

AFL-CIO: WE BUILD U.S. MERCHANT MARINE!



THE AFL-CIO, in its sixth biennial convention, threw its full support behind the effort for an adequate U.S. merchant marine and adopted a 17-point program aimed at expansion of the nation's maritime industry. Above is a view of the opening convention session as Federation President George Meany addressed the delegates (see story p. 3).

SIU Companies Get Thirteen Newly-Reactivated Vessels

WASHINGTON—SIUNA-contracted companies on the Atlantic and Pacific coasts will operate 13 of the 25 reactivated vessels recently broken out of mothballs from the Maritime Administration's reserve fleet by order of the Defense Department to help meet the higher shipping requirements brought about by the Vietnam situation.

Companies under contract to the SIU A&G district which will operate vessels and the vessels they will operate are: Waterman Steamship, the Fenn; Bloomfield Steamship, the Halaula; Alcoa Steamship, the Hattiesburg; and A. L. Burbank, the Elmira.

SIU Pacific District companies which will operate reserve fleet ships from the latest breakout are the following: American Mail Line, the Great Falls, Lahaina and Red Oak; Matson Navigation, the Muhlberg and Loyola; Alaska Steamship, the Bowdoin; States Steamship, the Hannibal and Baton Rouge; and Columbia Steamship, the Enid.

Just last month the Defense Department was sharply criticized by acting chairman of the House Merchant Marine Committee, Edward A. Garmatz (D-Md.) for "stalling" in the breaking out of vessels from the reserve fleet needed for Vietnam supply duties. At that time Garmatz called for the breakout of another 300 re-

serve fleet ships to enter active service.

The SIU has also criticized the lack of action by Government agencies in reactivating the necessary number of vessels from the reserve fleet to satisfy military supply requirements in the present emergency.

The Defense Department has also been under fire recently for trying to charter U.S.-flag vessels at less than the market rate.

Recent Study Made

U.S. shipyards are capable of reactivating 300 reserve fleet vessels within the next four and a half months for use on Vietnam supply routes if only the reactivation or-

ders were given, according to a study made by the Shipbuilders Council of America.

The six-week survey by the Shipbuilders was conducted as a result of a proposal made in September to President Johnson by Representative Garmatz.

In a letter to Representative Garmatz, Shipbuilders Council President Edwin M. Hood revealed the results of the survey, based on a "crash" program of reactivation.

The survey pointed to U.S. shipyards' ability to reactivate 300 vessels in a four and a half month period, and at least 1,000 ships over a nine month period on a "crash" basis.

AFL-CIO Convention Pledges Continued 14(b) Repeal Drive

SAN FRANCISCO—Labor's drive for repeal of Section 14(b) of the Taft-Hartley Act was one of the major legislative goals taken under discussion by delegates to the sixth biennial AFL-CIO convention here.

The fight for repeal of Section 14(b) was taken under consideration at a meeting of the AFL-CIO General Board, and was the subject of a convention resolution which:

- Urged the Senate to take up the House-passed repeal bill, H.R. 77, "as one of the first orders of business when it convenes in January" and then "proceed to repeal 14(b) with every reasonable dispatch."

- Called on affiliated unions "to use to the fullest their educational facilities to convey the full story and implications of 14(b)" both to union members and the general public.

- Urged union members to join in an alliance with friends of labor in churches, among minority groups and liberals "in a common and concerted effort" to bring the repeal bill to a Senate vote.

The convention denounced the filibuster against 14(b) repeal and its threatened renewal by Senator Everett McKinley Dirksen (R-Ill.) as "the epitome of political cynicism" and a "harsh negation" of majority rule.

"No senator or minority of senators has the political or moral right to preclude the majority of the Senate from exercising its will—to vote on the repeal of 14(b)," the convention stated.

The resolution stressed that the issue of 14(b) repeal "is not 'compulsory unionism,' for repeal will not compel any worker to join a union."

"The real issue is whether an employee who must by law receive all of the wage increases and improvements in working conditions negotiated by the union, and whose individual grievances must be processed by the union, should be permitted to enjoy these benefits without being required to pay his proportionate share of the costs of maintaining the union."

With 14(b) repealed, the resolution said, unions in states which do not have "right-to-work" laws can give their full attention "to organizing the unorganized and to securing improved social legislation from state legislatures." They

will no longer be diverted by "flank attacks" of "right-to-work" campaigns.

In the 19 states with open shop laws—"which include the poorest and the least organized in the nation"—repeal will help to strengthen existing unions," the convention said.

Improve Environment

It will "improve the incredibly hostile environment which brings violence to union organizers, discharge to union members, and defeat to union organizing campaigns." Repeal was termed "a necessary first step to organization of the unorganized in those states, and to improvement of their working conditions and living standards."

International President's REPORT



By Paul Hall

The Sixth Biennial Convention of the AFL-CIO, which recently came to a close in San Francisco, was one of the most active and productive in recent years. After a review of the past two years, during which many of labor's major legislative goals were realized, such as passage of Medicare legislation, the voting rights bill, etc., attention turned to the goals of labor for the coming two years. These include repeal of Taft-Hartley Section 14(b), extension of the minimum wage laws, passage of the Situs Picketing Bill, and others.

A stronger American-flag merchant fleet was also one of the goals which the convention delegates stressed in Convention Resolution No. 217. Recognizing the importance of a strong American-flag merchant fleet to the entire nation, and noting the raw deal the maritime industry has been getting from the Government bureaucracys, the convention adopted a 17-point program to aid the maritime industry, stressing adoption of many of the policies for which the SIU has been fighting for years.

The convention went on record in support of the Maritime Advisory Committee report calling for a significant expansion of the American-flag fleet. The Interagency Task Force report, which would result only in a further weakening of the American merchant marine, was flatly rejected by the convention delegates.

What is important to all members of the SIU as well as to every American merchant seaman is the fact that the entire force of the AFL-CIO stands behind the policies of the maritime unions which have so far made the strongest case for the preservation of the industry. What has been the skirmish of a small segment of the American labor force, namely the merchant seamen, now becomes the battle of 13½ million Americans who make up the AFL-CIO. With this renewed and vocal support, we can look forward to the promise of action on many fronts in the coming year.

One of the major causes of the decline of the American merchant fleet, as we have repeated time and time again, has been the failure of executive departments and agencies to properly implement the Merchant Marine Act of 1936. With the support and cooperation of the Federation, we will make our presence felt in Washington in the next Congressional session. Overall, the delegates from all Seafaring unions to the convention have returned to their respective membership bodies with renewed hope and the promise that the battle for a strong merchant marine will continue on all fronts.



Recently, we received reports that Representative Ed Garmatz (D-Md.) had made a recommendation that 300 reserve fleet ships be reactivated as soon as possible from the mothball fleets to meet the nation's defense needs.

Since that time, Edwin Hood, President of the Shipbuilders Council, issued statements to the effect that our American shipyards currently have the capacity to handle all repairs and alterations which would be necessary to activate 300 ships. These factors lead us once again to the same conclusion that we have reached in the past. If the escalation of our military efforts in Vietnam continues to increase, and if the laid-up fleets exist as a ready supply of shipping power, then it would appear that the government should waste no time in breaking out these vessels.

Kircher Named New AFL-CIO Organizing Dir.

SAN FRANCISCO—William L. Kircher has been appointed Director of Organization of the AFL-CIO.

President George Meany named Kircher to succeed the retiring director, John W. Livingston, and the Executive Council immediately approved the choice in its post-convention session.

Kircher, 50, had held the post of assistant director of organization



William L. Kircher

under Livingston in the newly-merged AFL-CIO in 1955, taking leave from the Auto Workers. He became assistant director of AFL-CIO Region IX a year later and, in February 1964, resumed the position of assistant director in Washington.

Kircher is a native of Athens, O., and was graduated from Ohio University. He had an early career as a newspaperman, then in 1941 went to work in a Cincinnati defense plant and helped organize UAW Local 647. Since then he had held a variety of staff posts in the UAW.

SIU Quarterly Financial Committee



SIU rank and file Quarterly Financial Committee, elected at recent regular membership meeting, gets to work examining Union finances at New York headquarters. The committeemen, representing each of the major ports, are (left to right): Charlie Pollard, Mobile; Phil O'Connor, New Orleans; F. E. Taylor, Houston; E. C. Ruley, Baltimore; Rudy Leader, New York and C. A. Moss, Philadelphia.

Convention Adopts Merchant Marine Policy

AFL-CIO Urges Fleet Buildup

Delegates Cite Ship Decline, Endorse 17-Point Program To Boost U.S. Merchant Fleet



Best wishes are extended by AFL-CIO President George Meany to John W. Livingston, whose retirement as director of organization for the federation was announced during the convention. William L. Kircher was appointed by Meany to succeed Livingston at the post.

SAN FRANCISCO—The AFL-CIO has thrown its full support into the fight for a strong U.S.-flag merchant fleet, built in American shipyards and manned by American seamen, that will meet the needs of the nation in peace and defense emergencies. In a significant policy decision, delegates to the Federation's sixth biennial convention unanimously endorsed a 17-point program—the most comprehensive maritime policy program ever adopted by the organized labor movement—aimed at the expansion of American shipping.

The convention action on maritime came during the final session

on December 16 in the form of Resolution No. 217, entitled "American Merchant Marine and Maritime Policy." The Resolution had been submitted jointly by Paul Hall, President of the Seafarers International Union of North America; Joseph Curran, President of the National Maritime Union; Thomas W. (Teddy) Gleason, President of the International Longshoremen's Association; Russell K. Berg, President of the Brotherhood of Boiler Makers and Iron Shipbuilders; John J. Grogan, President of the Marine and Shipbuilding Workers Union, and B. A. Gritta, President of the Metal Trades Department.

(For other convention actions, see story below).

In its declaration, the AFL-CIO convention stated that the U.S. flag fleet had declined dangerously because "the executive departments and agencies of the federal government had failed to implement the congressional mandate set forth in the 1936 Merchant Marine Act, and because budgetary expediencies, rather than national need, have been allowed to dominate maritime programs."

(For full text of the convention's maritime policy, see adjoining columns).

The convention condemned the alternative report of the Inter-agency Maritime Task Force as

"inadequate to the national need" and the product of the same government agencies that are largely responsible for the decline of our fleet.

The decline has occurred in terms of "the number of vessels, the percentage of our cargoes carried by these vessels, and job opportunities for seamen, shipbuilders and other workers in the industry," the convention resolution stated.

The 1936 congressional mandate set forth an "intent" that America should have a fleet "capable of carrying a substantial portion of our waterborne commerce and serving as a naval or military auxiliary" in national emergency, it continued.

But the government itself is now having to use foreign-flag vessels for commercial commitments and military cargoes as well, the convention said.

SIU president Paul Hall, a vice-president of the AFL-CIO, spoke on the resolution. He outlined for the delegates details of the 20-year decline of our merchant fleet.

American sailors during World War II, whose casualty rate percentage-wise was the highest of any branch of the armed services, moved 2,000 ships carrying war cargoes, Hall said, but today there is "sufficient employment" for

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Text Of:

American Merchant Marine & Maritime Policy Adopted by AFL-CIO Convention

AMERICAN MERCHANT MARINE AND MARITIME POLICY. Resolution No. 217

WHEREAS, The Merchant Marine Act of 1936 sets forth the intent of Congress that the United States shall have an American-flag merchant fleet capable of carrying a substantial portion of our waterborne commerce and of serving as a naval or military auxiliary in time of war or national emergency.

WHEREAS, Despite the intent of the 1936 Act, our American-flag merchant marine has continued to decline in terms of the number of ships, in terms of the percentage of our cargoes carried by these vessels, and in terms of job opportunities for merchant seamen, shipbuilders and other workers in the maritime industry. As a result, the American merchant marine today cannot meet the criteria of the Merchant Marine Act; it is not adequate to fulfill its responsibilities as an arm of our national defense, a factor in our economy or as a productive symbol of America's position of world leadership.

WHEREAS, This is being most strikingly demonstrated in the current Viet Nam emergency in which, as a result of increased shipping needs, our Government has turned to foreign flag ships, not only to fulfill its commercial commitments, but to carry military cargoes as well.

WHEREAS, The decline of the American flag fleet has taken place largely because the executive departments and agencies of the Federal Government have failed to implement the Congressional mandate set forth in the 1936 Act, and because budgetary expediencies, rather than national need, have been allowed to dominate maritime programs.

WHEREAS, The Soviet Union meanwhile—recognizing the importance of a strong merchant marine to its economic, political and strategic objectives—has been moving rapidly to control the oceans and trade routes of the world, and within a few years is expected to surpass the United States as a maritime

power in all areas—passenger liners, freighters, dry bulk carriers and tankers.

WHEREAS, To meet this crisis in U.S. maritime, and to assure that this nation will have an adequate merchant marine, the President's Maritime Advisory Committee—consisting of representatives of labor, management and the public—has proposed a significant expansion of our merchant marine. Meanwhile, however, a so-called Interagency Maritime Task Force report, prepared by representatives of the same Federal departments and agencies which have been largely responsible for the decline of our fleet is being circulated.

WHEREAS, The Task Force Report outlines a program which is based primarily on budgetary considerations, calls for a restriction of our merchant marine, and the elimination of major existing safeguards of American flag shipping and shipbuilding. Proponents of the report have given strong evidence that they will attempt to have their views adopted by the President and the Congress as the new national maritime program which the President has indicated he will announce, probably some time early next year.

RESOLVED, the AFL-CIO reaffirms its support of a strong U.S. flag merchant marine, citizen-owned, citizen-manned and American-built, adequate to the needs of our country in peace and in defense emergencies and, therefore:

1. Endorses the report of the President's Maritime Advisory Committee, calling for a significant expansion of the American flag merchant fleet.
2. Condemns the report of the Interagency Maritime Task Force as dictated only by shortsighted budgetary considerations and inadequate to the national need.
3. Calls for a Congressional investigation to determine the actual state of readiness of the U.S. naval and merchant fleets.
4. Calls for continued efforts to alert Congress to the Soviet maritime menace

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AFL-CIO Delegates Reaffirm U.S. Vietnam Policy Support

SAN FRANCISCO—Delegates to the sixth biennial convention of the AFL-CIO held here, called for "unstinting support" for all measures the Administration might find necessary to halt Communist aggression in Vietnam.

In a resolution recognizing that aggression is an "integral phase" of the Communist drive for world domination, the delegates noted in a resolution that "the moment the Communists cease and desist from their drive to seize control of South Vietnam by military force and are willing to sit down at the conference table, the war will end."

The fighting in Vietnam and organized labor's support of the Johnson Administration and its policies was one of the dominant themes of the convention in which 928 delegates, representing every sector of America's labor force, carefully reviewed the record of the first 10 years of the AFL-CIO merger. A solid, progressive labor program for the years to come emerged from the passage of 224 resolutions and the thoughts of a dozen speakers.

AFL-CIO President George

Meany was re-elected to a sixth term and hailed for his "courageous and determined leadership" of the federation since its founding. Elected with Meany were Secretary-Treasurer William F. Schnitzler and 27 vice presidents, including SIUNA President Paul Hall, who's name was placed in nomination by SIUNA v.p. Morris Welsberger. Eight of the vice presidents elected are serving for the first time, under new election procedures adopted earlier by the delegates.

Affiliation Stressed

The convention also adopted a strong resolution calling for complete and full affiliation with all state and local bodies by all locals of all federation unions.

The Administration underscored the nationwide and worldwide importance of the convention as the President and four top leaders spoke to the delegates. The Presi-

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AFL-CIO Urges Fleet Buildup

(Continued from page 3)
seamen on only 800 American-flag vessels.

The SIU president charged "bureaucrats" in the federal government with responsibility for the plight of the maritime industry.

NMU president Curran, IUMSA president Grogan, and Shipbuilders president Berg also spoke on the resolution.

Specifically the convention called for these steps and policies:

1. Support of the Maritime Advisory Committee's policy of expansion of both U.S. shipbuilding and the sizes of the merchant fleet.

2. A flat rejection of the inter-agency report which calls for a

smaller, although more modern fleet, and the building of some ships abroad for budgetary reasons.

3. A reaffirmation of government policy, in resistance to "pressure" of shipping in U.S. vessels "at least 50 percent of wheat and other grains" sold to Soviet-bloc nations.

4. New legislation supporting the Maritime Advisory Committee proposal "to increase U.S. carriage of our waterborne commerce."

5. Abolition of the "runaway" ship traffic, under which American-owned ships are transferred to foreign-flag registry (Liberia, Panama, Honduras, and other nations) yet are treated by Defense

Department concepts as still under "effective control" for defense and commercial requirements.

Congress should also enact legislation to extend the jurisdiction of the National Labor Relations Board to the crews of "runaways" in American commerce, the resolution stated.

In addition, the convention maritime policy said:

1. There should be a naval construction program in U.S. shipyards "to assure our continued superiority as the world's leading naval power."

2. The State Department should "reevaluate its position" and furnish support to proposed legislation barring from U.S. commerce foreign flag vessels that trade with North Viet Nam.

3. There should be new measures, legislative and executive, "to restore the domestic merchant fleet" including vessels in coastal, lake and inland waterways.

4. U.S. fisheries should be protected by extension of our territorial limits from three miles to 12 miles at sea.

In a separate resolution, the convention said our existing merchant fleet is in a state of "blooming obsolescence" and that new-ship construction, and private-shipyard repair work are moving at a "snail's pace." It called for direct construction subsidies to build 60 new merchant ships a year and a 35 percent allocation of naval repair work to private shipyards.

The SIUNA delegation to the AFL-CIO convention consisted of President Hall, and Vice-Presidents Morris Weisberger (Sailors Union of the Pacific), Ed Turner (Marine Cooks and Stewards), Earl Shepard and Lindsey Williams (Atlantic, Gulf, Lakes and Inland Waters District), William Jordan (Marine Firemen's Union) and Leonard McLaughlin (SIU of Canada). Vice-president Weisberger served as a member of the convention's Constitutional Committee.



By Lindsey Williams, Vice-President, Gulf Area

Shipping continues to be good in the Gulf Coast area but the weather has just about been the reverse. For the past week we have had rains and heavy fogs which closed down shipping on several occasions.

The Del Sol was victimized by the heavy fogs when she sailed on December 12 for Texas and ran aground for approximately three-and-a-half hours. After being towed clear she anchored and waited for the fog to lift.

The membership, at the last regular membership meeting in New Orleans, was well pleased with the reported actions taken at the MTD and AFL-CIO Conventions in San Francisco, regarding improving the status of the U.S. merchant fleet.

New Orleans

On the beach in New Orleans looking for a steward's job is Brown Huszar, who just got off the Monarch of the Seas.

Joe Cave, the father of the first baby to receive SIU maternity benefits, is on beach on the Del Sol. He said it was a good ship and a good run, but he had to get off and get his home straightened out after Hurricane Betsy hit.

John Homen, is just back after a trip on the Penn Vanguard. John says that he will stay ashore until after the first of the year and then will wait for a Bosun's job going anywhere.



Curtis (Butch) Wheat, after a three- and - one half month trip on the Manhattan will take it easy for a while hunting and fishing up in the Picayune, Mississippi area. Butch passed by the

New Orleans Hall to register and file for vacation.

Houston

Juan Gutierrez who's last ship was the Transorleans will be home for the Christmas holidays waiting for the ship to return to Houston. George P. Anderson, is now in Houston waiting for the Sea-Land Arizona which is coming out of the shipyard in Galveston.

Emil Dogen, who's been retired for eight years now was at the union hall to say hello to everyone and wish them a Merry Christmas and a Happy New Year. Raymond Perry is now on the beach in Houston after getting off the National Seafarer in Bangkok. He said that he wants to thank the union for the Welfare Plan aid given him when he was in the hospital.

Mobile

Odd Samdal, who's on the beach here in Mobile, last signed off the

S.T. Manhattan and Dick Worley, who ships in the deck department last signed off the Claiborne.

J. A. Tobey Buttmer has also been around here. His last ship was the Maiden Creek, and he's shipping out of the deck department for the last twenty years. "Cherokee" Hugh Hallman, who's registered in the deck department, signed off the Chatham after a couple of trips as an oiler. He's been shipping out of the Gulf area and makes his home with his wife in Mobile.

James B. Juzang, who's currently registered here, has been shipping out in various steward department ratings since the inception of the Union.



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

Christmas is only a few days away and the SIU Hall here in New York is ready to welcome Seafarers and their families to our annual Christmas Dinner. Judging by past years, there should be a real good turnout at the SIU cafeteria for the traditional dinner with all the fixings.

Dave Blomstein dropped in for a visit at the union hall recently. Dave last sailed on the Judson K. Stickle. George Kerr, who last paid off the Ponce, was also around and he said that he's going to Boston to spend the holidays with his family.

J. W. Johnson is staying around New York for the holidays and says that he is ready to ship out. Frank T. Harris will also stay in New York for the holidays and he said that he plans to catch a ship as soon as possible.

Boston

Shipping picked up somewhat here during the last period and should be pretty fair during the next few weeks.

Retired Seafarer Edgar "Frenchy" Goulet is up from New Orleans



Grigg

to spend the holidays with his daughter here and dropped by the Hall to say hello to his old shipmates. Old-timer Roland Grigg is looking for a coast hugger after spending a long spell on the Japan-Person Gulf run as AB aboard the Ocean Pioneer. Hank Martin is back in town spending the holidays with his family after a long spell on the Steel Rover as chief cook.

Philadelphia

Pete Hatgimlsious, who just sailed on the Globe Explorer as steward, is back home for the holidays. Tony "Chow Hound" Pinchook, who last sailed on the

Merrimac, is sticking close to the hall waiting for the first OS job to hit the board.

Earl Gay, who last sailed on the Globe Traveler, is waiting for a steward's job to come along. Edelmira Colon, who last sailed on the Alcoa Explorer as chief cook, said that he wants to spend the holidays with his family at home and then will grab the first job that comes along. Edelmira wishes everyone a Merry Christmas and a Happy New Year.

Baltimore

Shipping has been good for the last period with prospects for the coming weeks expected equally good. At present we have the Alamar laid up with no crew. During the past two weeks we paid off five ships, signed on six and serviced seven in transit.

Jack Uta is in the hall here waiting for a chief steward job on a Far East or India run. William Little, who sails as BR, wants a quick foreign run or a coaster. Leroy Hite, who sails as wiper, admits he prefers the West Coast to the East and is looking for a Far East run or a coaster. Bosun John Eddins, last off the Beaugard, doesn't really care where he goes so long as it's a long trip.

Norfolk

Shipping has been very good in Norfolk for the past few weeks and the outlook for the future looks good also.

Clarence Cornelius, who's been a member of the SIU for 15 years, last sailed on the Globe Explorer and is now in the USPHS hospital here having his teeth extracted so he can get some store bought ones for replacements. Alfred Hargis showed up at the



Cornelius

hall here after paying off the Rambam in Houston following a trip to India. Hargis, who sails as NCB, enjoyed some sightseeing while in the Lone Star State. Charlie Phelps was sorry when he had to get off the Mauldin Victory and miss a trip to Vietnam because of a not-fit-for-duty, but hopes to get his ftd soon and find another wiper's slot.

Puerto Rico

As usual, tourists are flocking to this sunny island for the holiday season and Metropolitan San Juan hotels are jammed with tourists and the local stores bulging with shoppers.

Oldtimer Bernard Baa, who last sailed aboard the Penn Challenger as chief steward has been recuperating from a foot injury here on the island for the past several months. He got his ftd last week and is ready to take the first job that comes up in his department. Congratulations are in order for Enseble Rodriguez and Alejandro Tirado Ruiz who recently upgraded themselves to AB. Ruiz has been sailing aboard the Alcoa Commander and Rodriguez aboard the Claiborne. Among several old-timers in the steward department on the beach here right now are Emilio Rosado, Antonio Alfonso and Ramon Aguilar.

Lifeboat Class No. 141 Sets Sail



SIU Lifeboat Class No. 141 has graduation picture taken by the LOG photographer after successfully completing lifeboat training course at the Harry Lundberg School of Seamanship. Successful graduates above are (l-r, front row): Adolph Breitenbach, Jerome Perlstein, Pablo Rivera and George Clemente. Middle row: Primitivo Muse, Mike Kelly, Bob Munroe, Efrain Pagan and Al Valenti. Back row: Robert Feliciano, Halkias Emmanouil, Fernando Valle, Paul Cortissoz and instructor Arni Bjornsson.

STEEL ARCHITECT ROUND THE WORLD



Michael J. Anzalone, steward (left), waits to sign for pay as paymaster indicates the proper line.



Blackgang member James "Oley" Oehlenslager kept careful tabs on engineroom gauges.



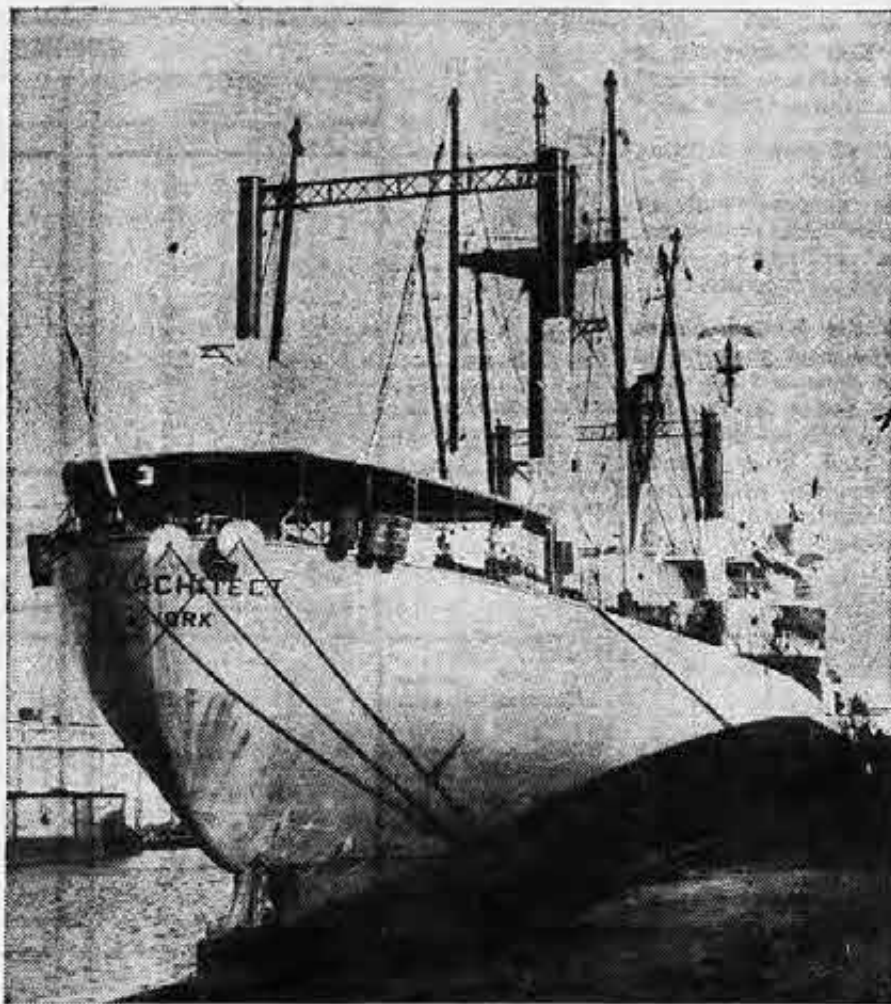
Cook Pedro Saquilayan dishes out big plates of spaghetti with Italian sauce for crews' lunch.



Seafarers Albert Velez (left) and Alfred Douglas look over new SIU contract.



Seafarer Howard Albertson checks through ship's library for some good reading material.



AFTER A VOYAGE around the world taking nearly six months, the Steel Architect steamed into her home port in Brooklyn to be unloaded before setting out again. Seafarers were paid off and took home memories of such exotic ports as Singapore, Colombo, Djibouti, Assah, Trincomalee, Bangkok, Massawa and Kohsichang.



With ship tied up at Brooklyn dock, deck department member Stavrus Marcones leans over rail to make sure all equipment on deck is lashed down tight.



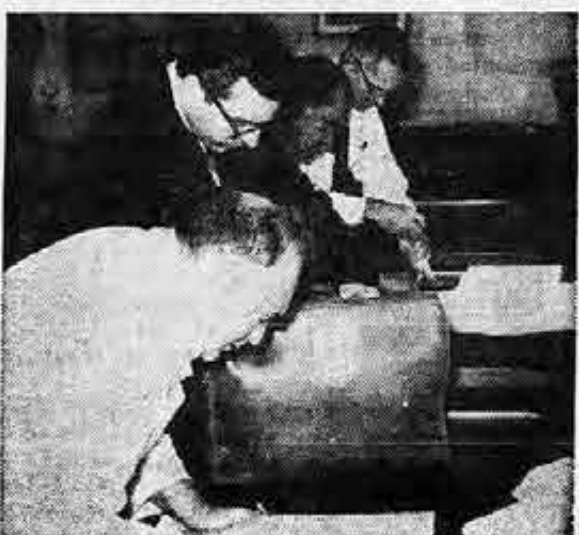
Bosun Joe Wagner (right) and second mate Taylor learned they had same birthday—Dec. 6.



Cook Fred Bentley, chief steward Roy Thomas and chief cook S. Rivera ready the evening meal.



Deckman Spiros Panagatos (left) talks with patrolmen George McCartney and Freddie Stewart.



Cook Fred Bentley (foreground) signs for his pay with company representatives in background.



Engine department member Douglas Cox (left) talks with engineer Warren Gerolt.



Steel Architect crewmembers (left to right) Spiros Panagatos, Ben Buck, John DeBos and Tom Flemming took time out from their chores to pose for this group shot by the LOG photographer.



Standing in the payoff line waiting their turn aboard the Steel Architect are (left to right) Seafarers Ramon Murillo, Stavrus Marcones, C. Morales and Fred Bentley.

'Jane's Fighting Ships' Reports

Red Merchant Fleet Grows, Assumes Bigger Military Role

LONDON—The Soviet naval and merchant fleets are growing steadily, and the Russians are using more and more merchant ships in a naval role, according to the latest issue of the authoritative British publication Jane's Fighting Ships.

"There is no doubt that the U.S.S.R. regards her merchant shipping fleet not only as an essential element of the national economy at all times, but as a vital fourth arm of defense in emergencies," Jane's notes.

"Moreover, the Soviet Navy draws freely from the mercantile pool whenever it is in the interests of the fighting services, either absorbing merchant ships as naval auxiliaries or building naval vessels on mercantile lines."

As an example, Jane's points to the Russian fishing boats which have been accused of carrying out espionage operations, and which Jane's notes "seem to appear on every trade route and on every scene of naval activity."

Leaders of such western defense organizations as the North Atlantic

Treaty Organization, the Southeast Asia Treaty Organization and the Central Treaty Organization "are tending to think not specifically about the Soviet naval forces proper, but broadly about all the U.S.S.R.'s sea vehicles, Jane's says adding, "This distribution is undoubtedly a challenge for naval and mercantile supremacy at sea."

In the field of actual fighting ships, the publication notes that the Soviet is concentrating on building missile-firing destroyers, anti-submarine frigates and nuclear powered submarines.

Jane's lists the United States navy as still the most powerful in the world, and described Japan as a growing sea power in the Far East. The British Royal Navy has fallen upon hard times, Jane's notes, and unless new vessels are built now it will cease to exist except as a minor force.

THE INQUIRING SEAFARER

QUESTION: Have you found Yuletide customs in foreign ports to be basically similar to ours or are they vastly different?

Thomas Esposito: Our custom of spending Christmas Eve with the family is pretty general around the world, even in Japan, the Philippines and Israel. In Israel however, the equivalent of Christmas seems to be celebrated in the spring or summer. Santa Claus is a popular and well-known guy throughout Europe at this time of the year just as he is in the States.

C. Izquierdo: Most countries celebrate the holiday season about the same way, with turkey dinners and general festivities, but in many places you don't see any Christmas trees. In my own country, Ecuador, there is no Santa Claus. Instead we have the nacimiento, which is like a little chapel with all the animals and the Christ-child. There are trinkets for all the children, the big turkey dinner and presents for each member of the family.

A. H. Ramos: There is no Christmas celebration better than ours in the U.S. Christmas in Spain can be exciting however, because there are often bullfights, spectacular fireworks displays and people get together to enjoy big meals with families and friends. Many times I prefer to spend Christmas and New Year aboard ship rather than go ashore in a foreign port. Everyone aboard ship is usually in a happy mood for the big holiday dinner.

G. Garcia: I like to spend Christmas at home whenever I possibly can, but I have noticed that in Japan Christmas decorating is done with lights. I can't recall ever seeing a Christmas tree there and I don't remember ever seeing a Santa Claus in the streets the way you do in New York at this time of the year. The worst Christmas I ever spent was in the Persian Gulf during the war, where you wouldn't have known it was Christmas except for the tree we had aboard ship.

H. Orlando: I've spent most of my Christmases at sea. The least festive Christmas I ever spent was probably in Djibuti, French Somaliland. There were no shore-side celebrations at all, but fortunately we had a great turkey dinner aboard ship along with our own Christmas tree. In 1958 I spent New Year's Eve in Manila which is a very joyous town.

Louis Krause: Some of the best Christmas celebrations take place in Germany and the nordic countries like Austria, Bavaria and Denmark. I've been told that the custom of having a Christmas tree was originated in this area of the world. In many of these countries with a strong religious tradition, Good Friday is also a very important holiday. In general, holiday celebrations around the world are not really too much different from ours, but have interesting local variations.

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

November 6 to November 19

Port	TOTAL REGISTERED All Groups		TOTAL SHIPPED All Groups			NOW ON THE BEACH All Groups	
	Class A	Class B	Class A	Class B	Class C	Class A	Class B
Boston	6	0	2	1	0	14	1
New York	70	27	61	23	6	218	64
Philadelphia	18	9	21	8	1	36	12
Baltimore	36	17	28	14	0	71	53
Norfolk	4	3	8	2	2	19	19
Jacksonville	9	2	5	2	0	9	9
Tampa	3	3	3	2	2	9	6
Mobile	25	6	26	9	0	85	24
New Orleans	70	40	45	19	4	175	97
Houston	48	38	40	16	0	145	87
Wilmington	7	3	2	2	3	20	5
San Francisco	17	18	15	18	15	69	24
Seattle	17	11	10	12	10	53	13
Totals	330	177	266	128	43	923	414

Port	TOTAL REGISTERED All Groups		TOTAL SHIPPED All Groups			NOW ON THE BEACH All Groups	
	Class A	Class B	Class A	Class B	Class C	Class A	Class B
Boston	2	1	1	0	0	6	2
New York	67	43	35	28	7	143	58
Philadelphia	11	12	6	10	2	30	19
Baltimore	20	12	23	18	3	117	48
Norfolk	6	3	4	5	0	27	18
Jacksonville	3	7	2	1	1	6	10
Tampa	7	0	2	0	2	9	1
Mobile	8	3	7	12	1	36	16
New Orleans	42	31	25	15	1	120	81
Houston	30	27	26	26	3	80	80
Wilmington	5	1	1	4	6	14	9
San Francisco	24	5	17	16	23	56	10
Seattle	14	7	10	6	3	27	12
Totals	239	152	159	141	52	671	364

Port	TOTAL REGISTERED All Groups		TOTAL SHIPPED All Groups			NOW ON THE BEACH All Groups	
	Class A	Class B	Class A	Class B	Class C	Class A	Class B
Boston	2	0	1	0	0	7	3
New York	34	17	31	13	11	108	30
Philadelphia	11	3	8	7	0	20	7
Baltimore	13	7	23	10	0	81	38
Norfolk	2	3	1	2	1	16	18
Jacksonville	2	4	0	1	1	4	5
Tampa	5	1	2	2	3	13	0
Mobile	10	3	6	6	1	54	22
New Orleans	43	35	34	12	4	148	97
Houston	15	22	19	12	1	71	49
Wilmington	3	2	1	2	4	14	4
San Francisco	8	6	10	4	18	34	13
Seattle	8	4	11	8	5	21	15
Totals	156	107	147	79	49	591	301

U.S. Fleet's Cargo Share Continues To Decline

The U.S. fleet's share of American commercial cargoes in 1964 dropped .2 percent from 1963 according to figures released recently by the U.S. Maritime Administration. The MARAD statistics reflect the gradual decline of the proportion of U.S. oceanborne commerce carried on American bottoms over the past several years.

MARAD reports that American vessels carried 8.3 percent of tonnage shipped in 1964 and 8.5 percent of tonnage shipped in 1963. Total oceanborne trade increased somewhat in 1964, however, yielding an increase over 1963 of about 1.7 million long tons actually shipped on American bottoms. In effect, U.S. registered ships got fewer slices of a larger pie.

While our fleet's share of American foreign trade continues to dwindle, U.S. import and export cargoes carried under the flags of some other maritime nations continue to expand. Liberia increased her share of U.S. commercial cargoes from 26.5 percent in 1963 to 28.4 percent in 1964; the United Kingdom's share increased from 7.1 percent to 7.2 percent; and Panama's share increased from 5.9 percent to 6.2 percent. Countries whose national vessels showed a mild decrease in participation in U.S. foreign trade were Norway, dropping from 17.3 percent to 16.6 percent and Greece, dropping from 6.7 percent to 6.2 percent.

foreign aid cargoes sent by our government. American bottoms carried 54.2 percent of these cargoes, MARAD reports. When foreign aid shipments are subtracted from the total "commercial" cargoes, MARAD figures indicate that only 5.4 percent—barely more than one twentieth—are carried on vessels flying the Stars and Stripes. By contrast, nearly all U.S. military cargoes—more than 98 percent—were carried by the American fleet.

The table below, compiled from MARAD statistics, shows participation of merchant fleets in U.S. trade by flag of registry.

Participation of merchant ships¹ by flag of registry, in the commercial oceanborne foreign trade of the United States for 1964 and 1963 (thousands of long tons)

	Tons		Percent	
	1964	1963	1964	1963
TOTAL ALL FLAGS	341,555	312,732	100.0	100.0
LIBERIA	97,094	83,006	28.4	26.3
NORWAY	56,539	54,181	16.6	17.3
UNITED STATES	28,273	26,625	8.3	8.5
UNITED KINGDOM	24,595	22,324	7.2	7.1
PANAMA	21,171	18,515	6.2	5.9
GREECE	16,751	20,878	4.9	6.7
ITALY	16,062	12,340	4.7	3.9
GERMANY (WEST)	11,239	10,595	3.3	3.4
CANADA	10,793	8,956	3.2	2.9
JAPAN	10,578	9,730	3.1	3.1
SWEDEN	8,741	8,643	2.6	2.8
NETHERLANDS	7,718	8,720	2.3	2.8
DENMARK	4,998	4,844	1.5	1.5
FRANCE	4,115	3,896	1.2	1.2
41 OTHER FLAGS ²	22,888	19,479	6.5	6.2

Foreign Aid Cargoes
A substantial portion of U.S. flag shipping was in the form of

¹ 1,000 gross tons and over
² Less than one percent
NOTE: Figures have been rounded

New COPE Committee Formed By AFL-CIO

A special committee of the AFL-CIO Executive Council has been appointed to help develop methods to increase the annual voluntary dollar drive of the Committee on Political Education.

Its goal is to boost the COPE dollar drive by helping international unions achieve 100 percent of their quota. COPE voluntary dollars are used to assist liberal, COPE-endorsed candidates in their campaigns for the U. S. Senate and House.

In announcing appointment of the special committee, AFL-CIO President George Meany, who is guiding its work, said: "One of our most vital responsibilities is to participate in the political life of our nation. We do this by encouraging all members to register and to vote, and by helping to inform members on the issues and records of candidates.

"Equally important is our financial participation. We urge every union member to contribute voluntarily one dollar to COPE so that we can help liberal candidates for the U. S. House and Senate.

"The annual COPE dollar drive is our way of saying that democracy is served by the financial participation of millions of citizens contributing small amounts—in our case just one dollar—more than by a relative handful of wealthy persons contributing vast sums.

"I have appointed this special committee of the AFL-CIO Executive Council to explore ways to increase the participation of union members in this important aspect of political life."

Serving with Meany on the COPE Finance Committee of the Executive Council are AFL-CIO Vice Presidents James Suffridge, president, Retail Clerks; Joseph Keenan, secretary, International Brotherhood of Electrical Workers; and Joseph Beirne, president, Communications Workers.

The committee will work with National COPE Director Al Barkan and a finance subcommittee of the COPE Operating Committee composed of Keenan; Roy Reuther, director of the Auto Workers' Citizenship Dept.; Helmuth Kern, COPE director, Meat Cutters; William Smallwood, secretary-treasurer, Communications Workers; Evelyn Dubrow, legislative director, Ladies' Garment Workers.

LABOR ROUND-UP

The Clothing Workers has won bargaining rights for 140 workers at the Schults Mfg. Co., Henderson, Tenn., makers of mens pants. The vote in a National Labor Relations Board election was ACWA 106, no union 21. It was the second recent victory for the union in its southern region. Workers of Waycross Sportswear, Inc., Waycross, Ga., voted for the ACWA, 63-65. In both plants, the organizing drive was launched by the workers themselves. ACWA Vice President Charles English said.

The Railway Clerks have won representation rights for 35,700 workers employed by REA Express, defeating the Teamsters in a nationwide election. The results were announced by C. L. Dennis, president of the Railway Clerks. The Clerks were victorious by a vote of 18,000 to 10,000. The Teamsters had held bargaining rights for REA workers for 28 years in major cities including Los Angeles, Philadelphia and Chicago. The Railway Clerks already represent Canadian REA workers, who did not take part in the election.

Bargaining rights for nearly 400 non-professional employees of three hospitals in Central Ontario, where unions traditionally have had hard going, have been won by Building Service Employees Local 204. The union was certified to represent 155 employees at Soldiers' Memorial Hospital, Orillia; 140 at Royal Victoria Hospital, Barrie, and 90 at Dufferin Area Hospital, Oranville. It is now seeking recognition at General & Marine Hospital, Collingwood. At the Barrie hospital Local 204 speedily negotiated a first contract yielding wage increases, checkoff of union dues for all new employees, and the right to interview present employees in an effort to get them on the checkoff.

The Rubber Workers got unexpected help from the Dominion Rubber Company in an organizing drive at the firm's tire cord plant in Lindsay, Ontario. When the union applied for certification, the

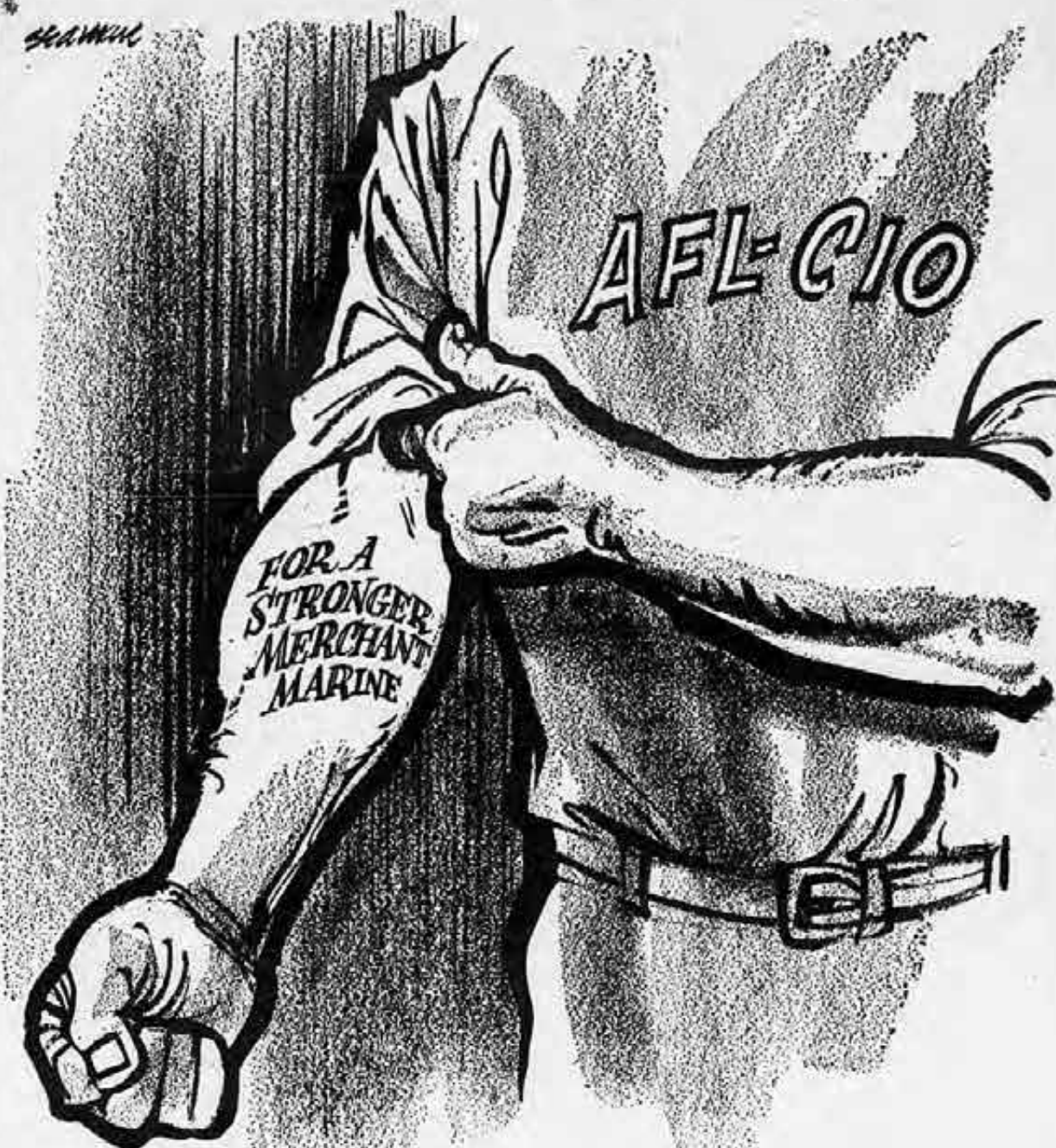
company claimed that its high-pile plant, also in Lindsay, should be considered part of the bargaining unit. While a board of inquiry was making a determination, the URW extended its membership campaign to the second plant and emerged with certification for both plants.

The Boston Teachers Union won out over a non-union teachers' association in a collective bargaining election here. The vote in a count supervised by the State Labor Relations Board was 1,602 for the union, 1,116 for the Teachers Alliance, 41 for neither. Teachers previously had won the right to have union dues deducted from pay. The victory was the latest in the AFT's drive to win bargaining rights for teachers in school districts across the country, a campaign AFT President Charles Cogen said has been highly successful.

Vice-President George Hutchens of the Electrical, Radio & Machine Workers was re-elected the union's Canadian national director at the district convention in Toronto, Canada. IUE President Paul Jennings noted that 53 locals were represented at the convention and that the union now has 19 "active organizational campaigns" under way in Canada, with three representation elections scheduled.

The AFL-CIO called on the Labor Dept. to make the Walsh-Healey Public Contracts Act "a meaningful program once again" by promptly updating prevailing wage minimums for firms selling goods to the government. It also urged Congress to bring the law up to date through an amendment enabling the Secretary of Labor to include the value of fringe benefits in determining industry minimums. Fringe benefits figure in prevailing wage computations under the Davis-con Act and the recently adopted Service Contracts Act.

"Resolved..."



Delegates to the sixth biennial convention of the AFL-CIO have unanimously endorsed a resolution outlining a 17-point program aimed at the expansion of the U.S. merchant fleet—and with it the entire U.S. maritime industry.

Passage of Resolution No. 217 places the full support of the AFL-CIO behind the fight for a strong American-flag merchant fleet—American-built, manned by American seamen and capable of meeting the needs of the nation in peacetime and during defense emergencies.

The AFL-CIO action on Resolution No. 217, entitled "American Merchant Marine and Maritime Policy," represents the most comprehensive maritime policy program ever adopted by the organized labor movement.

The SIU and other American maritime unions have maintained a continuing struggle to halt the steady decline in U.S. maritime capability since the end of World War II. Many of the programs and policies stressed by the SIU in the past to save the U.S. merchant marine have been adopted by the organized labor movement in Resolution 217. These include:

- Support of the Maritime Advisory Committee's policy of expansion of both U.S. shipbuilding and the size of the active merchant fleet.
- A flat-rejection of the Inter-agency Report calling for a smaller fleet built partly abroad.
- Strict adherence to the 50-50 laws on grain shipments to Soviet-bloc nations.
- New legislation supporting the MAC proposal to increase U.S. carriage of our waterborne commerce.
- Abolishing runaway ship traffic in the U.S. trades.

In outlining and detailing the reasons for the decline in U.S. maritime capability, the

convention noted the failure of the federal government to implement the intent of the 1936 Merchant Marine Act and the placing of budgetary expediences above the national interest by various government agencies. Another factor was the dependence of the government on foreign flag shipping to fulfill our commercial and military commitments because of the lack of sufficient available American-flag tonnage in the face of the Vietnam emergency.

This solid support of the organized labor movement for a stronger active merchant fleet comes at a particularly important time. The fight for a stronger U.S. maritime industry which the SIU and other maritime unions have been pursuing for years, seems likely to come to a head during the coming year. The Vietnam emergency has finally brought home to the public, government representatives and legislators, the fact that the U.S. merchant fleet is dangerously ill and needs help soon if it is to survive at all. At the same time, events have amply shown that the U.S. must have a strong merchant marine if it is to fulfill its worldwide commitments and remain a leading world power.

Many congressmen have already expressed concern over the U.S. merchant fleet's decline and others are just now becoming aware that something is drastically wrong. It is becoming increasingly evident that American maritime cannot depend on the "good will" of government agencies to fulfill the wishes of Congress towards U.S. maritime. Federal bureaucrats have consistently flouted the will of Congress in their dealings with maritime. It is quite clear to many legislators that now is the time for strictly enforceable, iron-bound legislation designed to preserve the maritime industry.

The SIU and other American maritime unions, with the solid support of the organized labor movement, will spearhead that fight and continue the struggle until victory is won.



Addressing MTD Convention delegates, AFL-CIO President George Meany condemned "naked, ruthless greed" of American financial interests of runaway ship operators, and called for a strong U.S. merchant marine.



Undersecretary of Labor John F. Henning reviewed role of labor in California.



Need for strong U.S. shipbuilding program was stressed by Ed Hood of Shipbuilders.



ILA President Gleason reported on his union's Vietnam project.



MTD secretary McGavin greets delegate Vignola as vice-president McDonald looks on during the convention.



Federal Maritime Administrator Nicholas Johnson addressed convention.



SIUNA vice-president Morris Weisberger talks with Retail Clerks vice-president Sam Meyers during convention break.

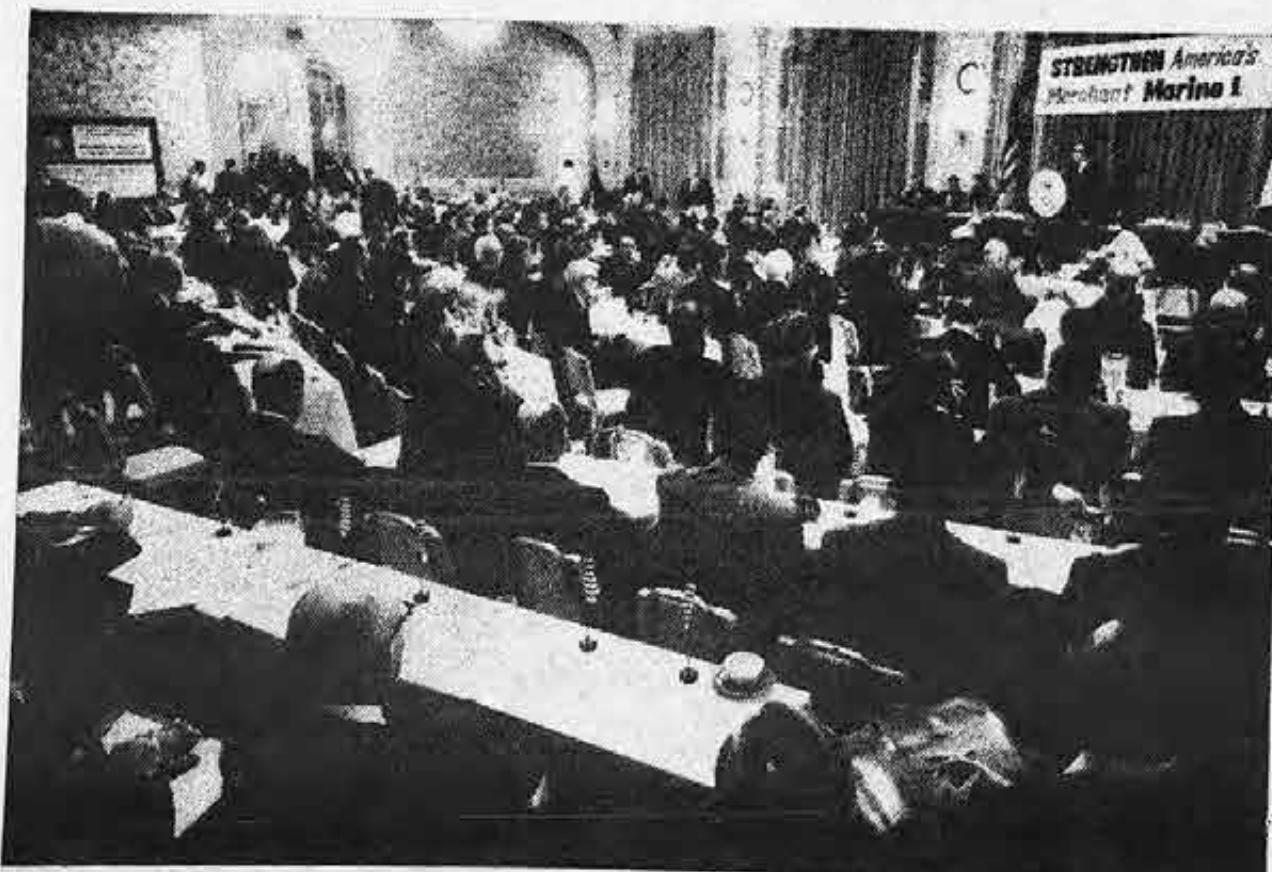
CONVI

MTD

Some 200 delegates representing the 32 affiliated international unions and port councils in North America, participated in the AFL-CIO Maritime Trades Department biennial convention held in San Francisco, December 6-8. On these pages are some of the photos taken at the convention sessions.



AFL-CIO sec.-treas. Schnitzler, SIU Pres. Hall and UMSWA Pres. Grogan confer.



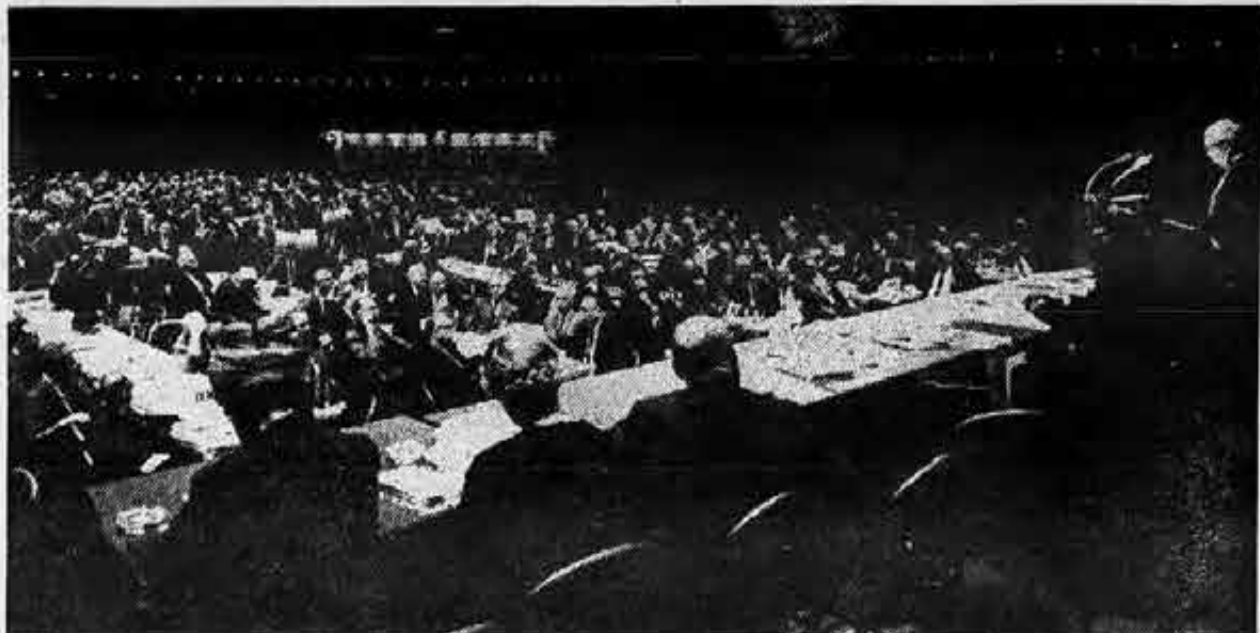
George Johns, president of San Francisco Labor Council welcomes delegates at opening MTD session.



Vice-Admiral John McCain, in address to convention, told delegates that U.S. defense needs require strong merchant marine.



Partial view of Resolutions Committee at work. SIU Pres. Hall, at left, checks draft. NMU President Curran is at lower left.



AFL-CIO Pres. Meany reviews decade of progress since AFL-CIO merger. The convention cited Meany for his "outstanding service to the cause of labor."

CONVENTION

AFL-CIO

Policies concerning key social and economic issues affecting American workers and the community were adopted at San Francisco Convention of the AFL-CIO, December 9-16. The convention was attended by 224 delegates representing every sector of organized labor. On this page are photos during the course of the convention.



Labor Sec. Wirtz made key address at convention.



Members of ILA and SIU delegation listen as report of resolutions committee is presented.



V.P. Weisberger nominates Paul Hall for reelection.

In photo right, Shipbuilders President Russell Berg (right) discusses maritime resolution with Paul Hall. At left, is SIU of Canada President Leonard McLaughlin.



In photo below, members of SIU and MEBA delegations are caught by convention photographer.



AFL-CIO President Meany pins guest badge on Vice-President Humphrey who addressed the convention.



Secretary of State Dean Rusk tells delegates war in Vietnam is focal point in struggle for freedom in the world.

The Pacific Coast



By Frank Drozak, West Coast Representative

Shipping continues to be very good in San Francisco. Paying off shortly will be the Yaka, Fairport, Rinfield Victory and the Cuba Victory. After that we will have the Choctaw, De Soto, Wild Ranger, Pan Oceanic Faith, Bowling Green, Rachel V and the Hercules Victory. Other ships due in are the Steel Architect, Los Angeles, San Francisco, Eagle Voyager and several Calmar ships.

Paying off during the last shipping period was the Trans-northern, which will take on a full crew in about a week and the Fairisle.

Recent sign ons were the Oceanic Wave, Whitehall and the Transpacific.

In transit were the Los Angeles, Calmar, Geneva, Steel Worker, San Juan and the Marymar.

On the beach we have H. L. Lanier, who paid off the Monroe after the ship ran aground in the Azores. G. L. Hand, a real SIU oldtimer, pulled in the other day and we shipped him on the Transpacific before the ink could dry on his registration card.



Carroll

W. R. Carroll, electrician, just flew in here from Honolulu after being a landlubber there for some time due to family illness. He got himself a pretty quick berth on the Robin Hood.

Seattle

Shipping has been outstanding here and from all indications it looks like it will remain that way for some time.

Fred England is just off the Summitt after shipping as an oiler. He also plans to spend the holidays on the beach and says he will be ready to go again right after the New Years. Fred has been a member of the SIU since its inception.



England

Oldtimers on the beach at the present time includes Adrian Fecteauf, who's just off the Anchorage after sailing as third cook, and plans to take it easy for a while and spend the holidays on the beach. "Frenchy" has been with the SIU for 14 years and has seen many gains won for the membership.

Al Smith, just off the Anchorage as Deck Maintenance is now waiting for a bosun's spot. Al has been a member of the SIU since 1939.

Wilmington

Shipping activity is still very good here and the outlook for the next couple of weeks is also good.

Ray Kroupa blew into Wilmington about two weeks ago. He hasn't been seen around here for about a year and plans to spend the holidays here with some friends. He says that he'll be ready to ship out again after the first of the year.

Bill Strike is back here after being in the USPHS hospital for a couple of months. Bill says that he is feeling pretty good again and is hoping to be ready to ship out in the next month or so. Bill has been a member of the SIU for the past fourteen years.

Myron Flots is in here after paying off the San Francisco after a two month trip. He plans to spend the holidays at home and will be looking for another intercoastal run after the first of the year.

Type Minutes When Possible

In order to assure accurate digests of shipboard meetings in the LOG, it is desirable that the reports of shipboard meetings be typed if at all possible.

Garmatz Cites Loopholes In 50-50 Laws

House MM Unit Head Urges 50-50 For All Aid Cargoes

WASHINGTON—Acting chairman of the House Merchant Marine Committee, Representative Edward A. Garmatz (D-Md), has called on Maritime Administrator Nicholas Johnson for a prompt solution to the absence of a government requirement that 50 percent of charitable feeding program shipments to foreign nations be moved in U.S.-flag ships.

Garmatz pointed out that late last month, the Agriculture Department announced sales of about 4.3 million bushels of wheat, 10 million pounds of non-fat dry milk and over 3.5 million pounds of but-

ter to the Catholic Relief Service for distribution to school children in Italy, "at less than export prices."

These sales, direct from the Commodity Credit Corp. have been made under Title III of Public Law 480 until now and cargo preference did not apply.

Garmatz notes in his letter to MA Chief Johnson that the practice of concessional sales under the Commodity Credit Corp. charter avoids the use of U.S.-flag shipping preference which were in effect when very similar assistance was processed under Public Law 480 or the Foreign Assistance Act.

Garmatz also notes a decision in August, 1963 by the then Attorney General, Robert Kennedy, that if "a sale is made pursuant to a program the purpose of which is in substantial part to assist the economy of the country to when the commodities are exported and where, consequently, the terms of the sale are more favorable to the purchaser than they would be in a normal business transaction, the sale cannot be regarded as a purely commercial transaction" and cargo preference would apply.

This opinion was applicable to Title IV of Public Law 480 shipments. Garmatz points out that since the recent sale under the CCC charter is at "less than export prices," cargo preference should therefore apply.

Propeller Club's '66 Program Stresses Stronger Maritime

NEW YORK—The Propeller Club of the United States has adopted a seven-point program to strengthen the American merchant marine at a meeting of the Club's 31-man executive committee in New York last week.

It was noted at the meeting that the group's objectives for 1965-66 assume increased importance as a result of the continuing decline of the merchant fleet and because of recent proposals by the Interagency Maritime Task Force report to further downgrade the American-flag fleet.

The Propeller Club's new program stresses the following objectives:

- Creating increased public awareness of the need for a strong, modern, well-balanced American-flag merchant marine.
- Increasing public awareness of the need for efficient, privately-owned shipbuilding and ship-repair facilities for both merchant and naval shipping.
- Increased efforts to make all shippers in foreign trade aware of the advantages of using American-flag shipping.
- Boosting the use of shipping in the coastal, intercoastal, Great Lakes and inland waterway services.
- Examining and determining

specific positions on important issues involving the maritime industry and telling the Federal Government and the general public about such positions.

The Propeller Club has an overall membership of over 10,000 in the maritime and associated industries. Newly-elected president of the club is Edward D. Vickers, a Houston admiralty lawyer.

The Great Lakes



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

All of the SIU Gt. Lakes District ships are in the process of laying up and many of the crews have gone home for the holidays. The only SIU ships operating are the Ann Arbor carferries the Chief Wawatam, the MV Detroit, the MV Highway 16 and the old Canadian National Railroad carferry Lansdowne.

The St. Lawrence Seaway closed on December 15, the latest closing of the Seaway since it opened in 1959. The previous record for an early closing was December 13, 1963.

Cleveland

One of the busiest shipping seasons on record as far as this port is concerned has just ended. It looks like the only thing holding up an early start of the 1966 season will be the weather. Some of the boys who we have not seen most of the season have finished laying up their ships and have been dropping in the hall to say hello.

Radio Pete and Red Boulanger are getting set to wait out the winter in this port. Quite a few of the other boys are heading for the coast for that one try before Spring rolls around again.

Buffalo

The lay up of vessels in this port is just about completed. Eleven are in here already and there are six more which will give this port a sizeable winter fleet for shifting work. Three Erie Sand Boats laid up in Lake Erie on the 16th. The Chicago Trader will probably be the last vessel to lay up in Buffalo. It was due back on December 23.

Frankfort

Everyone in this port was saddened to learn of Bob Ullom's accident and we all wish him a full and speedy recovery. We have been advised that the City of Green Bay is expected to be back in operation right after the first of the year.

Chicago

Despite the late date, jobs are still coming in via calls from the various lakes vessels making their last loads and ports. We are still shipping men on these vessels.

We were very sorry to learn that deck delegate, Bob Ullom was injured in the ship's hold of the W. E. Fitzgerald, while the vessel was being prepared for layup. We all wish him a real speedy recovery and hope that his injuries do not keep him from an early fit-out this season.

The SIU's Transportation Workers and Allied Services Union held their convention here last week. The convention ended on Thursday, December 16.

This area still has a few more lakers to lay up but is expected to wrap things up by December 23. We will then begin to prepare for the 1966 season.

Alpena

With the 1965 shipping season drawing to a close, shipping is practically at a standstill. Ships are all going to their winter berths and there are just a few left making their winter runs while weather permits.

We have our annual Christmas dinner in Alpena at the Grove on December 21, 1965 from 5 PM to 7 PM. All members interested in attending are instructed to contact the Alpena Hall.

New SIU Toledo Clinic Facility Off And Running



First group of SIU Great Lakes District members to receive complete physical examinations at the new SIU clinic facility in Toledo are shown above. They are (left to right), retired members Otto Nitz, Leo Tierney, GLD agent Don Bensman (standing rear), Henry Howard, Alex Lomanski, Phil Pateman and clinic registrar.

Receives Death Benefit



Mrs. Rose Willey, widow of deceased SIU Great Lakes District member Harry Willey, receives death benefit check from SIU representative Floyd Hanmer in Frankfort, Michigan.

AFL-CIO Delegates Affirm U.S. Policy In Vietnam; Pledge All-Out Support

(Continued from page 3)

dent spoke via telephone from Texas and Vice President Hubert H. Humphrey, Secretary of State Dean Rusk, Secretary of Labor W. Willard Wirtz and War on Poverty Chief Sargent Shriver spoke from the rostrum in the civic auditorium.

Administration spokesmen and the convention itself gave special attention to the war in Viet Nam as the theme of stopping Communist aggression and American efforts to achieve negotiations pervaded the sessions.

Rusk won the rapt attention of the delegates and a tremendous ovation as he outlined America's foreign policy aims and the issues in Viet Nam, thanking the AFL-CIO for its strong and unyielding support of the Administration's policies in Southeast Asia.

A second major theme that dominated speeches to the convention, the meeting of the federation's General Board and the discussions on resolutions was repeal of Section 14(b) of the Taft-Hartley Act at the second session of the 89th Congress. Administration leaders reiterated their support for repeal and the battle to break the Dirksen-led filibuster in the Senate.

New policies and approaches to social security, economic planning and urban affairs were approved in the five-day convention and policies on civil rights, the war on poverty, health, farm workers, natural resources education, maritime, rail and government workers were reaffirmed and expanded to meet new problems and challenges.

The AFL-CIO's positions on strengthening the International Confederation of Free Trade Unions, the International Labor Organization, and policies to win freedom and strengthen democracy in Europe, Latin America and Africa were adopted with overwhelming approval.

Of the numerous areas in which the convention adopted a policy position here are some of the highlights:

- Called for a new, comprehensive and "massive" national program to rebuild the nation's cities.

- Urged a comprehensive inventory be drawn of the nation's social welfare and public service needs and plans and programs to meet these needs.

- Proposed a bold new expansion of the social security system including a retirement benefit of at least 50 per cent and government contributions to the social security trust fund.

- Called for federalization of the U.S. Employment Service so that the economy can benefit from the efficient use of manpower.

- Dedicated the labor movement to play a major role in achieving "reality" for all minority groups in terms of giving meaning to civil rights legislation.

- Enlisted unions in the fight to erase the "ugly blight" of poverty from the land and called for additional measures to assure jobs at decent wages for all willing and able to work.

- Proposed federal legislation to provide all Americans with better medical care at prices they can afford, calling for a public program to replace fragmented and inefficient present arrangements.

- Reaffirmed the need to improve the wage-hour law as the "single most potent weapon in the war against poverty."

- Called for a broad program of legislation to protect America's consumers and give all Americans full value for the money they spend.

- Demanded a decent livelihood for farm workers and the protection of national legislation for them as well as aid to the family farmer.

- Urged no letup in the fight to final victory in the states for the principle of "one man, one vote."

- Proposed an additional \$10 billion a year in federal aid to meet the nation's "school needs."

- Termed "imperative" passage of the Administration's unemployment compensation bill as a "long and wholesome step forward" to a long-overdue overhauling of the system.

Routine Shipboard Jobs Can Be Most Hazardous

Practicing safety is important all around the ship and in all shipboard departments. No job aboard ship is free from the danger of injury or disablement and some of the seemingly simplest, most routine tasks are the ones in which injuries are most often incurred.

The following list of simple and routine but dangerous shipboard practices should be a reminder to all Seafarers to play it safe in all shipboard situations.

Galley Safety

Handling of sharp and blunt objects accounts for most accidents in the galley. The injuries are mostly minor cuts and bruises but the danger of infection is always present. These minor injuries also present a problem when a man has to keep his hands out of the water to allow proper healing.

Training is most important: Use the right tool for the job. The man who grabs a knife or cleaver instead of a can opener is always asking for trouble. When used for their normal function, knives and cleavers should always be kept sharp. This reduces the chance of slipping.

Regular inspections should be

made in the galley to smooth off sharp edges on sinks, tables, ovens and storage brackets. Broken glassware or crockery should be discarded. Extreme care should be taken in handling and disposing of broken pieces.

Spilled grease, water or refuse should be wiped off the galley deck promptly to avoid slipping in good or bad weather. Faucets, valves and all pipe connections in hot water and steam lines should be checked frequently against the danger of steam or hot water seepage. Burns and scalds from these sources can be eliminated.

Jumping Off Hatches

"Look before you leap" is an old safety maxim that applies to everything in life. It applies on a ship as well, especially if a Seafarer wants to make sure he's all in one piece at the payoff.

Accidents occasionally happen to

men who think nothing of making a short jump off a hatch on to the deck. Those who neglect to look before they leap, wind up tangled in the dunnage or hatch boards that are lying about. At sea, someone in a hurry leaps off a hatch and gets spilled when he lands on the slippery deck. The result is always the same: Another injury that shouldn't happen at all.

Work On Overheads

Proper attention is seldom given to having safe working surfaces when doing overhead work. Boxes and buckets or other improper movable objects are too often used in enclosed spaces. All of these plus fixed equipment such as rails or winches are also used on weather decks.

The result is always the same. Improper tools or working gear of any kind produces accidents. You can get off lucky every time until you take a spill. Then it's too late.

American Merchant Marine & Maritime Policy Adopted by AFL-CIO Convention

(Continued from page 3)

and to obtain revitalization of the American-flag fleet as rapidly as possible to meet this threat.

5. Calls upon the State Department to re-evaluate its position and support legislation to bar from U.S. commerce foreign-flag vessels which have been trading with North Viet Nam.

6. Calls upon the President and the Congress to resist and reject pressures to eliminate the requirement that at least 50% of the wheat and other grains sold to the Soviet nations be carried in American-flag ships and to assure strict enforcement of all cargo preference requirements.

7. Calls upon the President and the Congress to reject any "Built Abroad" philosophy regarding the building of American-flag merchant vessels and to preserve and strengthen regulations designed to safeguard American-flag, American-built shipping.

8. Supports a naval construction program in U.S. shipyards to assure our continued superiority as the world's leading naval power.

9. Calls for legislation to extend the jurisdiction of the NLRB to cover the crews of runaway-flag vessels in American commerce.

10. Calls for continued efforts to alert Congress and the public to the need for protecting the passengers and crews from hazardous conditions such as existed on the ill-fated Yarmouth Castle and calls on Congress to enact pending legislation to reserve cruise operations out of U.S. ports to American-flag vessels, unless unavailable, and to regulate any participation of foreign-flag vessels in these trades by requiring them to comply with U.S. safety standards.

11. Calls upon Congress and the appropriate Federal departments and agencies to enact and implement such measures as will restore the domestic merchant fleet, including those vessels in the coastwise and intercoastal trades, on the Great Lakes, and on our rivers and inland waterways and reaffirm our

opposition to any attempt to destroy the protection afforded to domestic shipping by the Jones Act.

12. Supports legislation presently pending in Congress to protect our fishing industry, by extending our present territorial limits from the present three miles to twelve miles.

13. Urges the Government to exert its efforts to bring about early ratification by such nations as are necessary to put into full force and effect the Convention on Fishing and Conserving the Living Resources of the High Seas, as adopted by the United Nations Conference on the Law of the Sea, held at Geneva, Switzerland, February 4, to April 27, 1958.

14. Calls for introduction in Congress of legislation to increase U.S. carriage of our waterborne foreign commerce to the level called for by the Maritime Advisory Committee and support the building in U.S. yards of an adequate number of vessels to achieve this purpose.

15. Affirms our opposition to runaway flag operations and calls for the complete scrapping of the so-called "effective control" concept, and any policies placing reliance on foreign flag ships for the vessel strength essential to U.S. defense and economic requirements.

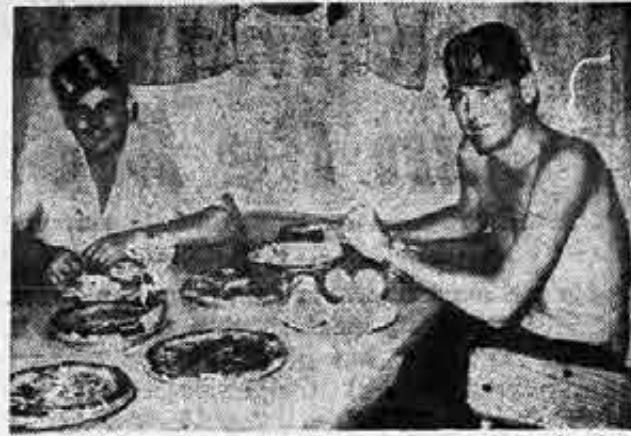
16. Supports moves to re-establish the Maritime Administration as an independent agency, outside of the Department of Commerce, and to centralize the administration of the cargo preference laws in the Maritime Administration.

17. Supports members of Congress who favor a stronger merchant marine and calls upon the Committee on Political Education of the AFL-CIO to cooperate in this endeavor by including votes on maritime issues in their standards for determining support or opposition to Congressional candidates, and to urge the cooperation of local, central, and state bodies, as well as the various AFL-CIO departments, in order to achieve this objective.

Thanksgiving Aboard The National Defender



Galley gang aboard the National Defender includes (l-r): Thomas Rowbottom, Fred Hicks, Jr., Emiglio Canonizado, Isiah Gray, Jerry Wood and John Smith.



From left to right, Thomas Smith, chief pumpman, and Billy Odelman, bos'n, sit around looking over the dessert course of Thanksgiving dinner.

From the Ships at Sea

When Seafarer Louis Ryan's wife Blanche died while he was at sea aboard the Volusia, fellow Seafarers demonstrated once again that they stick by each other in time of trouble. A total of \$173.80 was donated by the crew and the ship's master; and the radio operator, McDonough, worked continuously during his off time to insure that the flowers and messages arrived in time for the funeral. The following message went with the wreath: "On behalf of the officers and crew members of the S.S. Volusia, we deeply pray in sorrow for the great loss of Mrs. Louis F. Ryan and send these flowers as a token from our hearts, for we miss you and such love could never be replaced to your devoted husband and family. May God bless and she rest in peace." Ship's Delegate Manuel Rendueles remarked that the crew was deserving of the utmost respect and thanks for a job well done, and he commended each one of them on their generosity. Contributors include Nels Larsen, George Hunter, William Caldara, William Connelly, Englebert Lens, Glenn Weatherington, Jimmy Conner, Earnest Kunicas, Guy Gage, Needem Galloway, Walter Marcus, Moses McCoy, Howard Hill, Alfred Lopez and John Moore, the Ship's Master. Also, Robert Meador, Gordon Yaag, Elbert Britton, Ira Gunter, Palle Hansen, Alfred Bolte, Thomas Ballard, Allen Dunn, James Dies, Clarence Harman, Manuel Rendueles, James Regan, Thomas Hughes and Richard Smith.



Rendueles

Anthony Rodriques aboard the Del Sud (Delta Lines) spoke to many members of the crew and reported there is almost unanimous approval of the new contract, which he called "the finest in SIU history." Brother Rodriques especially cited the new vacation plan where Seafarers



Cuelles

will receive \$1,000 vacation pay. Thirty-two crewmembers signed a written resolution commending the new contract and opposing any changes. They were Joseph R. Cuelles, Anthony Rodriguez, Richard Garcia, Thomas Gavarre, R. Gonzales, John C. Vieira, Medordo Agucia, Victor Costello, Jose J. A. Vigo, Gaspor Nato, H. G. Wintzell, J. T. Kelly, Jr., Hans Spiegel, Mike G. Murr, T. Matulo, Vran A. Divining and E. Vieira. Also, Albert J. Torho, Edward Metros, John L. Mohony, Giavino Liuzzo, Arthur J. Cox, C. Lanier, Mike Luizza, Mike Dunn, Michael Vigo, Maurice "Duke" Duet, George Colar, W. Patterson, J. P. Brooks, H. L. Hornsey and D. W. Witty.



Whalen

Aboard the Del Mar (Delta Lines) meeting chairman J. V. Walen, Jr., reports that everything is moving along smoothly with only one or two minor beefs. He also took time out to thank all department delegates and the entire crew for cooperating to make his job much easier. Although some brands of cigarettes have been in short supply, the purser states he will prepare for this in the future by stocking them more heavily.



Irizarry

The men aboard the Del Oro (Delta Steamship Company) chose Brother Walter Dun as ship's delegate by acclamation, according to Ramon Irizarry, meeting secretary. "The choice," Irizarry said, "was unanimous and reflects the confidence of the crew that Brother

Dunn is capable of doing a good job." Everything is going along fine aboard the ship, and the voyage promises to be a successful one.

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

Asks For More U.S.-Flag Ships

To the Editor:

With all this talk going around about too few ships to supply our boys in Viet Nam, I wonder why the government doesn't break more of our own vessels out of mothballs instead of chartering from other countries? In my opinion, they should think of American seamen first, before switching over to foreign flags. After all, we need jobs as well as the next man, and we're not getting

is refuse to carry supplies to our boys in Viet Nam like so many of the foreign-flag vessels have done.

I can well recall those long nights on supply ships, taking supplies to Europe during the last World War. We expected attack by German submarines every minute, but we still delivered the goods and lost a lot of Seafarers doing it. I frankly don't like American sailors being forgotten by the very same government we fought and died for, so I appreciate the effort being made by the SIU to build and keep a strong U.S.-flag fleet.

Fraternally yours,
Mart Harrison

LETTERS To The Editor

Seafarers Are Urged To Vote

To the Editor:

The recent New Orleans election for City Councilmen brings to my mind the importance of every man's vote, whether it be in a local or a national contest. Only 504 votes separated the second and third man in the race; it does make me realize how vital it is to go to the polls and cast my ballot for the man of my choice.

Furthermore, I think that all members of our Union should feel obligated to register and make his voice heard. A few votes here and there in an election might easily make the difference between a candidate who favors organized labor and one who does not. Democracy can only work if every man does his part.

Fraternally,
Mike Evans

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

them when the United States obtains its vessels from other countries.

Too, I think Congress and the President should recall the dedicated service rendered by the American merchant seamen during World War II. They needed us then, and we met the challenge; and now it seems that when we need American ships to give us employment, it's no deal as far as our government goes. I'll bet my bottom dollar that if the war got really hot, they'd be hollering loud enough for good, dependable American seamen. There's one thing we don't do, and that

Seafarers Recall Pearl Harbor



Seafarer Claude H. Fowler shows Merchant Marine Service Award to U.S. Merchant Marine checker champion Fred B. Kritzler. The two SIU members got together on December 7th, at the New York Union Hall to play a few games of checkers and talk over old times. Brother Fowler's decorations represent service in the Mediterranean, Pacific and Atlantic Theatres. "I consider it a highest honor to be able to wear these ribbons," Fowler said, "especially on Pearl Harbor Day."





Bosun Marianne LuBiejewski tells LOG staffer about his experiences in Viet Nam during a trip there aboard the Steel Architect. In the background, SIU patrolman Pete Loleas (left) and deckhand Stavos Makronis talk over events of trip on the recently returned vessel.

Seafarer's Opinions Vary Over Shoretime In Viet Nam

If you wander about an SIU ship lately returned from Viet Nam, you find that each Seafarer has his own opinions on what to do in port there, whether it's actually safe to wander ashore, where to go and where not to go in that war-torn country. And yet this much can be said for certain:

Seafarers one and all agree that our soldiers fighting communism in Viet Nam need all the support they can get, from the American public as well as the sailors who deliver the goods. "I don't like war," one member of the deck department remarked, "and neither does any man with half good sense. But since we are in it, there's only one thing to do — lend our hands to do our share to help our boys. Nobody's ever been able to accuse an SIU crew of shirking their duty during a national crisis, and they're not going to be able to accuse us now. We sail the ships, that's our part." Too, Seafarers seem unanimous in their belief that the United States should fight to win the war.

"The only answer," said Deckhand Marianne LuBiejewski, "is to send more troops, since we've already committed ourselves."

But thoughts don't always sort themselves out so neatly when you're discussing a foreign port. Some Seafarers just go ashore in Saigon as they do anywhere else. They visit the markets and the nightspots and restaurants as if they were in Bangkok or Subic Bay. Others, however, regard Vietnamese ports as just plain off limits, so far as they are personally concerned. Fred Bentley of the steward department, for example, remarked that anybody who goes ashore in that place is asking for trouble. "I went ashore in Manila, Bangkok and Singapore," Bentley said, "and enjoyed myself. Those are good ports and friendly to Americans. But not Viet Nam, I don't have any business there. It's just like Korea. I stick around on board and even give my letters to others to mail. Trouble is not something a man is supposed to look for, and a foreign war is the best place I know to find it."

A deckhand, who asked that his name be withheld, felt even stronger on the subject. He was short, slightly heavy-set seaman with a Balkan accent, and the left side of his face flaunted a series of scars that crisscrossed his cheek. "Did I go ashore in Saigon?" he repeated the question angrily. "No, I did not go ashore there. I will never go ashore where there are communists. They kill my brother and take my home in Estonia. They try to kill me, too. You see," he pointed to the scars on his face, "they try for me, but do not succeed. I knock them down and escape from Estonia across the border. I miss my home, but know I can never go back while the communists are there. That is why I do not go ashore in countries where there are communists."

No Excursions

Though there are those like Bentley and the deckhand from Estonia who feel strongly against any sort of excursion in Saigon, the majority of Seafarers regard the place as just another port where caution should be exercised. Brother LuBiejewski put it succinctly when he said, "Sure, I go ashore—but I don't go exploring. You can

hear the gunfire in the hills not so far away."

Douglas Cox of the engine department regarded the port cities in Vietnam as "kind of dangerous" with "a lot of friction everywhere," while AB John DeBos described a visit there as "not taking so much of a chance."

This avoidance of places where trouble is likely to start is rather typical of Seafarers who venture ashore in Vietnam. Ben Buck of the deck department declares that crowded spots where Americans are likely to be hanging out are the places that communists are most likely to hit. "I had no trouble," Buck went on to say. "Although you could hear the guns all night long, I just didn't have any trouble. I stuck to the neighborhood hangouts, where I felt things were pretty safe."

Not Exactly Safe

Nevertheless, Seafarers pretty well agree that Saigon is not exactly the most comfortable port in the world. A grenade went off in a taxi four days before the "Steel Architect" arrived, killing the driver, several passengers and a bystander. Fortunately, no GIs were caught by the explosion. And the heavy thudding of the artillery in the hills adds nothing to the Seafarers' feeling of security.

Deckman Howard Albertson was one of the SIU members who got a first-hand glance at the conflict. While on watch, he observed shells striking on either side of a barge on the Saigon River — only 100 yards behind the ship he was on!

Albertson and another deckman, Spiros Panagatos, had to take a taxi back to Saigon to make sure they were there in time to meet the ship. "It looked like any other road to me," Albertson said. "It was after ten o'clock, and we had plenty of time to get back on the 'Steel Architect' before she lifted anchor. Then the driver said sort of casually that cars had been ambushed quite a few times on the highway we were on. But then he went on to point out a weed-covered place on the side of the road where three passengers were killed the week before. Boy, were we glad to get back to Saigon."

"We'll remember the curfew next time," said Panagatos. "At first we thought it was simply a warning to keep things in order, but now we sure know they play for keeps!"

Final Departures

Donald Douglas Dambrino, 57: Brother Dambrino died of cancer at the County Hospital in Monticello, Mississippi. A member of the steward department, he joined the Union in 1946. He is survived by his brother, J. D. Dambrino. Burial took place at the Pleasant Grove Cemetery in Lincoln, Mississippi.



LeRoy Joseph Lemaire, 24: Brother Lemaire died of a massive hemorrhage at the Park Place Hospital in Port Arthur, Texas. A member of the deck department, he joined the SIU Inland Boatmen's Union in 1963. Lemaire is survived by his father, Wilson Lemaire, and burial took place at the Calvary Cemetery in Port Arthur, Texas.



Robert A. Medicus, 65: Cancer claimed the life of Brother Medicus at the New Orleans USPHS Hospital. A member of the engine department since 1957, he is survived by his sister, Mrs. Clarence R. Pieper, Sr. Burial took place in the Catholic Cemetery in Mobile, Alabama.



James Rogers Williams, 49: Drowning claimed the life of Brother Williams, when he was thrown from a boat during an accidental collision. A member of the SIU Inland Boatmen's Union he joined the Union in 1963. Brother Williams is survived by his wife, Mrs. Helen M. Williams, and burial took place in the Green Lawn Memorial Park Cemetery in Port Arthur, Texas.



Wilhelm V. Newhoff, 71: Brother Newhoff died of natural causes at St. Clare's Hospital, New York, N.Y. He served as a member of the deck department since 1941 and was placed on pension in November of 1959. Brother Newhoff is survived by his sister, Marie Newhoff, and was buried at the Calvary Cemetery in Sunnyside, New York.



Antonio Infante, 66: Brother Infante died of natural causes at the Lutheran Medical Center in Brooklyn, New York. Infante, who joined the steward department of the SIU in 1941, is survived by his wife, Josefina. Burial took place in the Calvary Cemetery in Queens, New York.



Howard J. Abell, 71: A heart attack claimed the life of Brother Abell at the St. Mary's Hospital in Long Beach, California. Abell, a 23-year veteran of the deck department, is survived by his sister-in-law, Florence Abell. Burial took place in the Good Shepherd Cemetery in Huntington Beach, California.



Joseph L. Van Ert, 53: Brother Van Ert succumbed to heart disease at the D.O.A. Superior Memorial Hospital in Superior, Wisconsin. He was a member of the Great Lakes Tug and Dredge and last worked for the Great Lakes Towing Company. Brother Van Ert is survived by his ex-wife, Jane Van Ert, and burial took place in the Greenwood Cemetery in Superior, Wisconsin.



Maternity Benefits On Display



Seafarer Tony Nottage proudly holds his youngest daughter, Linda Sue, who is three months old. Besides Brother Nottage sits his wife, Kin, and their other daughter, Anna Louise. Nottage family were recent recipients of SIU Maternity Benefits.

PERSONALS and NOTICES

Lynn R. Baker
You are asked to get in touch with your wife at Box 115, Temple, Texas.

James H. Wheaton
Your gear is being held in the Galveston office of the American Shipping Company.

Tax Refund Checks
Income tax refund checks are being held for the following Seafarers by Jack Lynch, Room 201, SUP Building, 450 Harrison Street, San Francisco 5, California: Alexander Ansaldo, Roy C. Bru, Orla S. Sushold, Winfred A. Daniel, Hans J. L. Pedersen, Birgir R. Rasmussen, Harold R. Thomas and Yung Ploy Woo.

Gordon D. Marbury
You are requested to contact your wife Mabel immediately.

Andrew Lesnasky
You are asked to get in touch with Mrs. Elizabeth Tillman d'Fenafuit at 9245 Avenue P, Houston, Texas.

Lionel Dunkin
Please contact your mother at 229 Slidell Avenue, Algiers 14, Louisiana, Phone number 361-3044.

Robert (Spike) Ackerson
You are requested to contact either your sister or your Mother, Mrs. Jane Hartnett at 350 Vanderbilt Avenue, Staten Island, New York.

Seafarers On Shuttle Run Relax With Homespun Fun

The sixteen-day shuttle run between the Persian Gulf and Japan aboard the "Monticello Victory" could easily be long and tiresome during leisure hours, but Seafarers aboard this vessel have seen to it that monotony doesn't get the best of them. The morale is high, there are few differences of opinion, and everybody seems to be in excellent spirits.

This state of well-being is largely due to the knack this crew has for entertaining themselves.

During welcome moments of leisure, a tape of "Hank Williams" is produced, the music box wound up and before long the boys are harmoniously yodeling with the country singer. And when the taped music is completely exhausted and beginning to pall, a few of the more talented Seafarers take over with their guitars and harmonicas. Their efforts, a cross between "hillbilly" and "folk" music, are considered good by everyone, and the playing and singing hardly ever fails to fend off boredom.

The music, in fact, played a major part in warding off a near catastrophe, when the steward informed the crew that the supply of "grits" was dangerously low. There were a few frowns aboard ship, until the critical situation was remedied on arrival in Guam by "Mr. Quaker," who quickly replenished the stock. Now, once again, the "grits fanciers," predominantly Mobilians, a few converted Yankees, and a couple of the more adventurous types from the West Coast, are smugly wearing big smiles.

"Breed Apart"

This "breed apart" is also fond of baked chicken with corn bread dressing, topped off with old fashioned banana pudding—but so is everybody!

"And while we're on the subject of food," says ship's reporter Joe Saxon, "our galley force is absolutely tops. Their culinary feats have been deliciously enjoyed, time and time again. One of their specialties is "Seafood Gumbo," along with "cathead biscuits" that would melt in your mouth. This dish, a favorite on the ship, would delight any outstanding gourmet."

The Persian end of the shuttle, characterized by blistering heat that sends the thermometer soaring, doesn't seem to bring out much enthusiasm from the seafarers; it is one of those places where, outside of an abundance of natural oil fields and desert sands, there is little else. Even the camels, looking disgusted with their lot, appear that they would as soon be in another place—were they not tethered down.

As the ship moves steadily closer to its destination, the daily routine of performing the ship's chores is kept in harmony, with hardly any deviation from the norm. But the Monticello Victory, not being any exception to the rule, can also furnish its share of humdrum activity.

Good Humor

Humor and kidding among the Seafarers soon overcomes this. "The conversation at the ever-popular coffee time is still going strong," Saxon notes, "and the dialogue moves from one interesting topic to another, with thoughts about Christmas taking up most of the time nowadays. All sorts of plans are being made for the arrival back in the United States, including cross-country motor trips, fishing, hunting and other recreational activities.

"But I think Brother Frank

Coggins, the ship's delegate, offered the best plan of all. When he was asked what he would do on his vacation, he replied, "Nothing". He might have something there. And speaking of vacations," Saxon went on to say, "the recently won increase in vacation pay won by the SIU will come in handy while relaxing on the beach."

The arrival in Japan comes with the usual pandemonium, with the Japanese businessmen fighting for the limited space in the mess hall to display their wares. In a matter of minutes, the goods are unpacked and spread out for inspection.

Price Haggling

Immediately, the potential buyers and sellers begin haggling over prices. When the bargaining gets into full swing, the entire mess hall becomes an uproar and continues so until a satisfactory price is agreed on for an item. Then the tempo slackens, only to start up again over another piece of merchandise. During this violation of an otherwise comparative quietness, mealtime is generally ignored, probably for fear of indigestion.

"Our two-day stay in Japan proved to be a much needed respite from the seemingly endless time at sea," Saxon reports. "Just the simple act of walking around on the street brings back the realization that we're still land mammals."

LOG-A-RHYTHM:

The Rescue Tug

By Ed (Mac) Maciejewski

Wind, sleet, rain, into that howling storm
From his bed he was summoned that fearful morn;
He must go to the rescue, born to suffer,
Go to his grave the murky sea has to offer.

He sees the fury's victim through the heavy squall,
A mighty ship twisting, fighting, with a wrent in her hull.
Through the blinding sleet a rocket line is fired at last,
The sailors labor, a tow is made fast.

The man on the bridge bites his finger tips,
His eyes to the skies, a prayer on his lips;
Gives his orders to the hulking Swede engineer,
Who is working below, his face a bloody smear.

Take slack with throttles on speed one-four,
That couldn't be heard over the ocean's roar.
The stout little ship gave a mighty heave;
The bos'n lost his arm hugging a blooded sleeve.

The parted line twisted like a dying snake,
The angry sea its victim soon will take.
The stout little ship foundered, lost her screw;
The man on the bridge gave his life, sacrificed the crew.

He gave his all, with this rescue he devised,
But by many for years will be criticized.
His only reward is Eternal Sleep
Many fathoms below in the briny deep.

His grave is not bedecked with flowers
That bloom in fair weather with April showers;
His widow has no grave to kneel at and pray,
But she's a widow because the tow line frayed;

She prays, "Oh dear Lord, give him peaceful sleep,
Twisting and rolling in the briny deep."
She remembers his joy when he was made Master,
But now the forgetful world just goes on the faster.

Of whom do I speak, for whom no church bells will toll?
The lonely Tug Captain, please God rest his soul!

PETROCHEM (Valentine Corp.), October 8—Chairman, R. N. Air; Secretary, John Hoggis. New contract accepted. No beefs reported.

TRANSHATTERAS (Hudson Waterways Corp.), October 28—Chairman, Kilgore; Secretary, D. L. Stepp. No beefs reported by department delegates. Requested Captain to keep peddlers off ship in Canal. Minor repairs and new washing machine needed.

HANDOVER (Pan American Tanker), November 22—Chairman, M. C. Cooper; Secretary, John W. Malcolm. No beefs reported by department delegates. Some disputed OT in deck department. Motion made to find out why no sailing board was posted in Singapore. Shortage of stores. Motion made to find out why stores can't be picked up in Bombay. Captain refused to get adequate stores in Singapore.

WILMAR (Calmar), November 7—Chairman, R. Sigwart; Secretary, S. Vernus. No beefs reported by department delegates. Disputed OT in steward department.

STEEL DIRECTOR (Isthmian), November 7—Chairman, Robert A. Barrett; Secretary, Fred M. Morris. One man taken off ship in Ceylon for observation. Wire sent to Union. \$8 in ship's fund. Some disputed OT in deck department.

MIAMI (Cities Service), October 31—Chairman, A. Capote; Secretary, P. Reed. New agreement accepted. Everything is running smoothly. \$8.70 in ship's fund. Discussion on coast-wise transportation after six months on ship. Clarification received from headquarters and read to the crew.

POTOMAC (Empire Transport), September 19—Chairman, Frank Pasaluk; Secretary, R. Cabrera. No beefs were reported by department delegates. Vote of thanks extended to the steward department for a job well done at all times.

DEL ORO (Delta), October 24—Chairman, J. H. Bales; Secretary, Ramon Irizarry. \$43.55 in ship's fund. Brother Walter Dun was elected to serve as ship's delegate. No beef. Everything is running smoothly.

POTOMAC (Empire Transport), October 20—Chairman, Frank Rabos; Secretary, Raoul Cabrera. Some disputed OT in deck department. One man in steward department missed ship. Brother Raoul Cabrera was elected to serve as ship's delegate. Discussion on ventilation for crew's quarters when ship is secured for bad weather. To sea patrolman in regards to day off in port. Vote of thanks to the steward department.

WESTERN CLIPPER (Western Agency), October 19—Chairman, R. Soh; Secretary, J. J. Guard. Ship's delegate reported that the Captain will make effort to contact U.S. Navy about crew having the use of Subic Bay Post Exchange for small stores. Ship's sloop chest is about empty. Disputed OT question sent to headquarters for clarification. \$10 in ship's fund. Lengthy discussion and complaints about chief cook's cooking. Crew request that the chief steward help out in the galley. Chief steward will assist in the galley if he's paid for it.

DEL NORTE (Delta), October 24—Chairman, Robert Callahan; Secretary, Bill Kaiser. \$25.29 in ship's fund and \$115 in movie fund. Ship's delegate left ship in New Orleans. Brother Victor O'Brian was elected to serve

one man. Everything is running smoothly so far and no beefs were reported by department delegates. \$2.90 in ship's fund. Brother Howard Menz was re-elected to serve as ship's delegate. Vote of thanks to all department delegates and to the steward department for a job well done.

SEAMAR (Calmar), October 18—Chairman, S. Furtado; Secretary, R. K. Holt. Ship's delegate reported that all is running smoothly. No beefs reported by department delegates. To see patrolman regarding safer rig for catwalk. Crew requested to help keep recreation room clean.

TRANSARCTIC (Waterways Corp.), October 17—Chairman, Robert L. Fagan; Secretary, James Girard. Some disputed OT in engine department.

MORNING LIGHT (Waterman), October 3—Chairman, G. Nance; Secretary, A. Villariza. Some disputed OT in deck and engine departments. One man missed ship in Naha City, Okinawa.

CLAIBORNE (Sea-Land), October 31—Chairman, Henry Koppersmith; Secretary, James Pursell. No beefs reported. Everything is running smoothly. Brother Lambert Waldrop was elected to serve as ship's delegate.

PENN CARRIER (Penn Shipping), October 10—Chairman, Ralph King; Secretary, Charles E. Durden. Brother Ralph Newcomb was elected to serve as ship's delegate. No beefs reported by department delegates.

HALYCON PANTHER (Halycon), October 25—Chairman, Wm. Mitchell; Secretary, Frank Kustura. Brother William Mitchell was elected to serve as ship's delegate. Sailed one man short in steward department. Discussion on condition of water.

MERRIMAC (Merrimac Transport), October 24—Chairman, E. Kress; Secretary, L. P. Hagmann. No beefs reported by department delegates. Motion made to revise Shipping Rule No. 4 "Business Hours and Job Calls" paragraph "D" to read that jobs be called at least four (4) times in the Port of Philadelphia before sent to a major port for filling. Brother J. Brooks resigned as ship's delegate and Brother F. Corcoran was elected

COLORADO (Waterman), October 24—Chairman, L. B. Duracher; Secretary, P. L. Shauger. Ship's delegate reported that all is O.K. Discussion on painting messhalls, head and showers. Brother G. M. Triplett was elected to serve as ship's delegate.



Seafarer Bill Waddell, an electrician aboard the Andrew Jackson, spent quite a few hours after the payoff to make sure the ship's telegraph gets the message back to the engine room. The telegraph, which is shown in the above picture, transmits orders to the black gang.

LA SALLE (Waterman), October 21—Chairman, Leon J. Webb; Secretary, Charles Brasux. Brother S. E. Puntillo was elected to serve as ship's delegate. No beefs reported by department delegates. Vote of thanks extended to the steward department for a job well done.

PENN CHALLENGER (Penn), November 19—Chairman, E. J. Riviere; Secretary, P. R. Mack. No beefs reported by department delegates. Repair list given to the Captain, and copy sent to Bob Matthews.

MADAKET (Waterman), November 14—Chairman, W. E. Eviitt; Secretary, E. O. Salvador. Ship's delegate reported that everything is running smoothly. Good cooperation from topside. Delegate reported that the Chief Mate is best he has worked for. Everything is O.K. and everyone is happy.

PORTMAR (Calmar), November 14—Chairman, E. W. Nicholson; Secretary, P. Douglass. No beefs reported by department delegates. Vote

DIGEST of SIU SHIP MEETINGS

of thanks extended to the steward department for doing a fine job.

DEL MAR (Delta), November 7—Chairman, J. V. Whalen, Jr.; Secretary, J. Arnold. Ship's delegate reported that all is running smoothly and thanked department delegates and crew for their cooperation. Shortage of LOGS and communications from headquarters.

COMMANDER (Marine Carriers), November 4—Chairman, H. Meacham; Secretary, O. McMillan. Disputed OT in deck and engine departments to be taken up with patrolman. Brother Meacham was elected to serve as ship's delegate.

MAIDEN CREEK (Sea-Land), November 11—Chairman, A. E. Diaz; Secretary, Tommy Jenkins. No disputed OT and no beefs reported by department delegates.

ROBIN LOCKSLEY (Moore-McCormack), October 31—Chairman, George A. Callard; Secretary, Luther Gadsen. Brother Elmer Kent was elected to serve as ship's delegate. Everything is running as well as can be. Each member to contribute 25c to 50c to build a ship's fund. Everyone is happy is with new ship's delegate, and also food.

SEATRAN NEW JERSEY (Seatrains), November 21—Chairman, Felix Bonafont; Secretary, M. A. Velez. No disputed OT reported. Captain will take care of all repairs that are needed. Brother Wilson Toris was elected new ship's delegate.

TRANSORLEANS (Hudson Waterways), October 30—Chairman, R. L. Toler; Secretary, H. J. Ballard. Crew request clarification in new agreement regarding oilers on port watches in port. No disputed OT and no beefs reported by department delegates.

CANTIGNY (Cities Service Tankers), November 14—Chairman, William Morris, Jr.; Secretary, T. Densmore. Ship's delegate reported that everything is running fine, except for some disputed OT in deck department. Ship should be fumigated.

CANTIGNY (Cities Service Tankers), October 24—Chairman, M. Doherty; Secretary, William Norris. Brother M. J. Gallier was elected to serve as ship's delegate. No beefs and no disputed OT.

TRANSBAY (Hudson Waterways), October 17—Chairman, J. P. Seide, Jr.; Secretary, Fran S. Paylor, Jr. No beefs reported by department delegates. Brother Frederick G. Anderson was elected to serve as ship's delegate. Vote of thanks to the steward department for a job well done.

STEEL SEAFARER (Isthmian), September 10—Chairman, H. Bilde; Secretary, W. Hand. Most of the repairs have been completed. No beefs reported by department delegates. Motion made and carried that Brother Steve Kolina continue to serve as ship's delegate. Vote of thanks to the steward department. Crew requested to keep doors locked at all time when in port, and to keep unauthorized persons out of messhalls.

OCEAN EVELYN (Maritime Overseas), Oct. 19—Chairman, J. M. Pasko; Secretary, Charles Johnson. Some disputed OT in deck and engine departments. Top crew on board and all hands concur that the chief cook and the baker have contributed to the smoothness of the trip by their superior work. Beefs that accumulated during the 4-month voyage were submitted to headquarters.

COUNCIL GROVE (Cities Service), November 8—Chairman, J. Chianese; Secretary, None. No beefs reported by department delegates. Brother Jesse Metcalf was elected to serve as ship's delegate.

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.

Schedule of Membership Meetings

SIU-AGLIWD Meetings

- New York Jan. 3-2:30 p.m. Philadelphia Jan. 4-2:30 p.m. Baltimore Jan. 5-2:30 p.m. Detroit Jan. 14-2:30 p.m. Houston Jan. 17-2:30 P.M. New Orleans Jan. 18-2:30 P.M. Mobile Jan. 19-2:30 P.M. Wilmington Jan. 17-2 P.M. San Francisco Jan. 19-2 P.M. Seattle Jan. 21-2 P.M.

Great Lakes SIU Meetings

- Detroit Jan. 3-2 P.M. Alpena Jan. 3-7 P.M. Buffalo Jan. 3-7 P.M. Chicago Jan. 3-7 P.M. Cleveland Jan. 3-7 P.M. Duluth Jan. 3-7 P.M. Frankfurt Jan. 3-7 P.M.

GREAT LAKES TUG AND DREDGE REGION

- Detroit Jan. 10-7:30 P.M. Milwaukee Jan. 10-7:30 P.M. Chicago Jan. 11-7:30 P.M. Buffalo Jan. 12-7:30 P.M. Sa't Ste. Marie Jan. 13-7:30 P.M. Duluth Jan. 14-7:30 P.M. Cleveland Jan. 14-7:30 P.M. Toledo Jan. 14-7:30 P.M.

SIU Inland Boatmen's Union

- Philadelphia Jan. 4-5 P.M. Baltimore (licensed and unlicensed) Jan. 5-5 P.M. Houston Jan. 10-5 P.M. Norfolk Jan. 6-5 P.M. New Orleans Jan. 11-5 P.M. Mobile Jan. 12-5 P.M.

RAILWAY MARINE REGION

- Jersey City Jan. 10-10 A.M. & 8 P.M. Philadelphia Jan. 11-10 A.M. & 8 P.M. Baltimore Jan. 12-10 A.M. & 8 P.M. Norfolk Jan. 13-10 A.M. & 8 P.M.

United Industrial Workers

- New York Jan. 3-7 P.M. Baltimore Jan. 5-7 P.M. Philadelphia Jan. 4-7 P.M.

- Houston Jan. 10-7 P.M. Mobile Jan. 12-7 P.M. New Orleans Jan. 11-7 P.M. * Meeting held at Labor Temple, Newport News. † Meeting held at Labor Temple, Sault Ste. Marie, Mich. ‡ Meeting held at Galveston wharves.

Directory Of UNION HALLS

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

- Paul Hall, PRESIDENT; Cal Tanner, EXECUTIVE VICE PRESIDENT; Lindsey Williams, Robert Matthews, VICE PRESIDENTS; Al Tanner, SECRETARY-TREASURER; HEADQUARTERS: 675 4th Ave., Bklyn., NY 9-6600; ALPENA, Mich.: 127 River St., EA 4-3616; BALTIMORE, Md.: 1216 E. Baltimore St., EA 7-4500; BOSTON, Mass.: 177 State St., RI 2-0140; BUFFALO, N.Y.: 735 Washington St., TL 3-9259; CHICAGO, Ill.: 9383 Ewing Ave., SA 1-0733; CLEVELAND, Ohio: 1420 W. 25th St., MA 1-5450; DETROIT, Mich.: 10225 W. Jefferson Ave., VI 3-4741; DULUTH, Minn.: 312 W. 2nd St., RA 2-4110; FRANKFORT, Mich.: P.O. Box 287, 415 Main St., EL 7-2441; HOUSTON, Tex.: 5804 Canal St., WA 8-3207; JACKSONVILLE, Fla.: 2608 Pearl St., EL 3-0987; JERSEY CITY, N.J.: 99 Montgomery St., HE 3-0104; MIAMI, Fla.: 744 W. Flagler St., FR 7-3564; MOBILE, Ala.: 1 South Lawrence St., HE 2-1754; NEW ORLEANS, La.: 630 Jackson Ave., Tel. 525-7546; NORFOLK, Va.: 115 3rd St., Tel. 622-1892; PHILADELPHIA, Penna.: 2604 S. 4th St., DE 6-3818; PORT ARTHUR, Tex.: 1348 Seventh St., SAN FRANCISCO, Calif.: 350 Fremont St., DO 2-4401; SANTURCE, P.R.: 1313 Fernandez Juncos Stop 20, Tel. 724-2848; SEATTLE, Wash.: 2505 First Avenue, MA 3-4334; ST. LOUIS, Mo.: 805 Del Mar, CE 11434; TAMPA, Fla.: 312 Harrison St., Tel. 229-2788; WILMINGTON, Calif.: 505 N. Marine Ave., TE 4-2528

UNFAIR TO LABOR DO NOT BUY

Seafarers and their families are urged to support a consumer boycott by trade unionists against various companies whose products are produced under non-union conditions.

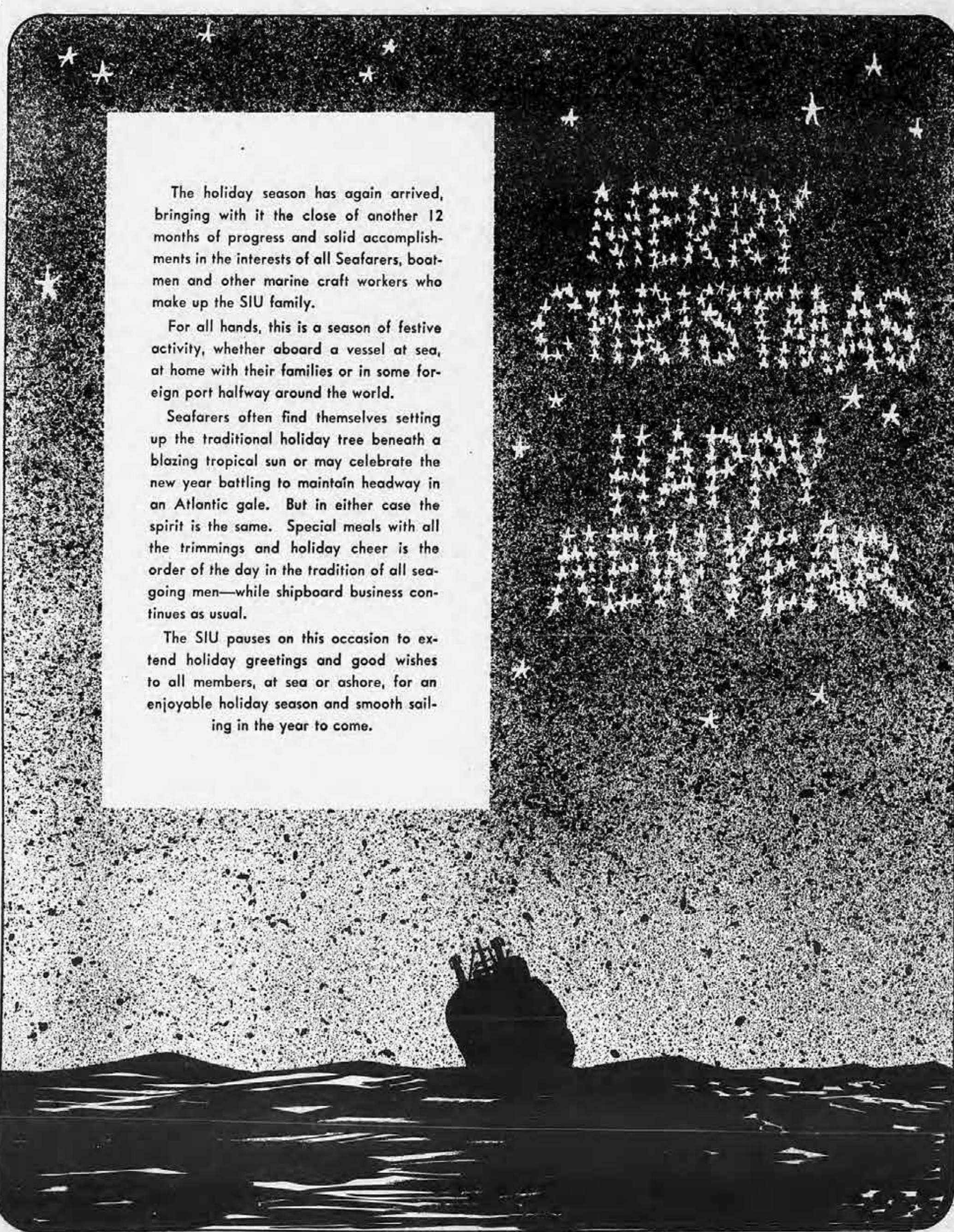
- "Lee" brand tires (United Rubber, Cork, Linoleum & Plastic Workers); Eastern Air Lines (Flight Engineers); H. I. Segel "HIS" brand men's clothes (Amalgamated Clothing Workers); Sears, Roebuck Company Retail stores & products (Retail Clerks); Stitzel-Weller Distilleries "Old Fitzgerald," "Old Elk" "Cabin 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) (Typographers, Bookbinders) (Machinists, Stereotypers)

- Empire State Bedding Co. "Sealy Mattresses" (Textile Workers); Pepsi Cola Company (Soft Drink Workers, Local 812); Jamestown Sterling Corp. Furniture and Bedding White Furniture Co. United Furniture Workers

SIU Arrivals

- John Sacco, born November 14, 1965, to the Michael Saccos, Brooklyn, New York; Leah Mallicoat, born November 2, 1965, to the Roger L. Mallicoats, Beardstown, Illinois; Lora Grimes, born October 23, 1965, to the Jesse V. Grimes, New Orleans, La.; James Ganfield, born November 16, 1965, to the James C. Ganfields, Prichard, Ala.; Albert Brooks, born October 23, 1965, to the Osborne Brooks, Jr., Eightmile, Ala.; Mary Porter, born October 5, 1965, to the Scott Porters, Levittown, Pa.; Sandy Elaine Santiago, born November 11, 1965, to the Jose W. Santiagos, P.R.; Darlene Vogt, born October 11, 1965, to the Garrett Vogts, New Orleans, La.

Editor, SEAFARERS LOG, 675 Fourth Ave., Brooklyn 32, NY. I would like to receive the SEAFARERS LOG—please put my name on your mailing list. (Print Information) NAME STREET ADDRESS CITY ZONE STATE TO AVOID DUPLICATION: If you are an old subscriber and have a change of address, please give your former address below. ADDRESS CITY ZONE STATE



The holiday season has again arrived, bringing with it the close of another 12 months of progress and solid accomplishments in the interests of all Seafarers, boatmen and other marine craft workers who make up the SIU family.

For all hands, this is a season of festive activity, whether aboard a vessel at sea, at home with their families or in some foreign port halfway around the world.

Seafarers often find themselves setting up the traditional holiday tree beneath a blazing tropical sun or may celebrate the new year battling to maintain headway in an Atlantic gale. But in either case the spirit is the same. Special meals with all the trimmings and holiday cheer is the order of the day in the tradition of all sea-going men—while shipboard business continues as usual.

The SIU pauses on this occasion to extend holiday greetings and good wishes to all members, at sea or ashore, for an enjoyable holiday season and smooth sailing in the year to come.