Hospital, Brooklyn, New York. A member of the Union since 1939, he sailed in the engine department. He was buried in the Cedar Hill Cemetery, Arlington, Virginia. Surviving is his sister Mrs. Virginia Newton.



Elmer Frederick Morris, 46: Brother Morris died of injuries sustained in an accident on June 17, 1965, at the Gulf Coast Hospital, Baytown, Texas. A member of the Union since 1957, he sailed as a first assistant. He is survived by his wife Kathleen. Place of burial was the Forrest Park Lawndale Cemetery, Houston, Texas.



Aulsy Mansfield, 38: Brother Mansfield died of heart failure on April 27, 1965 at St. Mary's Infirmary, Galveston, Texas. A member of the SIU since 1960, he sailed as a millright. He is survived by his wife Julia Agness Mansfield. Place of burial was the Calvary Cemetery, Galveston, Texas.



SEAFARERS in DRYDOCK

All hospitalized Seafarers would appreciate mail and visits whenever possible. The following is the latest available list of SIU men in the hospital:

- USPHS HOSPITAL STATEN ISLAND, NEW YORK
 - Edward Boles, Jr.
 - Robert Burton
 - C. R. Coumas
 - Earl Cronsell
 - Richard Donovan
 - D. Fois
 - B. Gibson
 - Clifton Goodwin
 - J. Hilton
 - T. Humal
 - William F. Jordan
 - Edward Lee
 - J. A. Mitchell
 - D. K. Moiler
 - Oliver Myers
 - J. G. Napoleonis
 - J. Novak
 - Kurt Olsen
 - Chas. W. Palmer
 - S. Pereira
 - T. Pereira
 - J. P. Polinsky
 - Jose Rodriguez
 - R. Roeder
 - W. G. Schoenburn
 - F. Solis
 - W. Sudnick
 - J. E. Townsend
 - D. Trevisano
 - C. Triantafillo
 - Carl Wayne
 - Arthur Wilfert
- USPHS HOSPITAL DETROIT, MICHIGAN
 - T. Ahmed
 - Francis Anderson
 - Theodore Bills
 - Raymond Connolly
 - Bill Cowan
 - Paul Jones
 - George Koehler
 - Marcus Langston
 - John McClinton
 - John Macko
 - Ali Mohamed
 - James Nichol
 - Ferris Oakley
 - L. Pluff
 - Henry Stryczek
 - S. K. Shifflet
 - Albert Spooner
 - Alfred Talaska
- USPHS HOSPITAL GALVESTON, TEXAS
 - Charles Copeman
 - R. M. George
 - H. Grove
 - R. H. Henry
 - W. C. Schaefer
 - L. L. Williamson
 - E. C. Yeamans
- USPHS HOSPITAL NORFOLK, VIRGINIA
 - Jerome Casper
 - William T. Dough
 - John Gurganus
 - Alvin R. Mabe

- USPHS HOSPITAL SAN FRANCISCO, CALIFORNIA
 - C. C. Anderson
 - Lawrence Bartlett
 - John R. Burke
 - Joseph E. Gardner
 - John Colonna
 - Henry Dell'Orfano
 - Edward Fernandez
 - R. E. Fisher
 - Johnny W. Givens
 - Percy A. Gray
 - Charles Hazleton
 - Henry Jorgensen
 - Charles H. Kath
 - Nils S. Larsson
 - Leon D. Lucas
 - James Moore
 - P. R. Ojara
 - George T. Wilson
 - Ding H. Woo
- USPHS HOSPITAL NEW ORLEANS, LOUISIANA
 - George E. Anura
 - Lucien Allaire
 - Edward Brevier
 - Gregory J. Burns
 - Ardell Burkett
 - John A. Buttner
 - Mallory J. Coffey
 - Jose Deus
 - Leon Duhon
 - Edgar Freimans
 - James G. Gautreau
 - Pleas T. Martin
 - R. A. Medicus
 - Ethel Messonnier
 - Chas. J. Mitchell
 - John Misakian
 - B. E. Parnell
 - John J. Powers
 - Douglas Robbins
 - R. M. Rutledge
 - Cleon Mixon
 - Willis O. Moncrief
 - Charles L. Monka
 - Vincent Monte
 - Hoke Massour
 - Clarence Osborn
 - Clarence Page
 - P. J. Scanlan
 - R. G. Sheffield
 - E. R. Smallwood
 - Francis E. Smith
 - Francis N. Sperry
 - T. C. Thompson
 - Rafael L. Torres
 - Frank Vivero
 - Elaska Weems
 - Edward L. Wells
 - Earl L. Wicker
 - John Wynne
- USPHS HOSPITAL BRIGHTON, MASSACHUSETTS
 - Edw. Broussard
- USPHS HOSPITAL SAVANNAH, GEORGIA
 - S. J. Poole
- USPHS HOSPITAL BALTIMORE, MARYLAND
 - Charles Anthony
 - Lowell Bailey
 - Floyd Barnett
 - M. Gillispie
 - George Harris
 - Daniel Hill
 - Eric Johnson
 - Nick Murtin
 - Andy Noah
 - James Portway
 - Estiban Oquindo
 - Roy Rayfield
 - Harry Reynolds
 - William Riddick
 - Joseph Sierko
 - Earl Smith
 - Paul Strickland
 - Charles Tyree
 - Walter Walsh
 - George Warren
 - George Williams
 - Anthony Zulinski
- USPHS HOSPITAL SEATTLE, WASHINGTON
 - E. S. Brinson
 - Rufino Felipe
 - Bain Gifford
 - John Hales
 - Pedro Julio
 - Charles Lane
 - F. Narte
 - Homer Nichols
 - A. M. Palmquist
 - Raymond Ruppert
 - Lyn Sears
- USPHS HOSPITAL FORT WORTH, TEXAS
 - Willie Adcock
 - Benjamin Deibler
 - Abe Gordon
 - Max Olson
 - SAIORS' SNUG HARBOR
 - STATEN ISLAND, NEW YORK
 - Daniel Gorman
 - A. Gutierrez
 - Edwin Harriman
 - William Kenny
 - Harry MacDonald
- U.S. SOLDIERS HOME HOSPITAL WASHINGTON, D.C.
 - William Thomson
- VA HOSPITAL HOUSTON, TEXAS
 - Thomas Manion
- VA HOSPITAL WEST HAVEN, CONN.
 - Paul Kolesnick
- VA HOSPITAL BROOKLYN, NEW YORK
 - R. McCutcheon
- VA HOSPITAL PHILADELPHIA, PA.
 - Phillip Jeffers
- VA HOSPITAL LONG BEACH, CALIF.
 - R. Arsenault
- VA HOSPITAL HINES, ILLINOIS
 - Oscar Kvaas
- VA HOSPITAL ANN ARBOR, MICHIGAN
 - Robert Asbahr
- PUREAIR SANATORIUM BAYFIELD, WISCONSIN
 - Theodore Galazen
- BROOKLYN STATE HOSPITAL BROOKLYN, NEW YORK
 - Roberto Diaz

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.

Sign Name On LOG Letters

For obvious reasons the LOG cannot print any letters or other communications sent in by Seafarers unless the author signs his name. Unsigned anonymous letters will only wind up in the waste-basket. If circumstances justify, the LOG will withhold a signature on request.

Schedule of Membership Meetings

SIU-AGLIWD Meetings

Regular membership meetings for members of the SIU Atlantic, Gulf, Lakes and Inland Waters District are held regularly once a month on days indicated by the SIU Constitution, at 2:30 PM in the listed SIU ports below. All Seafarers are expected to attend. Those who wish to be excused should request permission by telegram (be sure to include registration number). The next SIU meetings will be:

New York	Oct. 4	Detroit	Oct. 8
Philadelphia	Oct. 5	Houston	Oct. 11
Baltimore	Oct. 6	New Orleans	Oct. 12
Mobile	Oct. 13		

West Coast SIU-AGLIWD Meetings

SIU headquarters has issued the following schedule for the monthly informational meetings to be held in West Coast ports for the benefit of Seafarers shipping from Wilmington, San Francisco and Seattle, or who are due to return from the Far East. All Seafarers are expected to attend these meetings, in accord with an Executive Board resolution adopted in December, 1961. Meetings in Wilmington are on Monday, San Francisco on Wednesday and Seattle on Friday, starting at 2 PM local time.

Wilmington	San Francisco	Seattle
Oct. 18	Oct. 20	Oct. 22

Great Lakes SIU Meetings

Regular membership meetings on the Great Lakes are held on the first and third Mondays of each month in all ports at 7 PM local time, except at Detroit, where meetings are held at 2 PM. The next meetings will be:

Detroit	Sept. 20-2 P.M.
Alpena, Buffalo, Chicago, Cleveland, Duluth, Frankfort,	Sept. 20-7 P.M.

SIU Inland Boatmen's Union

Regular membership meetings for IBU members are scheduled each month in various ports. The next meetings will be:

Phila.	Oct. 5-5 P.M.
Baltimore (licensed and unlicensed)	Oct. 6-5 P.M.
Houston	Oct. 11-5 P.M.
Norfolk	Oct. 7-5 P.M.
N'Orleans	Oct. 12-5 P.M.
Mobile	Oct. 13-5 P.M.

RAILWAY MARINE REGION

Regular membership meetings for Railway Marine Region-IBU members are scheduled each month in the various ports at 10 AM and 8 PM. The next meetings will be:

Jersey City	Oct. 11
Philadelphia	Oct. 12
Baltimore	Oct. 13
Norfolk	Oct. 14

GREAT LAKES TUG AND DREDGE REGION

Regular membership meetings for Great Lakes Tug and Dredge Region IBU members are scheduled each month in the various ports at 7:30 PM. The next meetings will be:

Detroit	Oct. 11
Milwaukee	Oct. 11
Chicago	Oct. 12
Buffalo	Oct. 13
†Sault Ste. Marie	Oct. 14
Duluth	Oct. 15
Cleveland	Oct. 15
Toledo	Oct. 15

(For meeting place, contact John Mero, 1644 West 3rd Street, Ash-tabula, Ohio.)

United Industrial Workers

Regular membership meetings for UIW members are scheduled each month at 7 PM in various ports. The next meetings will be:

New York	Oct. 4
Baltimore	Oct. 6
Philadelphia	Oct. 5
†Houston	Oct. 11
Mobile	Oct. 12
New Orleans	Oct. 13

* Meetings held at Labor Temple, New York.
† Meeting held at Labor Temple, Sault Ste. Marie, Mich.
‡ Meeting held at Galveston wharves.



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)

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

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

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

Kingsport Press
"World Book," "Childcraft"
(Printing Pressmen)

Jamestown Sterling Corp.
Southern Furniture Mfg. Co.
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

Directory of UNION HALLS

SIU Atlantic, Gulf, Lakes & Inland Waters

PRESIDENT Paul Hall
EXECUTIVE VICE-PRESIDENT Cal Tanner
VICE PRESIDENTS Earl Shepard, Lindsey Williams, Al Tanner, Robert Matthews
SECRETARY-TREASURER Al Kerr

HEADQUARTERS REPRESENTATIVES
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REX DICKEY, Agent Eastern 7-4900
BOSTON 177 State St.
ED RILEY, Agent Richmond 2-0140
DETROIT 10225 W. Jefferson Ave.
VINWOOD 3-4741
HEADQUARTERS 675 4th Ave., Bklyn
HYACINTH 9-6600

HOUSTON 5804 Canal St.
PAUL DROZAK, Agent Walnut 8-3207
JACKSONVILLE 2608 Pearl St., SE, Jax
WILLIAM MORRIS, Agent ELgin 3-0987
MIAMI 744 W. Flagler St.
BEN GONZALES, Agent Franklin 7-3564
MOBILE 1 South Lawrence St.
LOUIS NEIRA, Agent HENlock 2-1754
NEW ORLEANS 630 Jackson Ave.
BUCK STEPHENS, Agent Tel. 529-7546
NEW YORK 675 4th Ave., Brooklyn
HYACINTH 9-6600

NORFOLK 115 3rd St.
GORDON SPENCER, Acting Agent 622-1892
PHILADELPHIA 2604 S. 4th St.
JOHN FAY, Acting Agent DEwey 6-3818
SAN FRANCISCO 350 Fremont St.
PAUL GONSOREBIK, Agent DOuglas 2-4401
FRANK DROZAK, West Coast Rep.
SANTURCE PR 1313 Fernandez Juneos
Stop 20
KEITH TERPE, Hq. Rep. Phone 723-8594
SEATTLE 2505 1st Ave.
TED BAKKOWSKI, Agent MAIN 3-4334
TAMPA 312 Harrison St.
JEFF GILLETTE, Agent 229-2788
WILMINGTON, Calif 505 N. Marine Ave.
FRANK BOYNE, Agent TERminal 4-2528

Great Lakes

SECRETARY-TREASURER Fred J. Farnen
ASSISTANT SECRETARY-TREASURER Roy Boudreau
ALPENA 127 River St.
EL 4-2616
BUFFALO, NY 735 Washington
TL 3-9259
CHICAGO 9383 Ewing Ave.
So. Chicago, Ill. SAGinaw 1-0733
CLEVELAND 1420 West 25th St.
MAIN 1-5450
DULUTH 312 W. 2nd St.
RANDolph 2-4110
FRANKFORT, Mich. 415 Main St.
Mail Address: P.O. Box 287 ELgin 7-2441
HEADQUARTERS 10225 W. Jefferson Av.
River Rouge 18 Mich. VINewood 3-4741

Inland Boatmen's Union

NATIONAL DIRECTOR Robert Matthews
GREAT LAKES AREA DIRECTOR Al Tanner
BALTIMORE 1216 E. Baltimore St.
EASTern 7-4900
BOSTON 276 State St.
RICHmond 2-0140
HEADQUARTERS 675 4th Ave., Brooklyn
HYACINTH 9-6600
HOUSTON 5804 Canal St.
WALnut 8-3207

JACKSONVILLE 2608 Pearl St., SE, Jax
ELgin 3-0987
MIAMI 744 W. Flagler St.
FRANKlin 7-3564
MOBILE 1 South Lawrence St.
HENlock 2-1754
NEW ORLEANS 630 Jackson Ave.
Tel. 529-7546
PHILADELPHIA 2604 S. 4th St.
Tel. DE 6-3818
NORFOLK 115 Third St.
622-1892
TAMPA 312 Harrison St.
Tel. 229-2788

GREAT LAKES TUG & DREDGE REGION

REGIONAL DIRECTOR Robert Jones
Dredge Workers Section
ASSISTANT DIRECTOR Richard L. Tillman
BUFFALO 91 Henrietta Ave.
ARTHUR MILLER, Agent TR 8-1538
CHICAGO 2300 N. Kimball
TRYVE VARDEN, Agent ALbany 2-1154
CLEVELAND 1420 W. 25th St.
TOM GERRITY, Agent 621-5450
DETROIT 2303 Hubbard St.
HAROLD YON, Agent TA 5-5723
DULUTH 305 W. 5th St.
PAUL GRECO, Agent RA 2-3732
SAULT STE. MARIE
Address mail to Brimley, Mich.
WAYNE WESTON, Agent BRimley 14-R 5
TOLEDO 423 Central St.
LESLIE WILLARD, Agent 243-6859

Tug Firemen, Unemen, Oilers & Watchmen's Section

ASSISTANT DIRECTOR Tom Burns
ASHTABULA, O. 1644 W. Third St.
JOHN MERO, Agent WOODman 4-8532
BUFFALO 18 Portland St.
TOM BURNS, Agent TA 3-7095
CHICAGO 9383 Ewing, S. Chicago
ROBERT AFFLERK, Agent ESsex 5-9570
CLEVELAND 1420 W. 25th St.
W. HEARNS, Pro-Tem Agent MA 1-5450
DETROIT-TOLEDO 14595 Regina,
BYRON KELLY, Agent ALlen Park, Mich.
386-6264

DULUTH Box No. 66
South Range, Wis.
RAY THOMSON, Agent EXport 4-4383
LORAIN, O. 118 E. Parish St.
SANDUSKY, Ohio
HAROLD RUTHSATZ, Agent MAIN 6-4573
MILWAUKEE 2722 A. So. Shore Dr.
JOSEPH MILLER, Agent SHERman 4-6645
SAULT STE. MARIE 219 Brady St.
JOHN BERNARD, Agent MEIrose 2-8963
TOLEDO 2706 106th St.
OWEN CONE, Agent RA 6-4823

Rivers Section

ST. LOUIS, MO. 805 Del Mar
L. J. COLVIS, Agent CE 1-1434
FORT ARTHUR, Tex. 1348 7th St.
ARTHUR BENDHEIM, Agent

RAILWAY MARINE REGION

HEADQUARTERS 89 Montgomery St.
JERSEY CITY 2, N.J. HENDERSON 3-0104
REGIONAL DIRECTOR G. P. McGinty
ASSISTANT REGIONAL DIRECTORS
E. B. PULVER R. H. AVERY
BALTIMORE 1216 E. Baltimore St.
EASTern 7-4900
NORFOLK 115 Third St.
622-1892-3
PHILADELPHIA 2604 S. 4th St.
DEwey 6-3818

United Industrial Workers

BALTIMORE 1216 E. Baltimore St.
EASTern 7-4900
BOSTON 276 State St.
RICHmond 2-0140
HEADQUARTERS 675 4th Ave. Brooklyn
HYACINTH 9-6600
HOUSTON 5804 Canal St.
WALnut 8-3207
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NEW ORLEANS 630 Jackson Ave.
Phone 529-7546
NORFOLK 115 Third St.
Phone 622-1892-3
PHILADELPHIA 2604 S. 4th St.
DEwey 6-3818
TAMPA 312 Harrison St.
Phone 229-2788

PERSONALS and NOTICES

Leon E. Foskey
You are requested to contact your mother Mrs. Bessie Foskey Murrell at 201 S. Mauldin Avenue, North East, Maryland 21901.

Raphael R. Maldonad
You are requested to contact your children Raphael II, Emily Jayne, and Elizabeth Ann at 23123

Moving? Notify SIU, Welfare

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

Marigold Avenue, Torrance, California.

Richard Gelling
You are asked to contact your wife Mary at 665 George Street, San Francisco, California.

William Mastoukas
You are requested to contact your sister Mrs. Mary Romano at 426 18th Street, West Brooklyn, New York.

Frank Flint Sr.
You are asked to contact your son Frank Flint Jr. at 8 Hollyway Road, Malley Pack, Maryland.

Michael Iwasko, I-46
You are requested to contact Mrs. Ernest Neville at High Street, New Boston, New Hampshire.

Harvey M. Lee
You are asked to contact Mrs. Elizabeth Andrews at 1704 Wardwood Drive, Mobile, Alabama, Phone: 479-9875.

Juan Tabisula, ex-SS Midland
You are requested to contact attorney John C. Brazil at 80 Wall Street, Suite 525, New York City, Telephone: HA 5-7688.

Pick Up 'Shot' Card At Payoff

Seafarers who have taken the series of inoculations required for certain foreign voyages are reminded to be sure to pick up their inoculation cards from the captain or the purser when they pay off at the end of a voyage. The card should be picked up by the Seafarer and held so that it can be presented when signing on for another voyage where the "shots" are required. The inoculation card is your only proof of having taken the required shots. Those men who forget to pick up their inoculation card when they pay off may find that they are required to take all the "shots" again when they want to sign on for another trip.

NEW EVERY THREE MONTHS

If any SIU ship has no library or needs a new supply of books, contact any SIU hall.

YOUR SIU SHIP'S LIBRARY

Foreign-Flag Crews Refuse To Carry U.S. Vietnam Cargoes

The U.S. Government's reliance on the theory of effective control as an assurance of being able to move vital cargoes in time of national emergency in spite of the declining capacity of the U.S. merchant fleet, took a severe beating in recent weeks.

The first instance came when the U.S. Defense Department put a cargo of badly-needed construction equipment, material and general Army equipment bound for Vietnam aboard the Mexican-flag freighter El Mecicano. The Mexican government promptly ordered the cargo unloaded again, citing Mexican law which prohibits any Mexican ship from entering a war zone. The cargo had to be unloaded and re-loaded aboard a Greek-flag vessel, the Stamatios S. Embiricos.

No sooner had the cargo re-loading begun however, when the Greek crew made it known that in spite of a \$10,000 bonus which was offered to them, they would not sail with a U.S. cargo bound for Vietnam. The cargo had to be unloaded once more, and this time placed aboard an American-flag vessel for delivery.

Only a few days later another military cargo bound for Vietnam was held up when the crew of another Greek-flag ship, the Marilena P. refused to put to sea with it. An American-flag vessel under charter to MSTC had to be diverted from other duties to take this cargo.

In still another instance, the Greek crew of a Liberian-flag ves-

sel, the Island Skipper, also refused to carry American military cargo to Vietnam.

Challenges Theory

The SIU, other maritime unions, American shipowners and others are pointing out how these recent incidents make a mockery of the U.S. government's insistence that so-called effective control is truly effective. They have made clear that once a vessel is registered under a "flag of convenience" and sails with foreign crews instead of American crews, there is no way of effectively controlling its use. The vessel, with its carrying capacity, can be denied to us and made available to our enemies at any time.

The fact that the American merchant marine has already been allowed to decline to the point where it is unable to take care of American interests—both military and commercial—is well-known.

The defense department, which has consistently downgraded the necessity for maintaining a strong American merchant marine by pointing to what it called its effective controls of foreign flag vessels and to air movements of military supplies, is now apparently searching desperately for ships, American-flag ships with American crews, to carry its cargoes.

Fifteen SIU Oldtimers Added To Pension Ranks



Miller Lowe Whitehurst De La Pena Gallagher Gates

Fifteen additional SIU veterans have joined the growing ranks of Seafarers already enjoying the security of lifetime \$150-monthly pension checks. The new pensioners are John O. Miller, 58, Thomas Lowe, 61, Guy Whitehurst, 62, Edward T. De La Pena, 73, Hugh Gallagher, 39, Wiley B. Gates, 74, George C. Curley, 65, Richard Wilfred Tuggle, 62, Arthur Leroy Anderson, 72, Nord M. Pedersen, 70, George Flood, 60, Ger- vaise J. Babin, 59, Warren Reck, 63, Haakon J. Moun, 59, and James F. Stump, 65.



Curley

Miller joined the SIU in the port of Norfolk, Virginia and sailed as an AB. Born in North Carolina, he and his wife Nettie presently make their home in Baltimore, Maryland. He last sailed aboard the Alamar.

Lowe sailed as a deckhand after joining the SIU in the port of Boston. A native of England, he now makes his home in the city of Boston, Mass. His last ship was the Colorado.

Whitehurst signed on with the SIU in the port of Baltimore where he sailed as an FWT in the engine department. Born in North Caro-

lina, he lives in Beaufort, N.C. He last sailed aboard the Kyska.

De La Pena sailed in the engine department after joining the Union in the port of Baltimore. A native of Spain, he presently makes his home in Baltimore with his wife Martha. His last ship was the Bethex.

Gallagher joined the SIU in the port of Galveston, Texas, sailing as a member of the deck department. Born in Michigan, he lives in St. Ignace, Mich. He last shipped out aboard the Steel Age.

Gates sailed as a member of the steward department after signing on with the SIU in the port of New Orleans. Born in Louisiana,



Pedersen



Flood

he makes his home in the city of Vivian, La. His last ship was the Del Santos.

Curley joined the SIU Railway Marine Region in the port of New York where he sailed as a mate. Born in Paterson, New Jersey, he and his wife Minnie make their home in West New York, New Jersey. He last sailed for the New York Central Railroad.

Tuggle sailed as a deckhand after joining the SIU Inland Boatmen's Union in the port of Norfolk, Virginia. Born in Blackstone, Virginia, he lives in Trevillans, Virginia. He last sailed for the Gulf Atlantic Towing Company.

Anderson signed on with the SIU Inland Boatmen's Union in Chicago, Ill., where he sailed as a linesman. Born in Illinois, he makes his home in Chicago. He last sailed for the Great Lakes Towing Company.

Flood joined the SIU in the port of New York where he sailed as a member of the steward department. A native of Bermuda, he and his wife Sarah presently make their home in New Orleans. His last ship was the Steel Scientist.

Pedersen sailed as a dredgeman



Babin



Reck



Moun



Stump

after joining the SIU Inland Boatmen's Union in the port of Chicago. Born in Illinois, he lives in Chicago. He last sailed for the (Continued on page 17)

The Expert



Seafarer Bela Szupp (left) gives some free advice while Dan A. Brass lines up a shot on the shuffleboard table at the Baltimore hall. Szupp, who sails in the steward department and deckman Brass were at the Baltimore hall recently waiting for a ship.

Cites Free World Ships In Viet Red Trade

Senator Urges Action Against Ships Trading With Viet Reds

WASHINGTON—Pressure is building within Congress which may force the Administration to act against Free World shipowners who are hauling cargoes to Communist North Vietnam. Senators and Representatives are growing increasingly critical of the fact that the governments of our allies

continue to allow their merchant ships to carry vital supplies and equipment to North Vietnam which may be used against American soldiers fighting there.

Protesting the fact that many of these merchant vessels also call at U.S. ports and that other ships flying the same flags are even carrying U.S. cargoes to South Vietnam, Senator Birch Bayh (D-Ind.) made public a list of foreign-flag ships that have called at both North Vietnam ports and U.S. ports this year.

Drafting Bill

The Senator said he is presently drafting a bill to ban all the ships of any company trading with North Vietnam from entering U.S. ports. He said he will introduce the bill despite opposition from Administration leaders.

Bayh pointed out that according to the list he had compiled, Free World ships brought 74 cargoes to North Vietnam during the first six

months of this year. British-flag vessels accounted for 60 percent of these cargoes with Greek and Norwegian-flag ships next in line.

Would Impose Ban

The legislation proposed by Senator Bayh would establish a ban on these ships in U.S. ports, also similar to that imposed on ships trading in Cuba.

Bayh reported that although British vessels lead the list of Free World ships trading with North Vietnam, the British government recently asked Washington to refuse a permit allowing an American firm to sell radio equipment to Indonesia. Britain presently has a beef with Indonesia.

"... It seems rather inconsistent to me for the British to decry a potential American sale of goods to Indonesia when the British, more than any other nation, are guilty of shipping goods to North Vietnam, a nation which is openly and flagrantly threatening world peace," Bayh said.

Reports have been cited that Free World merchant ships carry about 45 percent of North Vietnam's seaborne imports and 85 percent of its exports.

In addition to Bayh, Representative Paul Rogers (D. Fla.) has introduced a bill (HR 6154) which if adopted would close United States ports to the ships of any nation that permits its merchant fleet to transport supplies to Communist North Vietnam.

Calls For Boycott

The Florida Congressman is also calling upon the State Department to declare a boycott which would forbid the operators of these ships from carrying government-generated cargoes.

The SIU, the ILA and other maritime industry groups are supporting passage of the Roger's bill. The ILA has pledged itself to boycott these vessels should they appear in any U.S. port from Maine to Texas.