

MA Switch On C-4s Crimps U.S. Shipping

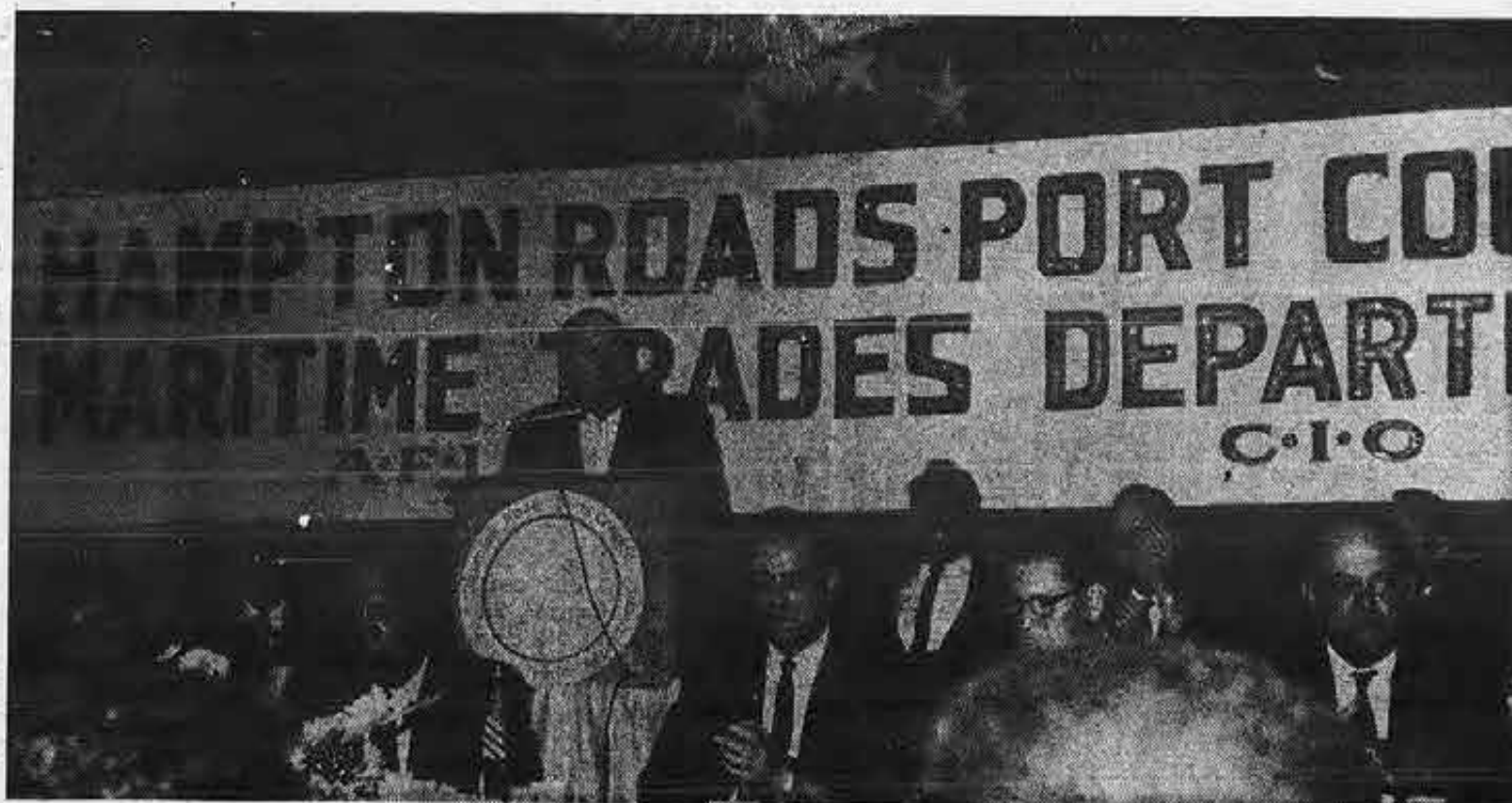
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NOMINATIONS OPEN FOR 45 SIU POSTS

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New For Norfolk

Dedication ceremonies on July 1 formally marked the opening of new SIU hall for Port of Norfolk, with large gathering of rank-and-file members, trade union representatives, and government and civic leaders in attendance. The dedication fete followed a separate Eastern Regional Area conference of the Maritime Trades Department, which was held two days earlier as part of a series of labor events in the Hampton Roads area. The new Seafarers hall in Norfolk is a vast improvement over the old SIU hall in the port, and features ample room to service a variety of membership needs. (See stories on pages 2, 4; Picture feature in centerfold.)



Honor ILA's Alston

SIU President Paul Hall, president of the AFL-CIO Maritime Trades Department, addresses dinner in Norfolk given by Hampton Roads MTD Port Council in honor of ILA Vice-President David D. Alston (second from left). Pictured on rostrum (l-r) are A. Mennella of Eastern Area MTD; Alston; Norfolk NAACP Pres. Robert D. Robertson; Clyde Dodson, Marine Engineers; Virginia State AFL-CIO Pres. Harold B. Boyd; Ray McKay, Marine Engineers; MTD Nat'l Exec. Sec'y-Treas. Peter McGavin; Bill Armstrong, Sailors Union of the Pacific; ILA Vice-Pres. John Bowers. More than 700 guests from labor, government and industry attended the affair. For other photos, see centerfold.)

International President's REPORT

By Paul Hall



Evidence continues to pile up of the need for a consistent and positive government policy to supplant the confusion and lack of decisiveness which characterizes our nation's approach to the needs of the vital American merchant marine. Despite the fact that the government agencies responsible for implementing policies to improve the condition of U.S. shipping are repeatedly professing concern over the state of American shipping, their actions do not square with their talk.

Still awaiting a concrete sign that the government means business when it says that it is determined to provide a badly needed lift to the maritime industry, U.S. shipping has, instead, been treated to another sorry spectacle of the kind of government action that is very clearly obstructing revitalization of the American merchant marine.

It now appears that the Maritime Administration's C-4 ship exchange program, which was supposed to have given an opportunity for an upgrading of two of the most critical segments of American shipping—the domestic and tramp fleets—is on the skids.

This situation is a direct result of Marad's switch in its valuation policy after a number of shipping companies had applied for vessels under the exchange program and awards were about to be announced. Under terms of the switch, the tramp ship operators and sections of the domestic fleet have been forced to abandon their interest in ship replacement. The change in the Maritime Administration's valuation policy apparently made it impossible for the domestic and tramp shipping companies to upgrade their vessels—a move which would have given them a boost because it would have enabled them to better compete. Even the Maritime Administration acknowledged that the coastal and intercoastal lines and the bulk carriers in foreign tramp operations require vessel replacement "if they are to continue to be truly competitive in these vital areas . . ."

Why the Maritime Administration would, in effect, change the ground rules on its C-4 exchange program after a number of companies had applied for vessels on the original terms, is another one of the enigmas plaguing the maritime industry and thwarting the efforts to improve its position.

To those of us who are sincerely interested in, and concerned with, the American merchant marine and recognize its important and critical role as a vital element in the total American economy and national defense picture, this latest action by the Maritime Administration is a disturbing development. It is most disturbing because it indicates that while the government agencies involved are quick to acknowledge the need for positive action to improve the American merchant marine, they have been derelict in their obligation to back up their words with the required action.



Working group during four-day legislative conference at SIUNA's Washington offices includes (facing camera, l-r) Lester Balinger, conference chairman, of the Cannery Workers and Fishermen's Union of the Pacific—San Diego; Cong. Edward Garmatz of Maryland; Sen. E. L. (Bob) Bartlett of Alaska; George Johansen, Alaska Fishermen's Union; Austin Skinner, New Bedford Fishermen's Union. Back to camera (foreground) are George Issel, United Industrial Workers—Pacific District, and Duane Vance, counsel for SIUNA fish and cannery workers' unions. Many of the problems of the fishing industry were discussed.

SIUNA Conference Spurs Fisheries, Cannery Program

WASHINGTON—In a two-pronged attack on the problems of American fishermen and cannery workers, the SIUNA Fish and Cannery Workers' Special Legislative Conference, meeting here June 22-25, drafted a strong legislative program and called upon the Executive branch of the Govern-

ment to "foster, expand and improve" American fisheries. The SIUNA Legislative Conference made a detailed study and

examination of all fish legislation pending before both Houses of Congress. In the course of their studies, delegates to the Conference discussed the legislation with key Congressional representatives and Government agencies with jurisdiction in the areas considered.

The Conference urged top priority for S. 1135, the Senate bill which would amend the Fishermen's Marketing Act by allowing a union to bargain on fish prices for independent fishermen. The bill would give union fishermen the same rights enjoyed by other trade union workers whose wages and conditions are negotiated through the collective bargaining process.

The Conference also delved into a range of other legislative matters, both pending and contemplated, that have bearing on the welfare of the fishing and cannery industries, and recommended approval by Congress of several measures considered to be essential to a prospering industry.

In calling on the Administration to aid American fisheries, the SIUNA Legislative Conference adopted a policy position in the form of a resolution which noted that U.S. production has "remained static" and that the U.S. fishing fleet and employment have drastically declined despite the doubling of U.S. fish consumption in recent years. The policy resolution pointed out that the increased U.S. consumption "benefited only foreign fisheries at the expense of American workmen."

The conferees devoted considerable attention to the necessity for promoting expansion of the domestic fish and fish cannery industries and in this connection planned for a campaign to promote fish products bearing the SIUNA label.

Because of the importance of legislative support for the objectives of the SIUNA Fish and Cannery Workers' Conference, the conferees reviewed the political situation as it applies to the welfare of the workers involved. In this connection the SIUNA group discussed the various aspects of the situation with Al Barkan, director of the AFL-CIO Committee of Political

Education (COPE).

The Conference participants elected SIUNA Vice-President Lester Balinger, head of the Cannery Workers and Fishermen's Union of the Pacific, San Diego, as Conference chairman.

Conference participants were
(Continued on page 10)

SIUNA Hits State Dept.

Ask Labor Role For Fish Panel

WASHINGTON — The SIUNA has called on Secretary of State Dean Rusk to provide for labor representation on his Department's Fishing Industry Advisory Committee on International Fishery Affairs. The action was taken after the SIUNA Fish and Cannery Workers' Special Legislative Conference noted the absence of fish workers' representatives on the State Department advisory body.

In a message to Secretary Rusk, SIUNA Vice-President Lester Balinger who served as Conference chairman, pointed out: "While there are several representatives of the industry on this committee, there are no representatives of the workers . . . We request that such representatives be appointed, equal in number to those representing industry."

The SIUNA communication said that many of the industry people are engaged directly or indirectly in the importation of fish products which are in direct competition with American-caught products.

"Since the importation of such products is one of the major causes of the loss of employment and income to American workmen," the communication said, it is apparent that the interests of these workers are not being represented.

Vice-President Balinger informed Senators E. L. Bartlett of Alaska, Warren G. Magnuson of Washington and Labor Secretary W. Willard Wirtz of the SIUNA protest.

New Norfolk SIU Hall Dedicated In Ceremonies

NORFOLK—The new SIU hall was officially dedicated here last week, in ceremonies attended by SIU President Paul Hall, SIU members in the area, representatives of the trade union movement including the MTD Hampton Roads Port Council and the Norfolk Central Labor Council, as well as representatives of the government.

The modern, all new-structure at 115 Third Street, off Woodis Avenue, is designed to handle all Union functions in the Hampton Roads area. It replaces the old hall at 416 Colley Avenue here.

In a dedication speech, SIU President Hall noted that the building is a symbol that the U.S. seaman has come "out of the wilderness." He quickly noted however, that "this is not the end of our struggle." The assembly gathered at the dedication ceremonies also heard addresses by Harold Boyd, president of the Virginia AFL-CIO state federation and Congressmen Porter Hardy, Jr., and Pat Jennings.

A part of the SIU's continuing building program in all ports, the new Norfolk hall is a direct consequence of the increased deep-sea cargo movements and the parallel rise in the membership of the SIU and its affiliates throughout the Hampton Roads area through a number of organizing successes.

The new fully air-conditioned building includes an expanded hiring hall, ample space for union meetings in a general meeting hall capable of handling 300 persons, new recreational facilities, accommodation for a snackbar-cafeteria, a 40-car parking lot, landscaped terrace and other necessary pro-

visions for full servicing of the membership and the handling of Union business functions.

Just off the Front Street docks, the new structure is much closer

to the busy pier area than the Colley Street location. A novel feature of the one-story building is that it is so constructed that ad-

(Continued on page 10)



AFL-CIO Director of COPE, Al Barkan (left), discusses policy resolution adopted by SIUNA Legislative Conference with SIUNA representatives. Pictured with Barkan are Lester Balinger of the Cannery Workers and Fishermen's Union of the Pacific—San Diego, who served as legislative conference chairman; George Johansen of the Alaska Fishermen's Union, and James D. Ackert, Atlantic Fishermen's Union.

SIU Action Nips New Try to End Fit-For-Duty Slips

The SIU's action to nip revival of pressures to halt issuance of fit-for-duty slips by USPHS hospitals has brought assurance that the present system will continue.

SIU president Paul Hall last month notified members of the Senate Committee on Labor and Public Welfare and the House Committee on Education and Labor that pressures were being revived by vested interest groups to scuttle the fit-for-duty slips, despite the fact that implementation of the proposed change had been postponed because of Union opposition. Committee members responded to Hall's urging for action to assure continuation of the fit-for-duty slips.

This week Congressman Hugh Carey of Brooklyn, a member of the House Committee, informed Hall that he had been advised by the Medical Director of the Public Health Service Division of Hospitals, Dr. Linden E. Johnson, that there would be no change in the position to delay action on a trial study of the proposed action until maritime labor and management had an opportunity to give further consideration to the matter.

In a communication to members of the Senate Committee on Labor and Public Welfare and the House Committee on Education and Labor, on June 15, SIU President Paul Hall said, "I do not believe that the narrow, selfish interests of those who are seeking a cessation of the issuance of the slips should in any way be permitted to interfere with or cause the abandonment of a valuable and necessary service by a highly respected and competent government agency."

The SIU communication stressed that the traditional functions which have been performed by USPHS include "that of providing reports on seamen patients indicating whether or not they are fit for duty aboard U.S. merchant vessels."

Respected Agency

Hall pointed out that because of the impartiality and integrity of the USPHS personnel, both maritime labor and management have accepted the USPHS decisions with respect to seamen's fitness for duty where disputes have arisen over this question.

The SIU President's message said that a move is under way by groups with vested interests such as insurance companies and others, to have the USPHS cease issuance of the fit-for-duty slips.

Hall said that the SIU and other sections of maritime labor "were absolutely opposed to the scrapping of so vital a service. Implementation."

Hall said, "of this change was then postponed. However, we understand that the pressures originally responsible for the proposed change are being revived."

In bringing this issue to the attention of the legislators, Hall said "we are calling this matter to your attention as a member of a Congressional committee with an interest and concern in such matters."

The SIU President urged that the committee members use their good offices to "assure the continuation of the fit-for-duty slips by the USPHS in the interests of American seamen and the U.S. maritime industry, with which it has been traditionally concerned."

Extend Rules On Stewards' Job Preference

NEW YORK—The Seafarers Appeals Board has authorized extension of the job preference rules to cover qualified SIU chief stewards in all Atlantic and Gulf Coast ports who successfully complete refresher courses under the Steward Department Recertification Program.

Under a ruling issued by the appeals board last month, stewards with class A seniority who are registered in job group 1-S at any Atlantic and Gulf port can now enroll in the refresher school for SIU chief stewards which is maintained here in the Port of New York.

As of September 6, 1964, stewards in all Atlantic and Gulf ports who successfully complete the course will be given job preference in accord with the shipping rules.

Since the school is conducted only in New York, the SAB had previously ruled that this was the only port where the job preference provided for in the shipping rules could be put into effect. The earlier ruling said that chief stewards shipping out of the Port of New York would receive job preference after June 15, 1964 if they successfully completed the refresher course under the recertification program. This ruling still applies.

Meanwhile, the recertification program also has been expanded, to provide for several enlarged classes to be conducted at the same time. Three separate groups of stewards are engaged in refresher training at present.

The Steward Department Recertification Program was initiated in 1962. It features both classroom and field work in an attempt to upgrade the skills necessary for a chief steward's rating.

Steward department personnel who have at least three years of seafaring in a rating above 3rd cook can obtain further details by contacting Earl Shepard, chairman, Seafarers Appeals Board, Suite 1930, 17 Battery Place, New York 4, New York.

MA Switch On C-4 Trade-Ins Crimps US-Flag Shipping

WASHINGTON—Despite pious pronouncements about the need for reviving the ailing American-flag merchant marine, the Maritime Administration has now pulled another about-face and virtually destroyed a program designed to give a shot in the arm to two of the sickest segments of maritime — the domestic fleet and the bulk-carrying tramp fleet.

Upgrading Essential

The program is the C-4 ship exchange program which MA announced last fall, and which would have permitted qualified domestic and tramp operators to upgrade their fleets by trading older tonnage for C-4s in the reserve fleet. The SIU and other segments of the maritime have urged upgrading of the US fleet as essential to the attainment of an adequate merchant marine.

MA said at the time that "... all segments of the country's shipping industry currently are having their troubles but the owners most severely affected are those operating without subsidy—the coastal and intercoastal lines and the bulk carriers in the foreign tramp trades. Replacement of the vessels engaged in these trades—most of them war-built—is essential if they are to continue to be truly competitive in these vital areas."

Heartened by this expression of official concern for their welfare, some 18 steamship companies last fall asked MA for a total of about 50 ships, and on January 31 the MA announced the award of 18 ships to seven companies chosen on the basis of "their operating ability, their financial responsibility, their interest and record of participation in the American merchant marine and their record of performance of obligations with the MA."

The seven selected companies included three in the domestic trades, all under contract to SIUNA-affiliated unions. These were Waterman (Sea-Land) which was supposed to get six C-4s; Calmar, which was supposed to get

five, and Matson, which was supposed to get two.

The other five C-4s were as-

signed to four tramp companies, of which two—Oceanic Petroleum (Continued on page 4)

Nominations Open On July 15 For 45 SIU Elective Offices

NEW YORK—Nominations for a total of 45 elective posts, one of the largest number of positions ever to be placed on an SIU ballot, will open July 15 and continue through August 15.

In the last elections, 74 Seafarers competed for the 43 posts on the ballot.

The number of posts to be filled and their distribution was approved by the membership at meetings in headquarters and in all ports during June following presentation of the president's pre-balloting report and recommendations.

This report also is being presented at all July meetings, and appears again in the SEAFARERS LOG, on Page 18, along with a separate report to the membership on voting procedures by the secretary-treasurer.

Both these reports were also carried previously by the LOG.

Under the SIU constitution, candidates will be elected to posts in the seven constitutional ports and headquarters. Other ports maintained by the SIU, which are not specified in the constitution, will continue to operate but will be serviced by joint patrolmen assigned from a constitutional port.

The only change on the ballot since the previous election is an increase that will provide for four joint patrolmen to be elected for the Port of Houston instead of two. This reflects increased shipping throughout the Gulf area.

Under the constitution, any member may submit his name or be nominated by others as a candidate for office provided he has at least three years of seafaring in an unlicensed capacity, at least four months of which must be between January 1 and the time of his nomination; has been a full member of the Union in good standing for three years prior to his nomination; is a US citizen, and has completed a certificate that he is not now, or has not been for the last five years a member of the Communist Party or convicted of a felony.

The necessary documents setting forth each candidate's qualifications should be delivered to the office of the secretary-treasurer or sent to the credentials committee in care of the secretary-treasurer at headquarters, no earlier than July 15 and not later than August 15.

A rank-and-file credentials committee will be elected at the headquarters meeting on August 3 to check the qualifications of all nominees. Voting will commence

November 2 this year since November 1 falls on a Sunday. It will continue through December 31.

New Group Starts SIU Upgrading

NEW YORK—A new group of 20 Seafarers with class B seniority began participating in the seniority upgrading program this week here in the Port of New York. The program was established by the Seafarers Appeals Board last winter.

The fourth group of 31 men to take part in the seniority upgrading completed the program on July 3. All of the participants received certificates attesting to their new class A seniority under the rules of the SAB. The appeals board is a joint SIU-shipowner panel governing the shipping rules set up under contracts for SIU ships.

All together, 113 men have completed the Seniority Upgrading Program since it began.

The program was inaugurated following a Union-management survey of manpower needs in all ports and the number of men shipped to fill jobs on SIU-contracted vessels during 1963.

The action was a move to assure the availability of qualified Seafarers to meet current manning needs. In separate action, the SAB took action last month to maintain the upgrading program for an additional six months commencing on June 26.

Qualified class B men who wish to apply for an upgrading application, or who wish further information on the program, should write Earl Shepard, chairman, Seafarers Appeals Board, 17 Battery Place, Suite 1930, New York 4, NY.

Members of the SAB Seniority Upgrading Committee include Shepard for the Atlantic Area; Lindsey Williams, Gulf Area; Al Tanner, Great Lakes Area; and E. B. McAuley, West Coast Area.

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PAUL HALL, President

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MA Budget Cut Hit By Commerce Dept.

WASHINGTON—A \$600,000 cut in the Maritime Administration's budget in the next fiscal year will bring about "serious consequences" in maritime research and development, Secretary of Commerce Luther Hodges said recently in a plea to the Senate Appropriations Committee, asking the body to reconsider the House of Representatives budgetary slash.

The reduction came in the request for maritime research and development, which includes an increase of \$250,000 for the administrative expense limitation. The House voted to give MA the full amount it sought for operating and construction subsidies and the acquisition of ships traded in

on this new construction—a total of \$314.9 million.

Since \$7.5 million of the \$9.5 million allowed by the House for research will be needed for operation of the nuclear ship Savannah, only \$2 million will be left for two vital areas of non-nuclear research, according to Secretary Hodges. These involve studies in reducing the cost of ship, port and terminal operations. The cut in Maritime funds will leave about half the amount of research monies allotted in 1963 and 1964.

Mr. Hodges told the Senate committee that restoration of the full amount asked was also needed in part to meet administrative expenses of the Savannah when the Atomic Energy Commission turns over to the MA next October full control of the atomic power plant on the vessel.

Secretary Hodges did not ask for restoration of a \$450,000 cut from the Maritime Administration's proposed budget for salaries and expenses nor a \$10,000 reduction in state marine schools.

Maritime Administrator Nicholas Johnson also made a plea to the Senate Appropriations Committee to restore the \$600,000 cut in the MA's 1965 budget.

C-4 Exchange

(Continued from page 3)
and Penntans—are SIU-affiliated. Each of these companies was to get one C-4.

Meanwhile, however, on January 30—a day before the ship awards were made—MA announced that it was revising its valuation policy on C-4s—a move which tramp ship operators estimated would add some \$300,000 to the cost of acquiring a C-4 and converting it to bulk carrier use.

As a result of this MA action, all four tramp companies which might have benefitted from the exchange program have been forced to abandon the idea, as has Sea-Land, which had planned to convert the C-4s into container-ships for use in the intercoastal trades. Only Calmar and Matson have accepted the ships allotted to them, thus accounting for only seven of the 18 ships which were to be broken out.

The C-4 exchange program, of course, is not the only case in which MA has paid lip service to the idea of a strong American merchant marine, then taken actions which bring about the opposite effect.

It was, for instance, MA's policy of issuing waivers on the use of US-flag ships which last winter led the ILA, SIU, NMU and other American maritime unions to support a boycott of foreign-flag ships scheduled to carry American wheat to Russia.

Moreover, the MA has consistently been following a policy of issuing general waivers of the Public Resolution 17 requirement which states that 100 percent of cargoes financed by the Export-Import Bank must move in American bottoms.

The approval of such a request for a waiver, from Italy, was the subject of a vigorous protest by the SIU and other maritime unions to the Grievance Committee on Cargo Preference Administration, which was set up as an outgrowth of the agreement reached last February between the White House and AFL-CIO President Meany, and on the basis of which the maritime unions ended their boycott of the Russian-wheat ships.

Despite the protest of the unions, MA conditionally approved the Italian waiver and is currently considering a similar request from Chile.

This Chilean application, along with the C-4 exchange program, will be subjects of further protests by the SIU at the next meeting of the Grievance Committee, which is scheduled to be held in Washington on July 28.

More Coffee Than Strikes

WASHINGTON—So peaceful are things on the labor-management front, says the Federal Mediation and Conciliation Service, that people are spending more time on coffee breaks than in strikes. The agency's statistics showed that 1963 labor disputes on the average removed only 15 workers for every 10,000 from jobs. Officials also paint a saccharine picture for 1964, pointing out that only 10 men will be idle due to labor disputes for every 10,000 at work.

New Navy Ship Is Named For Sam Gompers

WASHINGTON—The first destroyer tender to be built by the Navy since 1945 will be named the USS Samuel Gompers in tribute to the founding president of the former AFL, President Johnson has announced.

It will be built by union labor under the first agreement signed by a local metal trades council and a naval shipyard—the pact reached in July 1963 by the Bremerton, Wash., union group and the Puget Sound Naval Shipyards.

AFL-CIO Pres. George Meany, Sec. of Labor W. Willard Wirtz and other government and union officials attended ceremonies July 9 at which the keel was laid.

Worked for Peace

"It is fitting," said Johnson in making the announcement, "that a U.S. naval vessel bear the name Samuel Gompers. A man who believed in and worked for peace, he knew its best guarantee is 'the power of self-protection.'"

"Few men represented more effectively the American idea of individual right and responsibility. A leader in the struggle for recognition of workers' rights, including the right to organize and bargain collectively, Gompers set the course for American labor by rejecting outright the concept of the 'class struggle' so prevalent at the time. He determined that working men and women would achieve social justice within the free enterprise system and under the shelter of democratic institutions—not by throwing them down but by improving them.

"The social and economic position of American workers today is to a large extent attributable to the efforts of Samuel Gompers. This ship will bear his name and our nation's flag well."

Elected in 1881

Gompers, born in England, was a member of the Cigarmakers when he was elected president of the AFL at its founding convention in 1881. He held the post until his death in 1924. He was a guiding force in the founding of the Intl. Labor Organization and was a member of the Commission on Labor Legislation that drafted part of the Versailles Treaty ending World War I.

The vessel which will carry his name will be 644 feet long, have an 85-foot beam, and displace 20,500 tons. Its crew will be composed of 135 officers and 1,668 enlisted personnel. It will accompany the fleet, and when outfitted will be able to make repairs on destroyers including nuclear power plants and missiles. Construction is expected to take two years.

Building Subsidy Extended 1 Year

WASHINGTON—The Senate has passed a bill calling for a one-year extension of federal subsidies for construction and reconstruction of American-flag cargo and passenger ships. The original proposal, as approved by the House of Representatives and the Senate Commerce Committee, called for a two-year extension of the subsidy program, but the Senate cut it to one year.

The measure will insure the continuation of subsidies of up to 55 percent on new cargo ships and 60 percent for the reconstruction of passenger vessels for a period of one year as of June 30.

Continuing Study

Senator Frank J. Lausche (D-Ohio) offered the amendment to trim the bill's two-year extension to one. He said the subsidy bill is an area of continuing study and that Congress can take another look at it next year.

The legislation is intended to offset the higher labor and construction costs in this country as compared to foreign shipping yards. The amount of subsidy on each ship is determined by the Maritime Administration and then authorized by the Secretary of Commerce. Subsidies to date have been running about \$250 million a year.

Shipbuilders and operators, who had appealed to the Senate for the extension, claim that had it not been approved it would cost them from \$500,000 to \$600,000 more per ship.

In the meantime, the Maritime Subsidy Board has proposed stiffer requirements for the sale or transfer of ships by subsidized operators. It plans to determine whether the prospective buyer has the experience and money to operate a ship before it approves a sale and releases the seller from any of his obligations under the construction subsidy contract.

New Cost System

The MA also has proposed a new system of comparing U.S. and foreign costs for subsidy purposes. It proposes to stop using the single lowest cost foreign yard as a means for comparison.

Instead, it would use the average cost of five foreign shipyards to compute the subsidy. This would make the U.S. and foreign shipbuilding costs closer together and reduce the subsidy outlay to the government.



Your Union Benefits

By Al Kerr, Secretary-Treasurer

Benefit Action Requires Data

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

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

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

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

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

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

We often hear many Seafarers complain that they can't locate their old discharges. If a member happens to be in this kind of a fix, we would like to remind him that duplicates of old discharges can be obtained by writing to the Commandant, United States Coast Guard, Washington, D.C., requesting a listing of all of your Coast Guard discharges.

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

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

this wise course of action can then be assured that his application will be acted upon in the normal length of time, instead of being forced to wait while officials of the pension plan make repeated requests for further information.

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

Any SIU member who feels there is an unnecessary delay in the processing of any welfare or pension claims should immediately call this to the attention of the Secretary-Treasurer at headquarters, by certified mail, return receipt requested. Any delay in the processing of a claim is usually due to the absence of necessary information or documents which are required before a claim can be processed.

MTD Area Parley Held In Norfolk

NORFOLK—The AFL-CIO Maritime Trades Department held its Eastern Regional Area semi-annual conference here on June 29, with approximately 50 delegates in attendance. Murray Pierce of the Operating Engineers, who is president of the Hampton Roads Council, presided over the session.

The Eastern Regional Area embraces the ports of Boston, New York, Philadelphia, Baltimore and Hampton Roads and delegations from each of the MTD councils in these ports participated.

The conference agenda was devoted to coordination of the activities of the various port councils within the area.

MTD President Paul Hall discussed the work of the councils and noted their effectiveness as vehicles for coordinating the activities of their affiliated unions on the trade union, community and political levels.

Reports were also given by MTD Executives Secretary Peter McGavin, Eastern Regional Area Director Anthony Mennella, and Council President William Kirchoff of Baltimore, William Durkin of Philadelphia and Murray Pierce of Hampton Roads. Mennella reported for the Greater New York Harbor Port Council.



OK Money Bill To Modernize Chicago Harbor

CHICAGO—In a move which had the full backing and support of the AFL-CIO Maritime Trades Department here, the House Appropriations committee has approved and sent to the floor a \$4.3 billion public works appropriation bill which includes \$2.5 million for the deepening of Calumet harbor.

The amount is a million dollars more than was asked for by the administration and a vote on the bill is expected to take place shortly.

The appropriation was spurred by fears that Calumet would become a ghost port unless the harbor and the Calumet River are dredged to a depth of 27 feet from their present 19.

Reluctance of ocean ships to use the Calumet River has brought estimates that the Chicago Regional Port District's may decline to almost 50 percent this year, the revenues coming from tenants marine terminal facilities on Lake Calumet.

It has also been pointed out that the St. Lawrence Seaway now has a depth of twenty five-and-a-half feet and soon will be deepened to 27 and that the shallower channel and turning basin in Calumet Harbor discourages ships from using it. Until this year an average of 20 ship lines used the port every shipping season. But this year only six lines have signed up.

The committee, in approving the appropriation, noted that local interests have invested about \$32 million in terminal facilities at the harbor. The work was authorized by the River and Harbor Act of 1962, but no money had been appropriated.

The committee also approved another \$2.5 million to complete dredging the channel to 29 feet and continue dredging the outer harbor to 28 feet.

In addition, the committee provided \$5 million for the first part of the Illinois Waterway from 12 miles above Lockport to turning basin No. 5 near the entrance to Lake Calumet.

Blood Bank Donor



Seafarer Andrea A. Pesce has been donating blood to the SIU blood bank since he first started sailing with the SIU. A recent donation brought him to the gallon mark and the LOG photographer hustled over to commemorate the occasion with the photo above. Pesce last sailed aboard the Summit (Sea Land) in the engine department. Nurse Mary Larsen is at right.

Low Great Lakes Water Rapidly Becoming Critical

TORONTO—Rain, rain and more rain must fall on the rapidly shrinking Great Lakes. This is not only the plea of conservationists in the region fearing for fish and fowl, but a frightfully realistic

thought in the minds of men concerned with commercial navigation, hydroelectric power and small boat docks, who are faced with an abnormally low water level on the inland waterways.

The monthly mean level of Lakes Michigan and Huron for the past four months has been at or below the lowest levels ever recorded. And Lakes Erie, Superior and Ontario, although not below record levels, have shrunk far below their long-term average levels.

While the problem does not spell imminent disaster for Lake com-

merce, the prolonged absence of large amounts of rain has produced a situation far beyond the "pain-in-the-neck" stage. Hydroelectric plants are short of water, navigation is suffering and small craft moorings are nakedly exposed.

Partly-Empty Holds

Because of the low level of the Lakes, ships with cargoes of ore from Duluth, Milwaukee, Detroit and other ports are forced to sail with partly-empty holds. Even the St. Lawrence Seaway, which has a fluctuating level, faces future peril if the Lakes continue to lose their contents.

If future rainfall is not forthcoming the Great Lakes will continue to shrink; with a period of normal precipitation the levels should start a slow upward rise. It would require a veritable deluge, however, to restore the Lakes to anywhere near 1964's predicted normal level.

Seek Aid

Acute concern over the declining water levels resulted in a recent conference of the Canadian and American officials involved. Delegates to the International Conference on Water Levels held in Toronto have decided to seek help from their respective governments. Officials of Ontario, Quebec and eight American states will ask the International Joint Commission—which has jurisdiction over border waters—to initiate a special and comprehensive study of the problems of fluctuating levels on the Great Lakes.

The conference included representatives from Illinois, Indiana, Michigan, Minnesota, New York, Ohio, Pennsylvania and Wisconsin.

There are not many reasons for the Lake shore populace to show optimism at present. According to estimates indicating seasonal lows for the next six months—Lake Superior slightly below its 10-year average and the other lakes very much below, people from Ashtabula to Sault Ste. Marie will soon be sitting high and dry.

Four Seafarers On Pension List

NEW YORK—Six veteran Seafarers have joined the growing list of SIU oldtimers who have retired in dignity and comfort with the help of a regular \$150 monthly pension check. The six new pension awards brings the number of Seafarers who have retired this year to a total of 40.

All of the six will receive disability pensions which pay \$150

engine department. A long-time member of the SIU, he joined the union in 1938 in Tampa. Sheffield took his last trip on the Marine (U.S. Shipping Corp.). He makes his home in Mobile, Ala., where he lives with his wife, Lexie, and their two children.

Loeffler is ending a long career as a Seafarer with many years of experience in the deck department. He became an SIU member in New York and ended his sailing days with a voyage on the Alamar (Calmar). Loeffler lives in Baltimore with his wife, Ann.

Wuchina is an engine depart-



Schneider



Sheffield

per month for life. One of the six is a member of the SIU-Great Lakes district and the remaining five sailed deep sea.

The latest pensioners are Hazen Schneider, 58; Lloyd Sheffield, 50; Gustave Loeffler, 60; Nicholas Wuchina, 49.

Schneider became a member of the SIU-Great Lakes District when he signed up in St. Ignace, Mich. He ended his days as an active Seafarer when he made his last trip on the Chief Wawatam. A native of Macinaw City, Mich., he makes his home there with his wife, Irene, and their child.

Sheffield is a Seafarer oldtimer who held an FWT rating in the



Loeffler



Wuchina

ment veteran who also signed up with the Union in New York. He ended his sailing career with a trip on the Columbia. He plans to spend his retirement with his wife, Monika and their two children at their home in Ligonier, Pa.

Jobs

By Cal Tanner, Executive Vice-President

MA Chief Cites U.S. Ship Problems

Maritime Administrator Nicholas Johnson recently gave a speech before the Propeller Club in San Francisco in which he reviewed many of the serious problems now being faced by the U.S. merchant marine. Included in his comments were an acknowledgement of the steady decline in domestic shipping in the United States.

He also acknowledged that it will be very difficult to revitalize the domestic shipping industry "so long as it remains possible for the railroads to cut water rates to a point where it becomes uneconomic for even the most enterprising water carriers to stay in business.

However at this point the MA chief delivered the punch line. He quickly pointed out that "the Maritime Administration has the responsibility under the Merchant Marine Act to promote domestic water carriers, but we have no regulatory authority over either the water or the connecting land carriers."

This appears to be the same old game of passing the buck. Everyone talks about the decline in U.S. shipping, but seems to think that the blame lies at someone else's doorstep.

The truth is that most U.S. government and regulatory agencies have been lax in their efforts directed toward improving the status of American shipping. The U.S.

Senate recently chopped a year off the extension of the 55 percent ship construction subsidy bill and said that they would look into any further extension at a future date. The Federal Maritime Commission has made a feeble attempt to enforce dual rate regulations for foreign steamship conferences, and after a promising start the document has been watered down to such an extent as to make it useless. And to top it off, the 10 leading European maritime nations and Japan are still not satisfied and are asking for a further weakening of the dual rate regulations.

The Interstate Commerce Commission has allowed the railroads to practice discriminatory rate cutting, which, as Maritime Administrator Johnson said has made it possible "for the railroads to cut water rates to a point where it becomes uneconomic for even the most enterprising of water carriers to stay in business."

Perhaps the MA chief provided the answer to some of the problems that the U.S. shipping industry is facing without even knowing it. During his speech to the Propeller Club, he outlined the progress made by both Russia and Japan in building up their merchant marines after World War II and he said that "if other nations can do this job, so can we. Indeed, we should be able to do it as well or better than any."

Indeed we should. But the buildup of the fleets of such countries as the Soviet Union, Japan and many others was no accident. These countries realize the important role that their merchant fleet plays both economically and militarily, and they have appropriated massive sums of money and attention to keep their merchant fleets strong. Quite the opposite is true in the United States, and the current state of the U.S. merchant fleet tells its own story.

U.S. Income Average Hits All-Time High

WASHINGTON—The median income of U.S. families jumped 5 percent, or \$293, to an all-time high of \$6,249 between 1962 and 1963, the Census Bureau reported on the basis of a population survey conducted in March.

At the same time the number of families under the Johnson Administration's "poverty line" of \$3,000 declined 1 percent. However, not all of this increase in income constituted a gain in purchasing power, as the cost of living went up about 1 percent during the year.

The "median" income is the half-way point, with the incomes of an equal number of families or persons above and below. The survey was conducted among the non-institutional population and members of the armed services living off-post or with their families on-post in the United States. The study covered cash income only before tax deductions.

The number of families with incomes of \$7,000 or more increased by about 10 percent, or 2 million, from the previous year and accounted for 42.4 percent of the country's 47.4 million families, the Census Bureau summary showed.

At the other end of the economic scale 8.8 million families, or 13.5 percent of all families, had incomes in cash of less than \$3,000 in 1963. This was about 500,000 fewer than the year before.

Incomes between \$3,000 and \$5,000 were reported by about 8.4 million families, or 17.7 percent, while 21.3 percent, or 10.1 million families, had incomes between \$5,000 and \$7,000.

The median income of male heads of families was \$6,561 and of families headed by women was \$3,211. Families in which both husband and wife worked had median income of 7,789. Those with non-working wives averaged \$6,039.

A median of \$6,935 was reported for families whose heads were employed. Largest family income in this group was \$13,302 and was earned by self-employed heads of families. Medians for family heads in other job classifications included: salaried managers and officials, \$6,895; craftsmen and foremen, \$7,367; and laborers, \$5,081.

The Atlantic Coast

By Earl (Bull) Shepard, Vice-President, Atlantic
Good Shipping Continues In NY

Here in New York things have been pretty good on the shipping front. And it looks like things may continue this way for quite awhile.

In from Texas City on the *Transerie* to say hello was **Kenny Cann**, who was off on his way to see the World's Fair and take in a ball game. **Lewis (Red) Roberts**, who came in on the *Gateway City*, stopped by the hall to collect his vacation cash and then try his luck at Aqueduct. Red plans to catch up on some missed baseball time, with frequent trips to the Met or Yankee games.

Other Seafarers in to collect money and give their regards were **Christos Tsambis**, **Enrique Alvarez**, **Louis Basta**, **Frank Hernandez** and **Brothers James, Morales** and **Asinas**.

Shipping in the port of Boston has been slow during the past period, sorry to say. However a good number of the registered men are sailing aboard the excursion boats operating in and around Boston Harbor. The remainder of the members are back in Boston for vacation and don't plan to ship until after Labor Day.

Some of the men presently on the beach are **Gene Dakin**, **John Kulas** and the **Ruggerio Brothers**. They have all just paid off the Mt. Washington.

The word for shipping in Philadelphia this period is good. Things have picked up considerably, and will continue to do so, from all indications. This is especially true for rated men.

President of Firefighters Local 22, **James J. Forbes**, passed away on June 21. The SIU and IBU, along with local maritime officials, paid their respects. The port of Philadelphia had 10 payoffs, four sign-ons and 17 intransits during the past period.

On the beach here is **Estelan Oquendo**, who's been shipping with SIU for over 21 years with the steward department. Estelan has recently returned from Russia on a wheat run and says he is very glad to belong to the SIU. He believes the SIU has the best conditions in the maritime industry. Estelan is also proud to ship out of Philly, where he says he's never had any trouble shipping out.

Edward Brett is itching to get a ship that feeds as well as his last one, the *Globe Progress*. Edward sailed on the *Progress* coal run to Holland and is hoping to go back on the first one available. Planning to ship again very shortly is **Charles C. Fritz**. Charles has high praise for his last vessel, the *Mt. Vernon Victory*, on which he sailed for over a year in the Persian Gulf.

Sees Russia

Russia has changed quite a bit, according to **Roosevelt Robbins**, who came in to tell about his last voyage on the *Norina*. Roosevelt spent 60 days in Odessa in 1945 and says that the people were very friendly then. Now everyone seems to be afraid to talk, and he doesn't want to go back.

Shipping in Baltimore, as it appears to be in most ports for the next period, is doing well. Nine vessels have paid off and there have been 9 sign-ons and 32 intransits. Only complaint is that there are not enough middle ratings to fill all the jobs.

On the beach in Baltimore is **Jiles Whamm**, a 12-year man with SIU who last sailed aboard the *Penn Carrier* to Russia. Jiles left the *Carrier* on the West Coast and returned here to register. He will take any ship going any place but India.

The Port of Norfolk has seen good shipping during the last period and expects more of the same for the next couple of weeks. There are exceptionally good opportunities for all rated men. It was a busy time in the area with the grand opening of the new union hall. Many SIU members and their families attended this affair, as is evident from some 800 meals served at the opening ceremonies. Everyone is very well pleased with the building.

Clyde Mariner is taking a little

time away from shipping but not from the water. **Clyde**, who's last ship was the *Bosun Marore*, is going to stay home for a couple of weeks and do some fishing.

Another man resting up is **Roy Rayfield**, 21 years with SIU, who suffered a slight heart attack aboard his last ship the *Marore*. Roy has gone home to recuperate before shipping out again.

Waiting To Ship

Both **John Brown** and **Daniel Nelson** are looking for work out of Norfolk. John last made a short run on the *Taddel Victory* and is waiting for a fireman's berth on something that will be gone for a good while. Daniel, who has been manning SIU ships for 20 years, is back in town after a year's absence, registered for a bosun's post.

Down in Puerto Rico Gov. **Munoz** has recently signed a bill that authorizes the Ports Authority to take out \$300,000 of its own funds for dredging in front of the new San Juan Tourism pier.

A four week seminar on co-operatives jointly sponsored by the Caribbean Organization and International Labor organization ended recently. Representatives from U.S., British and French Caribbean Islands and British Honduras attended the meeting.

Old timers seen around the union halls were **Joe Reyes**, who is hanging around for awhile after spending six months on the *San Francisco*. This was Joe's second time on this ship, and he has nothing but compliments for all hands.

Although **Roberto Principe** is holding down the Steward's job seven days a week on the dredge *Cartagena*, he manages to get around the hold to keep in touch with the boys. **Johnny Galdinez**, one of our finest old timers has just completed a five month trip on the *Steel Worker*. He dropped by the hall with Mrs. Galdinez. It's always a pleasure to know that Johnny is available to "cherang" a ship.

Jose Suarez, another old timer from the engine department, was explaining to a few of the boys that 30 years ago the "good old days" were not so good as compared to conditions, wages, welfare and pensions of today.



While his wife Susan looks on with approval, veteran rail tugman **Jacobus F. Nuvelstyn** (center) accepts his first retirement check from SIU-Railway Marine Region director **G. P. McGinty**. Nuvelstyn retired after 37 years service on Erie-Lackawanna railtugs.

Two RMR Men On Pension List

NEW YORK—The joint Union-employer panel of the SIU pension plan has added two veteran rail tugmen to the ever-increasing number of SIU-Railway Marine Region members who have been able to retire to live in comfort with the aid of a \$150 monthly pension check.

The action of the trustee panel brings to 17 the total number of SIU-RMR members who have retired this year. Sixty-five rail tugmen have been awarded pensions since the plan was started.

The two railtug veterans are **Andrew Carcich**, 65, and **Jacobus F. Nuvelstyn**, 65. Both are Erie-Lackawanna Railroad veterans and have been awarded disability pensions which will pay them \$150 per month for the rest of their lives.

Nuvelstyn is a veteran rail tugman with over 37 years service with the Erie-Lackawanna. A member of the deck department, he last sailed on the *Utica*. Nuvelstyn was born in Holland and now lives in Jersey City with his wife, Susan. He plans to spend his retirement by "taking it easy" and working around his home.

Carcich is another Erie-Lackawanna veteran who worked more



Erie - Lackawanna railtug veteran **Andrew Carcich** (left) accepts best wishes for the future as he collects his first pension check from SIU-Railway Marine Region director **G. P. McGinty**. After more than 25 years of service with the railroad, Carcich plans to spend his retirement fishing, gardening and taking care of his home.

than 25 years on the railroad's tugs as a deckhand. He took his last trip as a rail tugman on the *Hernell*. Carcich owns his own home in Astoria, N.Y. where he lives with his wife, Mary. His family includes two married daughters and six grandchildren. Commenting on his plans for the future, he says, "I'm going to retire in dignity and live like a gentleman."

Unemployed Youth To Get Aid From U.S.

WASHINGTON — A nationwide plan to train 2,000 men and women as shock troops in an attack on the problems of unemployed youth has been launched by Labor Secretary **W. Willard Wirtz**.

After intensive recruitment and training as counselor aides and youth advisers, they will staff youth opportunity centers for assisting young people without skills or jobs which Wirtz described in testimony before the Senate Labor Committee.

The crash program is necessitated by a shortage of qualified personnel. Eligible for training are college graduates or those with experience in counseling, psychology, sociology, education, the social sciences, social work or related fields, and who are at least 21 years of age. They will receive eight weeks of training, beginning July 13, in some 20 universities and colleges in all parts of the country, and must be unemployed at the time training starts.

Wirtz appealed to AFL-CIO secretary-treasurer **William F. Schnitzler** for aid in finding volunteers. "Your help in getting people to apply who have empathy for and collegiate training or experience in services for disadvantaged youth would be deeply appreciated," he said in a telegram detailing the recruitment program.

Unemployment among teen-agers has been high for years and is expected to become worse as post-war "baby boom" children grow up and enter the labor force.

Father's Footsteps Are Passe

Fewer than six per cent of American white collar workers follow in their fathers' occupational footsteps, according to statistics released by the U.S. Department of Commerce. At the other end of the scale are professional and technical workers, who follow along family lines 41 per cent of the time.

This pattern points to the fact that, while in the past sons frequently chose the occupation of their fathers, only one fourth of the workers in the United States today has the same kind of job as did his father.

The Commerce Department's report reveals that 23 per cent of American men 25 to 64 years old follow in their fathers' footsteps.

After professional and technical workers come managers, officials and proprietors with 35 per cent, craftsmen, foremen and similar workers nearly 30 per cent, and operatives and other like workers with 26 per cent.

Sons of clerical workers, sales and service workers and laborers followed their fathers' occupation only between 5 and 15 per cent of the time, while farmers showed an unusual pattern.

Only 20 per cent of younger farmers descended from farmers, while about 40 per cent of older farmers were the sons of farmers. Almost one in every four of the older farmers began as such, while one in nine of the younger men started work on a farm.

Great Lakes Cargoes Up

Water carriers on the Great Lakes are enjoying their best traffic in four years, with grain, coal and iron-ore movements running eight million tons ahead of last year's movements, the Lake Carriers Association announced recently.

More grain was shipped over the lakes last month than in any other May on record, with cargoes totaling 2,791,872 tons. The great bulk of the cargoes, 66.8 per cent, was transported in Canadian-flag ships. Overseas ships moved 24.7 per cent of the grain and United States carriers had 8.3 per cent.

Oliver T. Burnham, vice president and secretary of the association, credited the heavy grain movement to increased export demand.

Shipments of iron ore in May amounted to 9,068,540 gross tons, an increase of more than 750,000 tons over the amount carried in May, 1963. This brought the total movement this year's season to June 1 to 13,028,259 tons, highest for the period since 1960.

Coal shipments dropped slightly, to 6,597,578 tons. The combined total of the three commodities moved this year to June 1 totaled 31,533,878, the highest since 1960.

Quitting Ship? Notify Union

A reminder from SIU headquarters cautions all Seafarers leaving their ships to contact the hall in ample time to allow the Union to dispatch a replacement. Failure to give notice before paying off may cause a delayed sailing, force the ship to sail short of the manning requirements and needlessly make the work tougher for your shipmates.

Newspaper Publishers Hit Agriculture News Service

WASHINGTON—Already under attack from all sides and undergoing a probe of its legality, the U.S. Department of Agriculture's new Market News Wire Service was scored recently by the American Newspaper Publishers Association which recommended to Congress that the services be terminated immediately.

ANPA representatives have specifically asked the Senate Agriculture Appropriations Subcommittee to deny the Agriculture Department the right to use federal funds for the news service.

The House has already passed an amendment to a National Food Commission resolution which permits the commission to study the constitutionality of the USDA wire.

Criticism Growing

Criticism of Agriculture Department incursions into the realm of private industry has been growing ever since the government agency began competing against a private ferry line between Orient Point on Long Island, NY and the USDA's Plum Island laboratory. The private ferry line was eventually forced to suspend its operations because of the USDA competition. The Market News Wire Service followed soon after.

Speaking before Congress, representatives of the newspaper publishers association charged that through the news service, "the government has gone into the business of news dissemination in combination with the American Telephone & Telegraph Co., by-passing the regular news media."

They also charged that the government, through the Agriculture

Department, was footing the bill for the cost of gathering and editing the market news while AT&T is reaping the benefits.

"Under this new plan the benefits flow first to AT&T and the few subscribers to the new wire service," ANPA spokesmen charged. "They are given privileged status and all others are relegated to second class status because the important market news goes first only to those who can afford and choose to buy the privilege from AT&T. All other farm organizations and news media get the information later."

Senators Karl Mundt (R-S.D.) and Roman Hruska (R-Neb.) both joined ANPA representatives in characterizing the Agriculture Department wire service as a potential news censorship threat.

The attack was continued with the charge that the news service was begun in spite of very limited customer demand and in the face of disinterest and outright criticism from many state farm agencies connected with USDA's original federal-state market news service, which they felt better served the interests of the nation's farmers.

The USDA-AT&T wire currently enjoys a preferred position on excise taxes, the ANPA charged, but added that according to reports, the Internal Revenue Service is currently investigating the situation with an eye toward possible action.

Tug Line Sues In Collision

MOBILE — SIU-Inland Boatmen's Union contracted-Sabine Towing and Transportation Company has filed suit in federal court seeking \$100,000 for damages sustained by its tug, Vulcan, in a collision near here May 5, with the cargo ship, Prospector, owned by Lib-Ore Steamship Company.

The petition claims that Lib-Ore should be forced to pay the damage cost because of negligence. The Prospector's radar, Sabine charged, was inoperative and "she had failed to provide a lookout."

"Furthermore, the cargo ship entered a smog bank or area of restricted visibility when she either could have returned to dock or dropped anchor in a place of safety," Sabine asserted.

Sabine contended that the Vulcan, which was pushing three barges at the time, was "properly manned and equipped and had her radar in operation."

Sabine filed the suit shortly after Lib-Ore asked U.S. District Judge Daniel H. Thomas to order Sabine to pay it \$275,000 for damage to the Prospector.

At the time of the accident, the Vulcan was towing three loaded gasoline barges from Smith Bluff, Tex., destined for the Pure Oil Company and Cities Service here. The lead barge caught fire, throwing flaming gasoline about the harbor.

A U.S. Coast Guard investigation was inaugurated the day after the collision to determine the cause.



By Lindsey Williams, Vice-President, Gulf Area

Kudos For Del Sud Crew

The Del Sud returned from its Pan-American trade promotion voyage and everyone concerned had nothing but praise for the contribution of the SIU crew to the success of this unusual venture. The crew did a bang-up job in traditional SIU style and certainly deserves to be commended. This is just another example of how Seafarers always meet the challenge when faced with a difficult assignment.

On another front, maritime unions in New Orleans gave moral support to longshoremen who refused to load cargo on a Brazilian ship which was destined for Tampico, Mexico, but scheduled for trans-shipment to Cuba.

Around the Gulf the various port councils have been assuring the IIA of the full support of the many MTD affiliated unions in the Longshoremen's current negotiations with the employers.

In Houston, Judge Jack Pope was elected as Justice of the Texas Supreme Court. Judge Pope had the support of the West Gulf Port Council and has visited the SIU Hall on several occasions and appeared before a meeting of the Council.

Other good news to Houston trade unionists was the action of the National Labor Relations Board in ordering the management of the Ben Milan Hotel to negotiate with the Hotel and Restaurant Employees Union in a good faith effort to conclude a collective bargaining agreement. In another decision, the Board ordered Mirapak, Inc., a Houston manufacturer of packing machines, to stop discouraging its employees from joining Sheet Metal Workers Union 54. Mirapak also was ordered to reinstate two employees with payment of lost back wages after they were found by the Board to have been fired for union activities.

The news from Mobile is that this port is still enjoying a mild shipping boom and having difficulty filling jobs on ships bound for India. Beginning of operations at the new California Standard Refinery at Pascagoula, Mississippi, has stimulated tanker shipping through the Mobile branch. The outlook in Mobile as well as in the rest of the Gulf is for continued good shipping in the immediate future.

Frank Pastrano is on the beach in New Orleans. This reminds us that two of the world's top light-heavyweights, both of whom have an SIU background, have signed to fight an over-the-weight bout soon in San Francisco. The boxers in question are Bobo Olson, who once shipped as an AB in the Sailors Union of the Pacific, and Frank Pastrano's son, Willie, who is the world's champion in this division.

Joe Powers is vacationing in New Orleans after a trip to Russia. Rufus "Eddie" Stough, Jr., was discharged from the New Orleans USPHS Hospital, slimmed and trimmed by about 40 pounds, and is looking for a ship. Norman DuBois is working as business agent with the Hotel and Restaurant Employees in which he maintains membership along with his SIU book. It was like old home week when the Del Sud was in port with Tom Garrity, Whitey Lanier, Dominick DiGiovanni, Bobby Garn, Hans Spiegel, Henry Ponson and several other crew members visiting the hall.

Among the familiar faces on the beach in Mobile are Johnny Hunter, who has been sailing out of the Gulf since 1940 and is registered in Group One after leaving a deck maintenance job on the Warrior to take a vacation with his wife and children; Edwin C. Craddock, who got off the Whitehall after spending several months on the European run; James A. Cole who left the Council Grove to shop for a Group Two job on an air-conditioned supertanker; Carroll E. Martin, who has been sailing out of the Gulf for the last 20 years and left the chief cook's job on the Penn Exporter to spend some time with his family in Silver City, Mississippi, and Henry L. Laird, who has been working as a welder in the Mobile Ship Repair Yard since getting off the Tamara Guilden.

Johnny "Bananas" Zieries is waiting to throw in on any bosun's job that hits the board in Houston. Gene Taylor is sweating out an AB's job on a coastwise tanker. Others who have been on the beach in Houston who may have shipped out by the time the LOG goes to press are George McCurley, Nevil Ellis, C. C. Lyle and Ben Ladd. R. L. "Red" Ferguson checked in at the hall the other day after resting for a while at his home in Arkansas and shipped almost immediately on the Hurricane bound for northern Europe.

Introduced By SIU Company

Modern Refrigerated Barges Increase Ammonia Shipments

HOUSTON—SIU Inland Boatmen's Union members were participants in a revolution in the transportation of ammonia recently when two gigantic refrigerated barges completed their maiden voyage up the Mississippi River, filled with a total of 5,000 tons of liquid ammonia. This represented the largest single delivery of the product at atmospheric pressure ever attempted.

The barges, incorporating the most advanced design systems for the transport of anhydrous ammonia or propane, are the latest additions to the IBU-contracted National Marine Service fleet.

National Marine operates a fleet

of more than 100 vessels, including towboats, barges and tankers on the Mississippi River, Great Lakes and inland waterways of the Gulf Coast and East Coast.

Advanced Refrigeration

Designed by Breit Engineering, Inc., of New Orleans and built by Port Houston Shipyards, Inc., at Houston, each barge is over 280

ft. in length and carries two low-temperature steel tanks of 1,250-ton capacity.

Cargo vapors and freon are used in an advanced refrigeration system to maintain the ammonia at a constant temperature of minus 28 F.

Each tank is insulated with six inches of foam glass to contain the ammonia at the low temperature, and is carried within the barges in saddles cushioned with foamed polyurethane. The floating ammonia craft each carry two identical refrigeration systems, one as a standby for the other.

A third refrigerated barge for ammonia and propane, as well as a new towboat and two additional chemical barges with coated tanks, is under construction.

National Marine carries the ammonia from Houston to Marseilles, Ill., for Tenneco Chemical Company, a subsidiary of Tennessee Gas Transmission Company. The ammonia is converted to nitrogen fertilizer at the Illinois plant.

David A. Wright, president of National Marine, predicts that new methods of transportation will revolutionize the nitrogen fertilizer industry.

"The entire industry is undergoing a revolution in transporting ammonia in large quantities to reach broader markets at a distance from the ammonia production plants," Wright said.

Consumer Prices Remain Unchanged

WASHINGTON—Declines in the cost of food and housing offset small increases in the prices of most other goods and services and left the May Consumer Price Index unchanged from April's record level of 107.8, the Labor Dept.'s Bureau of Labor Statistics reported.

June Rise Seen

The reading was 1.5 percent higher than in May 1963, with food prices up 1.2 percent over the year and housing 1.1 percent higher. Sidney A. Jaffe, BLS assistant deputy commissioner, predicted a slight rise for June.

Under union contract escalator clauses about 90,000 aerospace workers and 80,000 meat packing employees will receive wage increases of 1 cent an hour on the basis of the national index. Some 2,500 Los Angeles drug store

clerks will get 8-cent boosts based on the annual change in that city's index, while 2,600 Washington, D.C., transit workers will get one-half a cent because of the quarterly change.

A separate but related BLS survey showed that the take-home pay of factory production workers reached new all-time highs in May of \$92.18 for those with three dependents and \$84.40 for those with none. The rise from April was 75 cents and 72 cents, respectively. This represented a clear gain in purchasing power, as the cost of living remained unchanged.

Tampa Loads A Brewery Bound For Nicaragua

TAMPA—A "once-in-a-lifetime" shipment—a complete brewery—took to the sea from this port June 9, en route to Nicaragua, aboard the Nicaraguan vessel El Salvador.

The shipment, which departed from Southport Terminal here, was "one of a kind," according to John Imperato, owner of Southport. "I don't expect ever to see another one," he said, "and I've never seen one before this."

Coordination of assembly at dockside and the actual loading of the vessel was accomplished through a monumental sheaf of papers detailing size, weight and general shape of each piece of equipment.

Although not heavy, the brewing tanks were bulky and presented a problem because of the small hatches of the El Salvador. Southport, however, is equipped with several 45-ton cranes that operate on tracks, hence the crane operators were able to maneuver the tanks into the hatch openings.

Originally, the brewery was set up and functioning here by the National Brewing Company. When National sold it, it was dismantled and removed from the three-story building that housed it.

The building was completely stripped, with every existing connection, pipe, brewing tank and storage vessel removed, marked and taken to Southport Terminal for storage until it could be loaded aboard the El Salvador.

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

By SIDNEY MARGOLIUS

Vegetables Come With High Price Tags

That man on television keeps asking: "Why should vegetables be the quiet corner of your plate?"

We have discovered why. It's because the noisy vegetables cost actually two to three times as much as the quiet ones. And that is what the Green Giant really is ho-ho-ho-ing about.

The noisy vegetables, in case you haven't observed the latest television campaigns, are frozen vegetables already creamed, or with butter sauce added, or additional ingredients like bits of mushrooms or green peppers, or all mixed up and almost ready to serve, like rice with peas.

As shown on TV, when you serve these to your family, orchestras play in the background and you draw admiring glances.

But wait till you see the glance you get from your husband when he sees how much your food bills have gone up. Nor will the sounds you hear be those of an orchestra. The new, almost ready-to-serve vegetables are one of the most revealing examples yet of the drive of food manufacturers to convert inexpensive ingredients into costly processed foods.

For example, Seabrook's chopped broccoli au grain costs you 9 ounces for 31 cents, or 3.4 an ounce. Ordinary frozen chopped broccoli costs you 14 cents for a 10-ounce package, or 1.4 cents.

Seabrook creamed spinach is 9 ounces for 29 cents, or 3.2 cents an ounce. In contrast, ordinary frozen leaf spinach costs as little as 10 ounces for 11 cents in stores' own brands, or 1.1 cents an ounce.

Green Giant broccoli spears in butter sauce are 39 cents for 10 ounces; 3.9 cents an ounce. Ordinary frozen broccoli spears cost just 1.8 cents an ounce.

Birds Eye cut green beans in butter sauce come to 3.4 cents an ounce; ordinary cut green beans, 2.1 cents.

Or take frozen beans. Birds Eye peas in butter sauce come to 3.1 cents an ounce; ordinary frozen peas in 10-ounce cartons, 1.6 cents; frozen peas in two-pound polyethylene bags, 1.4.

The same doubling and even tripling of price occurs in all the other versions. Ordinary frozen cut corn or mixed vegetables are about half the price of the same items prepared with butter sauce and packaged in foil bags, and even less than half the price in the two-pound poly bags.

You can make it a modern shopping law, that the more manufacturers mix things together, the disproportionately more they cost you. When Birds Eye mixes rice and peas and adds a sprinkle of mushrooms, the package costs you 35 cents for 7 ounces, or 80 cents a pound. Or when Birds Eye mixes peas and potatoes with cream sauce, the result costs 55 cents for an 8-ounce package. That's \$1.10 a pound.

Even if you don't want to cook, you can buy canned cooked potatoes for as little as 12-14 cents a pound.

Nor is the cream sauce as expensive as at least one manufacturer's package seem to indicate. Seabrook Farm advertises on its frozen creamed-spinach package that "Choice spinach is expertly blended with heavy cream, farm fresh butter and the perfect touch of seasoning." But on the side panel, the legally-required list of ingredients shows that in order of relative amount, the ingredients are "Chopped spinach, reconstituted whole milk, vegetable shortening, wheat flour, heavy cream, rice flour, butter, salt, sugar (and other spices)." Thus there is not as much heavy cream as plain milk or even flour, and not as much "farm fresh butter" as vegetable shortening.

Your best buy in ordinary frozen vegetables is the two-pound poly bags now sold by many stores. These are not only cheaper than frozen vegetables in the familiar small boxes but even more convenient. You can pour out the amount you need for a particular meal and return the rest of the bag to your freezer compartment, thus eliminating leftovers.

Watch the weights marked on the packages, when buying packaged frozen vegetables. You can't assume that all are 10 ounces. Some are only 8 or 9. In fact, some of the 9-ounce packages may look bigger to you than the 10, because they have a larger face but they are narrow in depth. Too, some of the packages have the net weight printed against a dark background which obscures the figures.

The same law that says prices increase in disproportion to the number of ingredients added, applies of course to many other modern processed foods. As one of many examples, the recently-introduced flavored cottage cheese, which has vegetables added, comes to 52 cents a pound compared to ordinary cottage cheese at 32-39 cents in cartons, or as little as 24 cents in bulk.

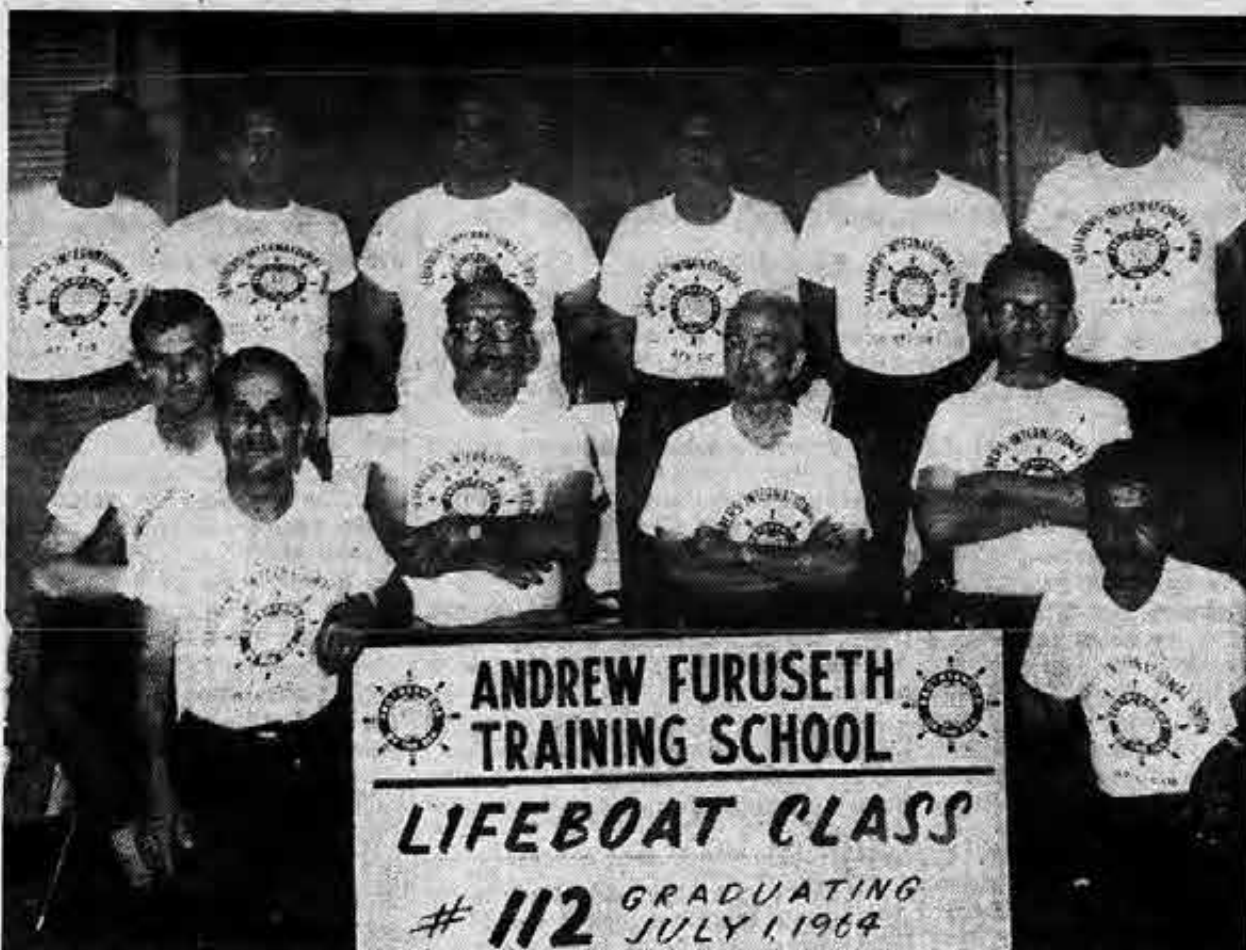
You can also expect to see more and more processed foods in various convenience packages to lure your eating dollars. Now under-going marketing tests is frozen boneless roast turkey packaged in a disposable aluminum roasting pan. The prices at which this item are being tested range from \$3.00 to \$4.29 for 2 pounds, 6 ounces. In comparison, a small turkey providing about the same yield of meat, costs you about \$2.40 if you cook it yourself.

Even if you don't use the fancy versions of frozen vegetables but stick to the staple forms are frozen vegetables as good value as fresh or canned? Most often, fresh produce in season is the best buy, followed by canned vegetables and fruits, while frozen tend to be the more expensive. The relatively best buys in frozen vegetables usually are reported to be peas and lima beans.

The U.S. Senate has authorized an investigation of food marketing costs. The high cost of modern processed foods should provide at least one revealing answer to the growing spread between the prices farmers are getting and those consumers pay.

It is also interesting to see how different manufacturers manage to charge exactly the same prices to the penny for the same processed spinach, or other items of this type. They can't, of course, have exactly the same costs.

Lifeboat Class 112 Earns Tickets



Graduating members of SIU Lifeboat Class 112 have big smiles for the camera after successfully completing the Coast Guard course which has earned them lifeboat tickets. The graduates are (front, l-r) Juan R. Colon, All Le Said; middle row, Jim Quinn, Theodore Catherine, Chris S. Cipriano, John J. Ashley; rear, instructor Dan Butts, Michel S. Someck, Ralph W. Palladino, D. A. Gagnon, Dan Butts, Jr. and Abe Handleman.

SIU Fishing Union Protests New Russian Trawler Invasion

BOSTON—The reappearance of a big Russian fishing fleet 50 miles east of Cape Cod has drawn a hot protest from local SIU fishermen who want the Soviet vessels kept 200 miles from U.S. shores.

At the same time, it was learned the U.S. Bureau of Commercial Fisheries is investigating the possibility that the Russian fishermen are using "a suction pump" to better their record catch in local waters of a year ago.

The Coast Guard in Boston reported that the Soviet fleet had doubled in size in the waters off the Cape during the past week, now numbering 125 or more trawlers and large fish-processing ships. A week ago, a Coast Guard check showed 65 of the Soviet fleet in water 100 miles from Cape Cod.

Larger Than Ever

"We're afraid the Russian fishing fleet will be greater than ever this summer and will exceed the 300 ships they had in waters off the coast last year," reported James Ackert, president of the SIU-affiliated Atlantic Fishermen's Union here.

Ackert said the Soviet buildup in recent weeks has been gradual. "But," he said, "there's no question they intend to fish as close to our coast as the government will let them."

The union president said the U.S. fish industry is hoping that Congress will pass Senate bill 1988 which would establish a 12-mile limit on all foreign fishermen, replacing the three-mile limit now in effect.

"But for the good of the fishing industry in New England, we need a 200 mile limit," Ackert said. "If things keep going like they have, we won't have an industry in another five years."

Fish Dwindle

"The banks produce only so much fish in a season and with those big Russian trawlers catch-

ing everything in sight, the American catch is bound to be down."

Ackert disclosed that John Skerry of the U.S. Bureau of Commercial Fisheries at Gloucester is now in the process of investigating the reported use of a "suction pump" by the Soviets off the Cape.

This type of pump is used by fishermen of foreign nations in Europe, but not locally as far as it's known.

It's perfectly legal for the Rus-

Damage Small In Fire Aboard Hawaiian Planter

PORTLAND, Ore.—The "needle in the haystack" problem took on new meaning for firemen here when the SIU Pacific District-contracted Hawaiian Planter docked recently with a fire "somewhere" aboard.

The vessel was some two hours south of the Columbia River lightship when fire was discovered in the No. 2 hold area. At first the fire was thought to be in the 2,500 tons of grain in that hold.

The ship headed for Portland where she was met by fireboats and Coast Guard vessels. At the dock, Portland firemen took over, and the search began.

They started digging out the tons of grain to get at the fire. Many hours and many tons of grain later, the source of the fire was discovered. It wasn't the grain burning at all. It was the refrigeration insulation in the bulkheads that was burning.

Sometimes it doesn't pay to slide down the firehouse pole when the bell rings, many firemen decided. Oh yes, damage was slight.

ians to use this type of pump outside the continental limits," Ackert stated. "But the fact that they may be using such equipment is bound to increase their catch, possibly even double it. And this won't help our fishermen and the U.S. industry."

Explaining the Soviet suction pump, Ackert said a light is placed in the ocean to attract schools of fish. When the fish get near the light, the pump discharges an electric shock and the catch is sucked up into the vessels.

The big Russian stern ramp trawlers can take up to 40,000 pounds of fish in their nets at one time, more than most U.S. trawlers can take in an entire trip of four or five days. The largest of the Red ships weigh up to 15,000 tons and are over 500 feet long.

Huge Catches

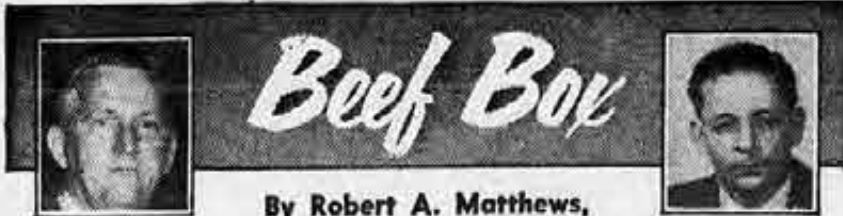
Ackert said the first reports of last year's Soviet catch in George's bank, off the Cape, showed they caught between 90,000 and 95,000 tons of whiting but a revised report now ups this catch to between 160,000 and 170,000 tons.

The Russian herring catch, he said, was even larger.

Last year's record Soviet catch off the New England coast compares with 68,000 metric tons of fish caught by them in 1961 and 207,000 in 1962.

During these periods, the Soviet vessels have been spotted also in the Gulf of Maine, along the Continental Shelf and in the big mackerel bed off the coast of New Jersey.

In 1963, the U.S. catch taken from George's bank dropped drastically, with the Boston Fish Pier reporting last fall that the catch was down 10 million pounds compared with 1962.



Beef Box

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

O.T. For Sleepless Nights

Headquarters recently received an interesting question from Joe Scaramatz on the Alcoa Mariner concerning the payment of room allowance. He reports that crewmembers were not able to get much sleep because of the use of air hammers from 8:00 AM to 8:00 PM while the vessel is at sea.

Question: The Beef is the deck department has a practice aboard this ship of chipping with the "air hammers" from 8:00 AM to 8:00 PM at sea. So far we have been unable to get much sleep. I am on the 12-4 watch. Is the section of the agreement dealing with chipping, welding, riveting and hammering in the vicinity of the crew quarters applicable at sea as well as in port?

Answer: Yes. If this work is performed between 8:00 PM and 6:00 AM, in or about the crew quarters, the crewmembers affected would be entitled to room allowance in accordance with Article II, Section 43 of the Standard Freightship Agreement.

Reference: Article II, Section 43. ROOM AND MEAL ALLOWANCE. "When board is not furnished unlicensed members of the crew, they shall receive a meal allowance of \$1.00 for breakfast, \$1.50 for dinner, and \$2.00 for supper. When men are required to sleep ashore, they shall be allowed \$6.00 per night." and—

Article II, Section 47. CREW'S QUARTERS. "All quarters assigned for the use of the unlicensed personnel are to be kept free from vermin insofar as possible. This is to be accomplished through the use of extermination facilities provided by the Company, or fumigating the quarters every six months with gas. Room allowance as provided in Section 43 shall be allowed, when . . . work such as chipping, welding, riveting, hammering, or other work of a similar nature is being performed in or about the crew's quarters between 8 PM and 6 AM.

Such work as outlined in the above is being performed in or around the quarters of the men who stand donkey watches, such men will be provided with other quarters or room allowance will be allowed."

Several questions on the changing of meal hours have been received from C. E. Turner on the Alcoa Runner. The questions deal with the changing of meal hours on sea and in port as well as the payment of overtime resulting from changes in chowtime.

Question: Proper notice of meal hour has been given to everyone. The change is to be 4:00 PM to 5:00 PM for the supper hour.
(a) Can the meal hour be changed again back to the original and regular meal hour?
(b) Can the meal hour be changed while ship is in port at 1:30 PM? At this time all of the Steward Department is off duty.

Answer: (a) Yes, provided the Steward Department is given sufficient notice on the preparation of the meal. In no event can the notice be less than two (2) hours prior to the meal hour.
(b) Yes, the same applies.

Reference: Standard Freightship Agreement, Article V, Section 4—last paragraph and Section 12.

"Section 4. WORKING HOURS. When meal hours are changed for Deck and Engine Department in accordance with Article II, Section 44, the Steward Department's working hours may be changed accordingly provided, however, that they be given 2 hours' notice prior to the time necessary to prepare meals."

"Section 12. SHIFTING MEALS. When meal hours are extended for any reason and all of the Unlicensed Personnel are unable to eat within the required prescribed time, all members of the Steward Department required to stand by to prepare and serve the meals shall be paid at the regular overtime rate for the time the meal time is extended. As much notice as possible shall be

given the Steward Department when the meal hours are to be shifted, and in no event shall this notice be less than two hours in advance. In the event the two hour notice is not given the meal hour shall not be shifted."

Question: "Ship is at sea, coming from foreign ports or in-transit between coastwise ports. Can meal hours be changed before ship's arrival in port (dock or anchorage)?"

Answer: Yes.

Reference: Standard Freightship Agreement, Article V, Section 4—last paragraph and Section 12.

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Fringe Benefits Bill Is Passed By Senate

WASHINGTON—The Davis-Bacon fringe benefits bill, a major legislative goal of the AFL-CIO, has been passed by the Senate and sent to the White House to be signed into law.

It requires contractors on federally-financed construction projects to match prevailing area standards of fringe benefits as well as wages, or add the cash equivalent to hourly pay.

The Administration-backed measure was approved by voice vote as the Senate dug into the backlog of bills which had piled up during the three-months civil rights filibuster. The House passed the bill in January by a 357-50 vote.

President C. J. Haggerty of the AFL-CIO Building & Construction Trades Dept. hailed the fringe benefit bill's final passage as "the greatest legislative victory for the building trades in the past decade."

Similar bills had been introduced in every Congress since 1955.

AFL-CIO President George Meany wrote each senator before the vote that the bill "is essential to protect local wage rates and local community living standards." Meany pointed out that in 1931, when the Davis-Bacon Act was adopted, "fringe benefits such as health, welfare, insurance and pension plans scarcely existed."

Currently, he said, there are "more than 5,000 health, welfare and pension funds covering more than 70 percent of the building and construction trades workers . . . These fringe benefits are as much a part of the wage structure as the cash wage payment itself."

Meany stressed that the employer who does not pay fringe benefits "clearly has an unfair advantage in bidding on federal construction contracts over a contractor who does provide such benefits for his workers."

Under the new legislation, which takes effect gradually over a year, the Secretary of Labor is instructed to include in prevailing wage determinations the pattern of employer costs for benefits including: medical or hospital care; pensions; life, disability, sickness and accident insurance; vacation and holiday pay, unemployment benefits, and apprenticeship or similar training programs. Other benefits may be included if they are the pattern in the area.

If benefits are not matched in kind, their cash value is added to the hourly wages for straight time, although not overtime work.

The bill had been sponsored in the House by Rep. James Roosevelt (D-Calif.). Its Senate sponsors included Democratic Whip Hubert H. Humphrey (Minn.) and Republican Whip Thomas H. Kuchel (Calif.).

Humphrey told the Senate that the existing law was "an open invitation to outside contractors to bring low wages and cheap labor into higher wage communities because these lower labor costs give them a successful bidding advantage on government work." Enactment of the fringe benefits bill, he said, "will place all construction contractors on equal competitive terms and protect local contractors from unfair competition."

New Tug For SIU Company

BALTIMORE — The Hawkins Point, a 1,750-horsepower tugboat considered one of the most powerful in the harbor, has been placed in service here by SIU-Inland Boatmen's Union-contracted Curtis Bay Towing Company.

The tenth tug in the Baltimore Fleet of Curtis Bay, which also operates tugboats in Philadelphia and Norfolk, the Hawkins Point is powered by diesel electric engines and equipped with a new, very high frequency radio-telephone which permits it to talk directly with ships far down the bay.

Capt. H. C. Jefferson, Curtis Bay president, said the acquisition of the Hawkins Point is another step forward in providing safe, economical handling of the increasing numbers of huge ships calling at Baltimore.

Tulse Hill Sails From Baltimore

BALTIMORE — The British freighter Tulse Hill left this port recently for the Bahamas after standing idle for 137 days while longshoremen refused to work on the Cuban blacklisted ship.

The departure of the Tulse Hill followed a ruling by a Federal Court last month upholding the right of International Longshoremen's Association Local 1355 here to refuse to work the vessel.

Rules For ILA
The 4th Circuit Appeals Court at Richmond, Va. handed down a 2-to-1 decision which denied the National Labor Relations Board a cease-and-desist order requiring the Longshoremen's Local to end their refusal to work the ship or face unfair labor practices charges. The Appeals Court hearing on the case arose when the State Department lifted a blacklist against the vessel in December, 1963, when the vessel's owners promised to end their trade with Cuba after the existing charters expired.

The Government's decision to lift the ban on ships in the Cuban trade brought a strong protest from the Maritime Trades Department of the AFL-CIO.

Moral Right
In upholding the longshoremen's right to refuse to work the ship, the majority opinion stated that if the union members wish to "voice their moral revulsion against Castro by refusing to assist a vessel that trades with him, they are at liberty to do so. Nothing in our labor laws speaks to the contrary. It is not within our province or that of the Board (NLRB) to require the men to engage in work they find obnoxious because the ship has trafficked with a political regime they consider loathsome."

The case was originally brought to the NLRB by the Maryland Ship Ceiling Company after the ILA refused to send carpenters to prepare the Tulse Hill for a grain shipment.

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The INQUIRING SEAFARER

QUESTION: What remedy do you suggest for anyone suffering from sea sickness?

Jeff Gregorie: Sea sickness largely is a state of mind; however, I would recommend liquids and plenty of rest. Also avoid lots of greasy foods. I understand from old timers that the Pacific is the worst place for becoming sick, probably because of the surrounding mountain ranges.

Enoch "Buster" Collins: The best way is to ride it out, just wait until you're feeling better. I remember once off Bermuda in 1933, we had to lay off the coast for a whole night. I got pretty sick, the only time that it's ever happened. Bermuda is one of the worst places for sea sickness that I've ever been, and that includes Europe too.

Yaswant Samani: I would say that fresh air is one of the best cures — get out in the open when you start to feel ill. There's nothing better than a big whiff of cool sea breeze to wake you up when you're feeling low. Walk around the deck until you feel better. I don't know too much about the pills for sea sickness — I've never been sick in the years that I've been sailing.

Regino Vasquez: Some people, I understand, use lemons and chewing gum to help themselves out. Me? I've never been sick in all my 23 years of sailing. I think this is due to the fact that I was born on the beach in Puerto Rico. This has helped me out quite a little. I don't feel that I need anything else to cure sea sickness.

Tom Embody: I can't remember ever being sea sick, even on short voyages before I first started shipping out regularly as a seaman on all types of vessels. I didn't get sick then. The best advice that I could give to anyone suffering sea sickness, would be to get up topsides to the rail as fast as you can.

John Abrams: When you get sea sick, the best thing to do is to ride it out until you get used to the feeling of the sea. Fresh air and lots of wind will usually do the trick. Once you've become adjusted to sailing and the ocean waves, you seldom become sick.

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SPAD

**Seafarers
Political Activity
Report**



REDISTRICTING. Nine more states have been ordered by the Supreme Court to elect both houses of their legislatures solely on a population basis, giving further impact to the High Court's recent "one man—one vote" decision. A total of 15 states have been told to reapportion on an equal population basis, reducing the disproportionate voting power of rural citizens at the cost of voters in the more populous cities and suburban areas. The Court referred the nine cases back to lower courts for more proceedings, anticipating a settlement of the issue on the "equal protection of the laws" clause of the 14th Amendment. States involved are Connecticut, Florida, Idaho, Illinois, Iowa, Michigan, Ohio, Oklahoma and Washington.

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"FOOT SOLDIERS" NEEDED. Alexander E. Barkan, national director of the AFL-CIO Committee on Political Education, urges all unionists to get into the political swing by promoting COPE registration and vote programs, supporting COPE-endorsed candidates and building support for them in the general community, giving their dollars to COPE and collecting dollars so liberal candidates can get financial help. Barkan stresses the need to elect from 20 to 25 more liberals to the House of Representatives—regardless of party—to assure passage of progressive laws beneficial to working people and their families. The COPE director warns that right wing extremists and business and medical political organizations loom as potent political forces that will be working to elect reactionary candidates.

⚡ ⚡ ⚡
EQUAL PAY LAW. Only one third of the 23.3 million women in the national work force will benefit from the new law banning wage discrimination because of sex, says its author, Rep. Edith Green, liberal congresswoman from Oregon. Rep. Green urges that the law be extended so that it will have meaning for those women on the lowest rung of the economic ladder. The equal pay law will affect some 7.4 million working women who previously had been paid less than men doing the same work—in some cases from \$8 to \$20 per week below the wages of their male counterparts. The act orders equal wages for women "doing equal work on jobs requiring equal skill, effort and responsibility and which are performed under similar conditions."

LABOR ROUND-UP

A training program sponsored by Local 2125 of the International Brotherhood of Electrical Workers is turning out qualified workers for Southern California's booming electronics industry. Two classes of women are undergoing instruction in the union's headquarters in Santa Ana in the mysteries of electronic wiring and soldering—a program which got underway last November. The union pays the full cost for each trainee who takes the full 40 hours of academic and mechanical instruction.

⚡ ⚡ ⚡
Lodge 1142 of the American Federation of Government Employees has obtained exclusive recognition as collective bargaining representative for civilian employees of the U.S. Army Engineers at the Cape Cod (Mass.) canal. The Union is negotiating a general agreement and will complete additional contract details within 30 days, according to William Pires of AFGE Lodge 1142.

⚡ ⚡ ⚡
The jobs of eight members of the Aluminum Workers were saved and a month-long strike of 2,400 members of The AWIU at Alcoa's Massena, N.Y., plant was halted when the strikers ratified a settlement that preserves all work crews and jobs. The agreement calls for reclassification and reassignment of some workers in the union bargaining unit, but guarantees that no jobs will be lost. Union negotiators at the St. Louis mediation meeting were headed by AWIU President Eddie R. Stahl.

⚡ ⚡ ⚡
Negotiators for the Rubber Workers who are attempting to get agreements on pension and welfare contracts at Goodyear, General and Firestone Tire plants have returned to the bargaining table armed with strike authority if agreement is not reached by

today (July 10). Negotiations on the agreements began Mar. 31 with an April 30 or May 1 expiration date. The union has reported that no great progress had been achieved when the talks were recessed eight weeks ago.

⚡ ⚡ ⚡
The National Labor Relations Board has ruled that a New England pipeline company must give backpay at union rates rather than its own lower wage scale to 50 workers the company refused to retain when it took over a government contract and hired non-union employees. The NLRB order awarded more than \$165,000 in backpay to the former employees of New England Tank Industries, Inc. who were members of the Oil, Chemical and Atomic Workers and an independent guards' union.

⚡ ⚡ ⚡
Raymond Clark, a member of the executive board of the Stone and Allied Products Workers of Carlsbad, N.M., has been appointed to the New Mexico State Welfare Board by Governor Jack M. Campbell (D). A long-time resident of Carlsbad, Clark is also a district representative for the union. He succeeds Mayor Henry G. Hutson of Carlsbad, secretary-treasurer of Machinists Local 1265. Clark's term will expire Jan. 1, 1967.

⚡ ⚡ ⚡
Backpay for wages lost in a strike 10 years ago was ordered for 166 employees of a New Orleans clothing manufacturer by a National Labor Relations Board aide. Workers of the J. H. Rutter-Rex Mfg. Co., Inc., are entitled to collect \$160,849 in backpay, averaging \$969 per employee. Execution of the order, however, may be delayed by appeals to the board and the courts. The strike by Clothing Workers ended officially in 1955, and the backpay claim has been under study since 1957.

"No Hard Feelings?!!"



The American maritime industry is very much like the weather—everyone talks about what bad shape it's in and how desperately it needs help, but no one does anything about it. The latest description of the sad plight of U.S. maritime came from no less a personage than the head of the Maritime Administration, Nicholas Johnson.

Speaking before a meeting of the Propeller Club in San Francisco recently, Johnson enumerated many of the obstacles the maritime industry must face to maintain itself in the U.S. today. His talk covered both the domestic shipping industry and offshore shipping.

The Maritime Administrator demonstrated very well his grasp of the problems faced by U.S. maritime. He cited railroad rate cutting practices as the major contributor to the decline of the domestic fleet, for instance. This is undoubtedly true. The SIU and many others have said the same thing on many occasions.

After pointing to the difficulty however, the Maritime Administrator then proceeded to "cop a plea" by explaining that the Maritime Administration has no regulatory authority over the railroads and therefore cannot do anything about the unfair rate cutting.

On this and other occasions, the MA chief has shown clearly that he also knows very well what is wrong with the offshore industry. Abuses of the 50-50 laws by government agencies, sidetracking cargoes which should go on American vessels to foreign bottoms in the name of "expediency" or "national interest," the tremendous growth of foreign fleets since the war, the passage of bills allowing foreign vessels to compete in the American lumber trade, etc.

We know all this. Everyone involved in any way in the shipping industry knows all this. But when it comes time to do something about it, everyone with the authority to do something to alleviate the situation "cops out." "We don't have the regulatory power" says one. "We have other problems to consider," says another. "We must pro-

tect the national interest," say a third—ad nauseum. And the American maritime industry continues its decline.

The voices of the SIU and other maritime unions have been raised often and loudly to spur some action to save the U.S. merchant fleet from complete desiccation. The unions' demands for action have met with much success in the past and are being listened to much more seriously as time goes on. The question now is whether the necessary action will come in time.

More lip service will not help the merchant marine or the country. A nation unable to maintain its own supply lines in time of emergency is a helpless nation, and that is what the U.S. is rapidly becoming. And a helpless nation in this day and age is practically doomed.

Yes, Mr. Johnson, we know what the problems of the maritime industry are. We told you, remember? And we told your predecessor—and his—and Congress. We've been telling everyone who would listen, for years. What we would like to know now is what is going to be done about them.

Medicare Shelved

All hope for passage of the Medicare bill during this session of Congress went down the drain when the proposal was shelved recently by the House Committee. Thus, the Congress of the United States continues its crass and cruel disregard for the needs of the nation's elderly for at last another year. With elections coming up, every American voter should let his or her congressman know once and for all that the American voter will not stand for this neglect of important and much needed legislation forever. Let him know by letter, wire or any method available that if he expects the continued support of his constituents, he must reflect their wishes in Congress. Make your support of Medicare clear to him and demand favorable action on this proposal immediately.

PORT OF NORFOLK

The Port of Norfolk was the scene last week of several events of interest to Seafarers and other maritime workers in the Hampton Roads area. This included the dedication of the new Seafarers' Hall in Norfolk and the Semi-Annual Eastern Regional Area Conference at the new hall of unions in the Maritime Trades Department (opposite page). A separate occasion (below) was a dinner given by the Hampton Roads MTD Port Council in honor of David D. Alston, vice-president of the International Longshoremen's Association and a veteran trade unionist in the Norfolk area.

- **New Hall For Seafarers Dedicated**
- **MTD Unions Hold Area Conference**
- **Honor ILA Vice-President Alston**



Norfolk NAACP Pres. Robert D. Robertson addressed MTD dinner for David D. Alston of ILA.



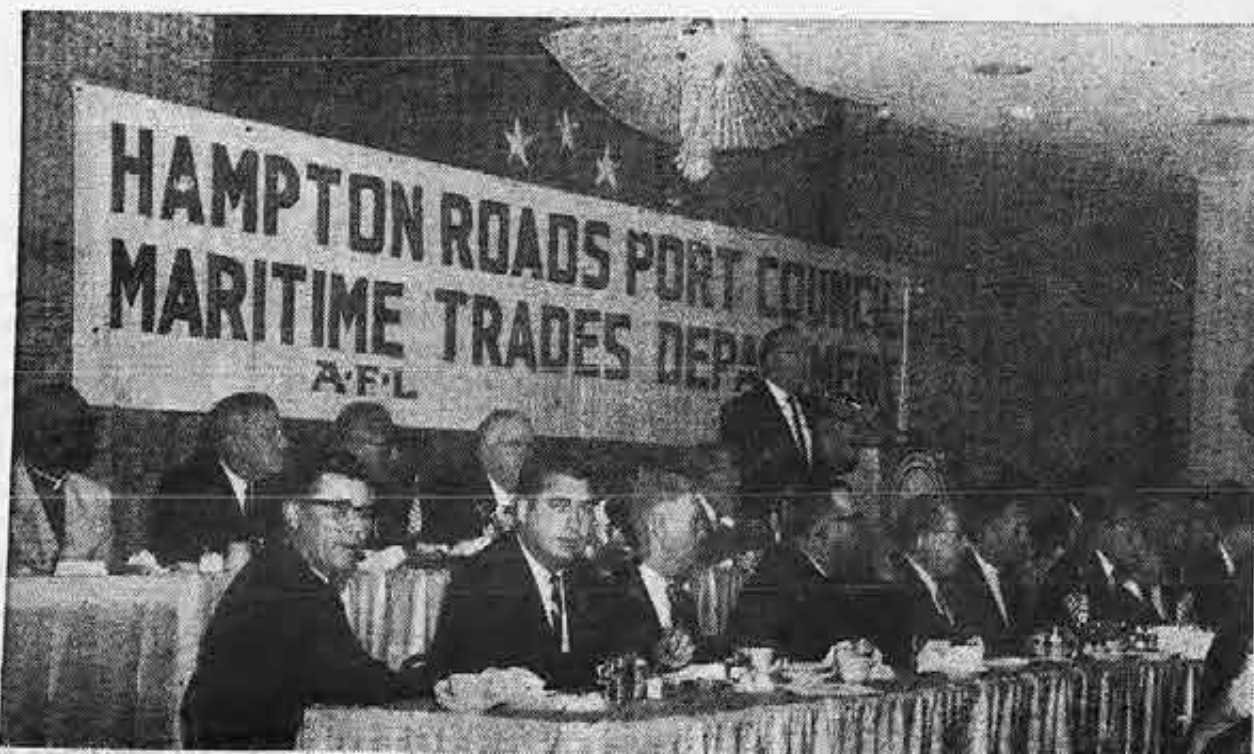
Guests included Pres. Steve Leslie (left) and Vice-Pres. Allen Francis of Oper. Engr's Marine Div.



Congressman Porter Hardy (at microphone) from Norfolk, Portsmouth and Chesapeake, was among several speakers who paid warm tribute to 74-year-old ILA Vice-President David D. Alston, who left a hospital bed to attend MTD dinner in his honor.



David D. Alston, guest of honor at Hampton Roads Port Council affair, expresses thanks. In foreground (l-r) are Clyde Dodson and Ray McKay of Marine Engineers, Bill Armstrong of the Sailor's Union of the Pacific, and Frank Drozak, SIU Port Agent for Philadelphia.



Dais guests listen as Harold B. Boyd, President, Virginia State AFL-CIO, offers remarks to guests at Alston dinner. The MTD Port Council affair brought together more than 600 guests representing the trade union movement, government and civic groups.



Guest of honor David D. Alston, vice-president of the International Longshoremen's Association (center), with ILA president Thomas W. Gleason and SIU president Paul Hall.



New hall of the SIU and its affiliates in Hampton Roads is this modern, one-story structure to service expanding membership needs in the area. Formal dedication ceremonies were on July 1.



Rand-and-file Seafarers joined labor, government and civic leaders to take part at dedication of new hall. Pictured here are Seafarers Sonny Barnes, off the Taddei Victory, and Walter Butterson, ex-SS Morning Light.



Virginia State AFL-CIO pres. Harold B. Boyd gave dedication address.



State legislator Henry Howell, Jr., was among honored guests at ceremonies.



Anchor chain links Norfolk SIU agent Spencer, Nat'l. MTD Exec. Secy-Treas. McGavin, Eastern Area MTD Dir. Mennella, Philadelphia SIU agent Drozak, Pres. Pierce of Hampton Rds., MTD and Pres. Kirchoff of Baltimore MTD.



Delegations representing maritime ports councils throughout the Eastern Regional Area attended the semi-annual conference held in the new SIU hall.



ILA delegate Raymond Williams rises to discuss items of conference business while fellow Longshore delegates from Hampton Roads Port Council, Brothers Gill, Goldstein and Jones note his remarks.



Area conference brought delegates from Boston, N.Y., Phila., Balto., and Hampton Rds. In foreground (l-r) are V. Motzel of Operating Engineers; B. Durkin of Carpenters, Pres., Phila. Port Council; and F. Drozak of SIU.



Eastern Regional Area Dir. A. Mennella gives report to semi-annual conference. On rostrum (l-r) are MTD Exec. Sec. P. McGavin, Hampton Roads Port Council President M. Pierce and MTD President Paul Hall.



Coordination of Port Council activities with Eastern Regional Area was the major topic of discussion at the MTD semi-annual conference for the delegates from the various ports.

Many Maritime Woes Cited By MA Chief

SAN FRANCISCO — Maritime Administrator Nicholas Johnson reviewed many of the serious problems being faced by the U.S. merchant marine in a speech here recently before the Propeller Club, covering everything from the steady decline of domestic shipping,

to the threat of the Russian merchant marine, and the tremendous growth of the Japanese fleet since World War II.

He pointed out that it will be very difficult to revitalize the domestic shipping industry "so long as it remains possible for the railroads to cut water rates to a point where it becomes uneconomic for even the most enterprising water carriers to stay in business.

He quickly pointed out, however, that "the Maritime Administration has the responsibility under the Merchant Marine Act to promote domestic water carriers, but we have no regulatory authority over either the water or the competing land carriers." In general, this is a function of the Interstate Commerce Commission.

New Proposal?

Again on the subject of domestic water carriers, the MA chief said the Agency has before it "an imaginative proposal" for solving the problem faced by Pacific Northwest lumber producers.

Johnson did not say, however, what the "imaginative proposal" presently before the MA for solving the Pacific Northwest lumber problem was.

A bill allowing the use of foreign-flag ships to move lumber in the U.S. domestic trades was passed in October 1962, for one year. That bill, which expired in October 1963, was the first time that the laws restricting the coastwise trade to American-flag ships had been suspended to allow foreign-flag ships to participate in the trade since 1920.

The Maritime Administrator was optimistic, however, on the future of the off-shore segment of the U.S. shipping industry, for which a great potential exists, he asserted.

After outlining the progress made by both Russia and Japan in building up their merchant marines after World War II, he said, "What I am saying, in effect, is that if other nations can do this job, so can we. Indeed, we should be able to do it well or better than any."

Two More IBU Men On Pension

NEW YORK — The names of two more veteran tugmen have been added to the growing number of members of the SIU-Inland Boatmen's Union who have been awarded life-time pensions. The action of the joint Union-employer trustee panel of the SIU pension plans assures both IBU oldtimers that they will receive \$150 per month after their retirement from a life of hard work.

Both IBU veterans have been awarded normal \$150 per month pensions. They are Dewey G. France, 65, of Baltimore, Md., and William C. Bruce, 65, of Houston, Tex.

France is a tug veteran who has been employed by the Baltimore



France



Bruce

Towing and Lighterage Company since 1960. He began his sailing career on tugs in 1939 and sailed with a fireman's rating. A native of Virginia, France now makes his home in Baltimore where he lives with his wife, Loretta.

France worked on tugs for the G & H Towing Company in Houston, Texas from 1924 until he retired this year. He sailed with a chief engineer's rating. Born in Galveston, he now makes his home in Houston.

U.S. Exhibit At Fair Ignores Role Of Maritime

WASHINGTON—The American Merchant Marine, as accustomed as it is to the neglect of the Federal Government, never expected this neglect to extend to the World's Fair in New York.

But Maritime Administrator Nicholas Johnson said here recently that he is making a personal investigation to determine why the nation's merchant marine is not represented in the Federal government's exhibit at the New York's World's Fair.

His comment was prompted by a report by members of his staff who had gone to the Fair in hopes of seeing a government-sponsored exhibit telling the story of the U.S. merchant fleet and were appalled when they found nothing.

The exhibits at the Federal Pavilion were assembled and arranged by the Department of Commerce. Although the Maritime Administration is a branch of the Department of Commerce, it did not rate a mention among the exhibits at the pavilion.

However, another Federal agency, the United States Coast Guard, was favored with a \$200,000 exhibit by the Department of Commerce. The Coast Guard opened the first of their three World's Fair exhibits at the Hall of Science recently. It will shortly open other at the World's Fair marina and at the Transportation Pavilion, depicting the Coast Guard search and rescue work on the high seas.

The 1936 Merchant Marine Act calls upon the Maritime Administration to develop and promote the American merchant marine. The failure to do this at the World's Fair exhibit was explained thusly by an unidentified source. He explained that the government only wanted to exhibit those projects in which it is making progress. The U.S. merchant marine has been allowed by the government to deteriorate. The Motto: Always advertise your success; never your failures.

Matson Adds Japanese Touch

SAN FRANCISCO — The SIU-Pacific District-contracted Matson Steamship Company, has added a special Japanese touch to their Hawaii-to-California cruiseship, the Lurline.

Due to the fact that increased numbers of Japanese are expected to be traveling between Hawaii and California now that Japan has eased travel allowance restrictions, a Japanese menu has been added to the regular cuisine aboard the Lurline.

Another homey touch for Japanese voyagers aboard the Lurline will be the distribution of complimentary kimonos and slippers for all Japanese passengers boarding the ship in Honolulu for the trip to San Francisco or Los Angeles.

SIU Company Asks Bids On 3 Containerships

SAN FRANCISCO — The SIU-Pacific District contracted-American-Hawaiian Steamship Company has asked for bids on the construction of three 24-knot containerships for intercoastal service. The company said that it was also seeking bids for a large number of van containers and companion chassis.

However, the ultimate construction of the vessels hinges on the approval by the Maritime Administration of American-Hawaiian's application for Federal mortgage insurance covering 50 percent of the construction cost of the ships.

In 1961, American-Hawaiian asked for Federal ship mortgage insurance covering 87½ per cent of the ship construction costs, but Secretary of Commerce Luther Hodges upheld the MA's rejection of the company's application.

Blames Railroads

At the time, a spokesman for the company attributed the rejection of the mortgage insurance application to the railroads, who he said had effectively marshalled their opposition to the application because they were fearful of losing a substantial share of their business to the more-economical, high speed containerships. The company spokesman added that there is sufficient traffic moving between the East and West Coast areas for the survival of both containership operations and the transcontinental railroads.

After the rejection of their application in 1961, American-Hawaiian applied for 50 per cent federal mortgage insurance. A new application was submitted in March of this year, but a spokesman for the MA said that processing has been withheld pending further action by the line. The MA spokesman added that once American-Hawaiian has up-to-date cost estimates, the MA can then study the application. Secretary of Commerce Luther Hodges has the final say on whether the present application is approved or rejected.

The proposed vessels would be about 900 feet long and 101 feet in the beam. They are designed to carry 888 40-ft. highway trailer vans.

Four years ago the 20,000-ton container ships could have been built for a total of \$20.8 million each, or a total of \$62.4 million. Today it is estimated that the lowest bid will be about \$23.3 million each or an estimated total of \$70.1 million.



By E. B. McAuley, West Coast Representative

S.F. Host To Republican Convention

San Francisco will be the focal point of all eyes when the Republicans have their convention here on July 13. Welcoming speakers will be San Francisco Mayor John F. Shelley, and the former Mayor George Christopher. Also attending will be Senator Thomas H. Kuchel, Representative William Mallard, San Francisco; and J. Arthur, San Mateo. Governor Mark Hatfield of Oregon is also expected to attend the convention.

In the San Francisco Labor Council, the big issue was the Typographical strike that we're having out here. The Labor Council had a special meeting on June 26 and the international representatives of this body were well represented. There were two outstanding issues on the floor—the Typographical and Pressman's strike and the labor scabs that were imported into the San Francisco area. The San Francisco Labor Council has given its full support to the strike.

Shipping in San Francisco has been fair and the outlook for the future is for fair shipping. Some of the ships that were in-transit here last month were the Robin Hood, Montpelier Victory, San Francisco, Steel Navigator, Flomar, Northwestern Victory, Elizabethport, Kenmar, Coe Victory and Transeastern. The Wild Ranger and the Iberville paid off in San Francisco recently.

Several SIU Pacific District members are hospitalized in the San Francisco area. Ed Cronin, one of our retired members, expects to be out in the near future, and Bill Lovett, another oldtimer who sails in the steward department, was drydocked for a while but expects to be able to ship again in the near future. Charlie Gedra has also been in the hospital for quite some time and he expects to get out shortly.

On the beach here and ready to ship is C. Harper from Baltimore. He and two other former easterners, Amado Diaz and Kenny Singh are crazy about the weather here and may decide to make their homes here.

Representative Glenard P. Lipscomb of California has asked the Department of Commerce whether Russia is reselling American-supplied wheat to Rumania at a profit. In a speech prepared for delivery on the House floor recently, Lipscomb said that a Commerce Department report disclosed the fact that \$12.5 million worth of American wheat was reexported from the Soviet Union to Rumania.

Shipping for the past few weeks in Wilmington has been on the slow bell with the Elizabethport, Montpelier Victory, Kenmar, Transeastern and Steel Worker in transit. The outlook for the next two weeks is also on the slow side with five ships scheduled to arrive in transit.

Mike Ohannesian is registered on the beach in Seattle and is in no particular hurry to ship. He got off the San Francisco and is taking a short vacation before shipping again. G. A. Allen registered in Seattle this week and plans to stay on the beach for a couple of months for a much needed vacation after 27 months on the Steel Navigator. Arloe Hill is on the beach and just received a fit for duty after having to be repatriated from the Penn Challenger a few weeks ago and is hoping that a steward's job will come up soon.

Lakes SIU Sets Balloting On Officers For August

DETROIT—Procedures for the biennial election of officers of the Great Lakes SIU are now underway under the terms of the Union's constitution. The procedures require the completion of nominations by July 15 so that actual voting can be held during the month of August.

Seven Great Lakes posts are to be filled by a secret ballot vote of the Lakes SIU membership in accord with the Secretary-Treasurer's pre-balloting report. The report recommends the number and locations of ports and the number of Assistant Secretary-Treasurers and Agents to be elected.

A notice spelling out the offices to be voted on and the eligibility requirements for nominees was sent to all Great Lakes members. It provides for a July 1-15 nominations period during which nominations can be made by mail, in person or at the regular port meetings of the Lakes SIU during the first half of July.

Posts to be filled during the election are those of Secretary-Treasurer and Assistant Secretary-Treasurer and for Port Agent in Buffalo, Chicago, Cleveland, Duluth and Frankfort.

Two ballots will be used in the election. The first one will be for all offices except the post of Frankfort Port Agent, as provided in the constitution. This first ballot will be used by all Lakes SIU

members, except carferryman. The carferryman will use the second ballot, which will carry the names of nominees for Frankfort Port Agent, as well as for Secretary-Treasurer and Assistant Secretary-Treasurer.

As in 1962, since the Secretary-Treasurer of the Lakes SIU is stationed in Detroit, no position of Port Agent for Detroit is included on the Lakes SIU ballot.

A credentials committee of three rank-and-file members will check the qualifications and eligibility of all nominees and see to the preparation of the ballots.

The actual voting will take place throughout the month of August at Lakes SIU halls in Alpena, Buffalo, Chicago, Cleveland, Detroit, Duluth and Frankfort between the hours of 9 AM-5PM, Mondays thru Saturday. In addition, the constitution establishes a specific procedure for shipboard balloting during the voting period in August.

Accordingly, all members are urged to carry their membership books with them at all times during the month of August and to inform themselves on the constitutional procedures covering balloting.

Seafarer Officiates



Seafarer Louis Cirignano (center), a former student, officiated recently at a dinner for Dr. Philip S. Cohen, Professor of Social Studies at Montclair (N.J.) State College (right). At the left is Dr. Daniel Jacobson, chairman of the geography department at the college.

FMC Extends Deadline On Filing Dual Rate Info.

WASHINGTON—The Federal Maritime Commission has extended the deadline by which steamship conferences must disclose their printed form dual rate contracts until September. The previous deadline had been July 3.

The FMC is seeking documents from the foreign shippers concerning freight rates in trade with the U.S. The documents are needed to enable Federal shipping

agencies to review and pass on freight rates in U.S. trade.

The FMC deadline extension was the result of what the commission described as "telegraphic requests from some eight major steamship conferences requesting the extension." The commission said it was complying with the deadline extension requests because of complications resulting from changes made by the FMC in the so-called "jurisdictional clauses" in the contracts, clauses which the foreign shippers had considered objectionable.

Contracts Modified

Much language stressing the control of the FMC and the 1916 Shipping Act, which protects U.S. shipping, was eliminated completely from the dual rate contracts. Then the conferences claimed it would be physically impossible for them to have the contracts printed in final form, distributed to local and overseas shippers, have lists on contract shippers prepared and distributed to member lines and their agents by the July 3 deadline.

A steamship conference is a voluntary association made up of American and foreign lines serving on the same trade route and interested in maintaining the same rates and practices. Dual rate contracts provide that signers of dual rate contracts pay rates up to 15 percent lower than those paid by shippers without such contracts. Not all shippers are conference members.

Outcry Raised

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

The nations involved are Belgium, Holland, the United Kingdom, Italy, Sweden, Norway, Denmark, West Germany, France, Greece and Japan.

Seaway Tolls To Hold Firm For 2 Years

OTTAWA—The United States and Canada have agreed to a two-year postponement in any change of tolls that are levied on ships and cargoes moving through the St. Lawrence Seaway.

Both countries will wait until July 1, 1966, to take any action on a possible change in the St. Lawrence Seaway toll structure.

The Canadian St. Lawrence Seaway Authority and the United States St. Lawrence Seaway Development Corporation have been negotiating for several months on a common proposal for a new toll structure—with the Canadians urging a 10 percent increase and the U.S. trying to maintain the present level.

Under international agreement, both U.S. and Canadian Seaway authorities are pledged to pay off the multi-million dollar indebtedness for the seaway within a 50-year period. While it generally was agreed that a toll hike was necessary to meet the joint debt, it was also felt that to increase tolls by even as much as 10 percent would not only discourage use of the Seaway by shipping lines, but would wipe out some of the advantages Seaway backers claim the waterway has over deepsea ports.

An encouraging sign, Seaway officials said, is the 10 percent rise in general cargo which up to now has lagged far behind estimated forecasts. Should this tonnage pace continue, both Seaway groups would be able to wipe out much of the financial problems

SIU Safety Director Attends Meetings

Experts See Technologies Needing New Safety Standards

WASHINGTON—The problems of protecting workers from becoming victims of today's complex industrial machines and processes occupied the attention of 3,500 labor, management and government safety experts here recently. The representatives included SIU safety director Joe Algina, who attended both the AFL-CIO Conference on Safety and the President's Conference on Occupational Safety which followed.

In the one-day AFL-CIO Conference on Safety and in the President's Conference on Occupational Safety there was general

agreement on a need for broad re-examination of current safety practices, particularly in view of the growing use of new materials, machines and methods.

Speaking before the AFL-CIO conference, Hunter P. Wharton, president of the Operating Engineers, said America's unions are

stepping up job safety efforts to turn back a rising tide of work-connected deaths and injuries. Finding the best approach is the first hurdle, he said.

Wharton, who was a conference leader in the AFL-CIO meeting and vice chairman of the President's Conference, said the problems of industrial use of nuclear energy, the rising problem of noise and outdated workmen's compensation laws are major safety issues to be resolved.

"In most states there are a great deal more game wardens to protect animals than there are safety inspectors to protect our citizens," Wharton stated.

In a panel discussion of the Walsh-Healey Act's safety standards, which affect contractors who provide government goods, there was strong objection to "farming out" inspection duties to the states.

Delegates at the opening of the President's Conference on Tuesday were told by President Johnson that "there is a common denominator between your work and mine." His number one job, he explained, is to preserve human safety in the nation and in the entire world.

Among those to address the President's Conference delegates was Cornelius J. Haggerty, president of the AFL-CIO Building & Construction Trades Dept., who scored the "apathy and disinterest" of the public in preventable accidents.

The entire nation was shocked by the Alaska earthquake and rushed immediate assistance, he declared, yet by contrast American workers face a far more serious loss of life, injury and property destruction each year which could be prevented by an interest in planned safety.

Haggerty told the conference that little is being done to prevent the continued high accident toll in bridge, dam and building construction. He urged joint employer-union safety programs, to be recommended to workers by the union. He also urged pre-job safety conferences where the entire job is mapped out and every participating worker briefed.

The AFL-CIO Conference on Safety and Occupational Health, Chairman is Richard F. Walsh, president of the Theatrical Stage Employees. Moderator for the conference was John D. Connors, executive secretary of the committee.



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

Calumet Dredging Gets Approval

The big news in this area is that one of the most important pieces of legislation affecting the maritime industry on the Great Lakes got the green light in Washington last week. The House of Representatives finally gave its approval to spend \$2.5 million to dredge the Calumet River in the port of Chicago.

Approval of the project by the House Appropriations Subcommittee means that when the job is completed, grain carriers and ocean-going freighters will be able to sail the Calumet with full loads for the first time. At the present vessels heading for Calumet Harbor must come in with a half load because of the river's low level.

Officials of the Greater Chicago Port Development Association were gravely concerned over the growing demise of Calumet Harbor because of the poor draught situation on the river. A total of \$4.8 million had originally been requested, but the appropriations subcommittee only recommended the \$2.5 million figures. The total cost of the project to deepen the channel to 27 feet is estimated to be \$6 million. When the work is completed in 1970, it is expected that ships will be able to carry 40 percent more cargo than they are now carrying in the present 21-foot channel.

A sharp decline in shipping activity at Lake Calumet this year was probably the biggest reason for the appropriation. All the grain elevators in the port are located on the river. A previous dredging project in 1959 which cost \$18 million ran out of funds before it was completed. That job was performed by the SIU-contracted Roen Steamship Company.

Dredging is scheduled to begin this month when two SIU-IBU companies, Merritt-Chapman and Scott and Fitzsimmons-Connell Dredge and Dock Company, begin operations. The Maritime Trades Department, Port Council and other interested maritime unions all played an important part in getting the appropriations from Congress. All-out assistance from city and state officials also helped to get the project rolling.

When completed, Chicago should begin to take its place again as the number one inland grain port.

We have been bragging about the excellent shipping situation on the Lakes this year, and we are happy to report that the job situation continues to look extremely good, particularly for those men with ratings.

Chicago reports a shortage of rated men in all departments with very few book men registered on the beach. SIU oldtimer Herb Rostock recently signed on as a porter on the Richard Reiss. Kane Brush, who was recently released from the hospital after a bout with ulcers, has returned to his old job on the Milwaukee Clipper.

Duluth reports a shortage of AB's, with many relief jobs being offered. Shipping in the port is expected to reach an all-time high in the coming months.

According to Floyd Hanmer, Frankfurt port agent, shipping has been tremendous since the car-ferry Ann Arbor No. 5 fitted out. Frankfurt reports only two book

men registered on the board for shipping at this time.

Alpena reports shipping is very good with no let-up in sight. A number of men registered there are waiting for the John W. Boardman to fit out again which is expected to be in the very near future.

Cleveland is another port where rated men have no trouble in picking their jobs. In town to try his luck recently was George Stevenson, one of Chicago's regulars. Jim Gibson just got off the Lakewood to try catching another ship, preferably a "straight-decker" so that he can get to the head of the Lakes again.

The number of men shipped from the port of Detroit is running far ahead of this period last year. In addition to the many Lakes jobs, we recently shipped a crew to the deep-sea Morning Light which will be hitting ports-of-call in the Mediterranean Sea and India.

Editor,
SEAFARERS LOG,
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Liberian 'Hell Ship' Crew Has High Praise For SIU

HONOLULU—Crewmembers of the beleaguered Liberian freighter Pomona have expressed gratitude and appreciation to SIUNA President Paul Hall and Executive Vice-President Morris Weisberger for a continuing battle for better conditions and a better life at sea.

On many occasions, the SIU has thrown its support behind seamen of all nations in their struggle for decent wages and working conditions.

The statement was issued just before the crew left for home, leaving behind the unsolved axe murder of the Pomona's skipper, Jacob Natvig, at sea. Remaining with the ship is a new captain—former first mate Alf Olsen—and six other officers.

The owner of the vessel have hired a new crew through a crew broker in Hong Kong.

The Pomona's crew had refused to work further aboard the undermanned vessel and had sued in Federal Court for loss of wages, transportation home and damages for shock and confinement. The entire \$2,500 court award for damages went to the attorneys who negotiated an out-of-court settlement to the satisfaction of all concerned.

The murder case aboard the ship has been complicated by international law. Whether the United States had jurisdiction was questionable, as the slaying took place on the high seas in a Liberian-registered freighter owned by Norwegians with headquarters in Brazil. The case was further complicated by the fact that the crew was made up of nationals of many nations.

Fouled-Up Ship

"Not everything was run right on the ship," said one crewman in understatement. There were no lifeboat or fire drills, no medicine or equipment in the ship's hospital, pay was irregular, and the crew had to work excessively long hours.

Fish Conference

(Continued from page 2)

James D. Ackert, president, Atlantic Fishermen's Union; George Issel, Pacific Coast director, SIU United Industrial Workers and Fish Cannery Workers of San Francisco; George Johansen, secretary-treasurer, Alaska Fishermen's Union; Austin Skinner, secretary-treasurer, New Bedford Fishermen's Union; John Hawk and Ed Wilson, SIUNA International representatives; Phil Carlip, legislative director for SIUNA fish and cannery workers' unions.

Congressmen Attend

Members of the Senate and House of Representatives who attended the Conference and discussed various fishermen's problems and legislation were Sen. E. L. Bartlett of Alaska, Congressman Thomas Pelley of Washington, Congressman Edward Garmatz of Maryland and Congressman Charles Wilson of California.

Others who addressed the Conference were Joseph Lewis, secretary of the AFL-CIO Union Label Department; Samuel Meyers, vice president, Retail Clerks International Association; Lonnie Young, vice president, Brotherhood of Boilermakers shipbuilding division; Peter McGavin, executive secretary, AFL-CIO Maritime Trades Department; William C. Foster, staff counsel to the Senate Committee on Commerce, and Charles Butler, of the Department of Interior research staff.

because the ship was greatly undermanned.

The attorney representing the crew of the rust encrusted Liberty at Honolulu said that crew members told him he should "make certain the Coast Guard makes a safety survey of the Pomona because it has only two lifeboats, rotten to the core, that wouldn't last an hour."

Crew Statement

Just before 17 members of the unlicensed crew left Honolulu for their different homes around the world, they issued the following statement:

"We, members of the crew of the SS Pomona, appreciate everything done for us by the United States, State of Hawaii, and the City of Honolulu, and do state that having experienced a terrific ordeal because our Captain was killed on the high seas, and hardship by sailing under foreign flag registry,

wish to commend Paul Hall and Morris Weisberger, SIU, leaders in the gallant fight for us men for better conditions and a better life at sea.

"Dated at Honolulu May 31, 1964."

More Troubles

After the Pomona left Honolulu with her new crew of 25 Chinese recruited in Hong Kong, the ship caught fire about 100 miles east of the Islands and all but three of her crew abandoned ship. A reporter flying over the scene said that one lifeboat was so full of men it appeared swamped. The Chinese crew were sitting on the boat's gunwales, he said, while the lifeboat's oars were floating in the water nearby.

The three crewmen who remained aboard extinguished the fire, and later tugs arrived at the scene and hauled the Pomona back to Honolulu.



By Fred Stewart & Ed Mooney
Headquarters Representatives

Steward Refresher Courses Pay Off

The Seafarers Appeals Board has announced that chief stewards who have completed refresher courses under the Steward Department Recertification Program will be given preference in shipping out of the Port of New York.

It has been nearly two years since the refresher school for SIU chief stewards started as part of the Steward Department Recertification Program. Among the qualities of the trained, certified stewards are:

- The ability to estimate the required quantity of food preparation for a given number of men.
- The ability to supervise the preparation of well planned menus.
- The knowledge and ability to judge the capabilities of the men in his department.
- The ability to estimate the quantity of space in the storeroom, cold storage, chill boxes, linen lockers, the proper methods of storage and the requisites of cleanliness and orderliness.
- Knowing how to handle requisitions properly.
- Keeping proper inventory records.
- The ability to supervise all preliminary planning of foods so that the menus include savory combinations of nutritious foods.
- The prevention of spoilage and excessive food wastage.

Following step-by-step planning

enables the qualified steward to execute good management and accurate preparation of food. Using careful planning, varying recipes, portion sizes, etc., will keep leftovers to a minimum. If leftovers seem excessive, the reason is usually that too many portions are being prepared. If the correct amount of portions are prepared and the food is interesting, varied and tasty, leftovers will be no problem. Recipes, of course, should be accurately followed and the raw materials of the meal should always be of top quality.

A good steward should be able to know with reasonable accuracy the quantities of stores remaining on board ship at any stage of a given voyage. He should also be able to produce facts and figures at the end of the voyage to show where the food went. Proper inventory control sounds like a mouthful, but all it means is that he knows exactly how much of each item he has in stock and what he will need to order stores for the next voyage.

Some men don't see why we stir

such a fuss about this because, they say, if anything runs short they can always fill their needs in some other port. Unfortunately, this doesn't work out well for a variety of reasons. For one thing, the ship purchasing in some foreign port is a one-shot buyer. Chances are the supplier will never see that steward again, so he will slick him with inferior quality merchandise.

Secondly, despite the great strides made in many foreign countries, the selection available can't compare with what the ship buys at home. Further, methods of packing, storing and preparing foods are not what Americans are accustomed to. The cuts of meat, for example, are probably entirely different from what cooks are accustomed to handling. The results can hardly be satisfying.

The Steward Recertification Program offers a vast amount of good substantial knowledge to the interested, ambitious steward who is willing to learn the proper way of doing things and is willing to follow through on what he learns.

Lathe Man



SIU man William Woodington is shown above turning a new tug shaft at the SIU United Industrial Workers Union-contracted Curtis Bay Shipyard at Norfolk.

Soviet Fleet Power Rising

NEW YORK—Russian shipping strength is growing steadily and is expected to jump ahead at unparalleled speed, it was reported here recently by authorities on the Soviet economy.

As the Soviet's present "seven-year plan" goes into its final two years, an increase in the number of ships for foreign trade as a step toward reduction of the flow of foreign currency to charter foreign ships, has been seen as inevitable.

Soviet vessels will be used to the maximum in carrying Russia's foreign trade, with a goal of 90.4 percent of all cargoes for this year and 93.1 percent by 1965. In the next two years, Soviet merchant marine planners expect Russian shipping to compete in the world trade market.

Increased Trade Seen

Increased trade with Asia, Africa, and South America, reflecting the growth of Soviet industry, is anticipated, along with grain from Canada and various raw materials from other areas.

Shipping is expected to total 6.1 million tons in 1964 and seven million in 1965. Increased traffic is expected to produce increased financial returns. Import-export traffic is predicted to produce revenue up almost 20 percent this year and 23 percent in 1965. By the end of the "seven-year plan," the total increase will be three-quarters of all revenues from transport in 1958, with profits in convertible currency rising to almost four times those of 1958.

Port Agency Rules All Tampa Docks

TAMPA—Tampa's municipal docks, once owned and operated by the city, have been transferred to the Tampa Port Authority, thus placing under one jurisdiction the control of all the city's public waterfront footage.

The move, hailed as a warranted one by Authority Chairman William Poe, will allow for eventual improvements of the city's dock facilities, he said.

Urge Lakes Subsidy Bill

NEW YORK—The future of the Great Lakes shipping industry lies in the enactment by Congress of such legislation as the pending Bartlett Bill, declared Vice Admiral James A. Hirschfield, President of the Lake Carriers Association, as he addressed the Marine Historical Society here recently.

The Bartlett Bill, S. 1773 introduced by Senator E. L. Bartlett of Alaska, calls for a construction differential subsidy for Lakes vessels, the right to set aside earnings before taxes in a construction reserve fund, and authority to trade in obsolete vessels to the government as a down payment on new construction.

Found Wanting

Addressing the Historical Society, Admiral Hirschfield, said that the Maritime Administration's present practice of using reserve government vessels to upgrade the lakes fleet, has been found wanting after years of testing.

"Vessel owners have concluded that easy make-shift substitutes will in no way take the place of a serious government effort to assist the industry," Admiral Hirschfield said. "They (the owners) insist that only a sound long-range building program, such as envisioned in the Bartlett Bill, could restore the fleet to its former proud position in which it demonstrated time and time again an ability to deliver emergency cargoes promptly, efficiently and safely."

Norfolk Hall

(Continued from page 2)

ditional floors can be added at a later date if expansion of the facility becomes necessary.

In his dedicatory remarks, President Hall charged that "Every day our enemies are trying to destroy our living . . . We have to have a union capable and rigged to fight all the time." Speaking of the past, he said that this new building was made possible through the sacrifices "of sailors, some put in jail, some killed and some who literally starved to death . . . If 25 years ago you had suggested that we would have all this people would have thought you were out of your mind."

The new hall in Norfolk is just the latest in the SIU's continuing building program in the major ports. In addition to the Norfolk facilities, buildings opened in recent years for the use of Seafarers in various ports include Houston, which was opened in 1962; the New Orleans hall which opened in 1961, and the Philadelphia building launched in 1960. Besides these, a number of temporary locations have been established over the years for organizing and servicing the membership in several areas.

Actually, Seafarers began shipping out of the new Norfolk hall in November 1963. This was just a year after ground was broken on October 29, 1962, right in the middle of a Norfolk Housing Authority project.

In addition to Seafarers, members of various SIU affiliates in the Hampton Roads area will utilize the services and facilities of the new hall. Telephone numbers for the new location are 622-1892 and 622-1893.

U.S.-Soviet Maritime Pact Would Protect Seamen, Ships

WASHINGTON—The U.S. and the Soviet Union are presently negotiating a pact designed to protect each others' seamen and shipping interests while ships of one nation are in ports or other territory belonging to the other nation.

A Senate Consular Convention containing articles which mutually protect the maritime interests of both nations has been referred to the Senate Committee on Foreign Relations by President Johnson.

The pact would specifically exempt warships and apply only to merchant vessels. It provides that when the courts or authorities of the receiving nation plan action against vessels sailing under the flag of the sending state, the consular officials of the sending state are to be notified so that they may be present when the action is taken.

Consular officers would be given permission to provide assistance to such vessels and conduct investigations into any incidents which occurred during the voyage.

Another article of the pact would deal with natural disasters such as sinkings, strandings and shipwrecks. The pact provides: "If a vessel sailing under the flag of the sending state suffers shipwreck, runs aground, is swept ashore or suffers any other accident within the territorial limits of the receiving state, the competent authorities of the receiving state shall immediately inform a consular officer and advise him of the measures which they may have taken to rescue persons, vessel and cargo."

U.S. Action Hits Fake Labor Paper

WASHINGTON—A bogus newspaper that claimed to be in the higher echelons of the labor press will be stripped of all its phony labels by order of the Federal Trade Commission.

Joseph Lash and Eugene Serels, co-partners of the Trade Union News of New York City, were told by the FTC to stop representing their publication as being endorsed by, affiliated with, or an official organ of a labor union. The order also will apply to any other periodical falsely claiming labor's backing.

Fake Representation

The FTC charged that the Trade Union News was falsely represented as the winner of international editorial awards ("Winner of International Editorial Excellence Award"), national advertising awards ("Winner of the National Trade Union Advertising Award") and that both Lash and Serels placed unauthorized advertisements in the publication and then sought to take payment from such advertisers.

Five "cease and desist" recommendations were adopted in the FTC's order:

- "Representing, directly or by implication, that said newspaper is endorsed by, affiliated with, or an official publication of, or otherwise connected with a labor union or trade union.
- "Representing that said newspaper was the 'Winner of the National Trade Union Advertising Award' or 'Winner of International Editorial Excellence Award,' or otherwise misrepresenting that any of respondents' publications has been presented with an award or distinction as a result of a competitive contest.
- "Misrepresenting in any manner that a survey had been conducted by impartial and qualified individuals to determine the relative quality or merits of any of respondent's publications in comparison with competing publications.
- "Placing, printing or publishing any advertisement on behalf of any person, firm, or corporation, in any of respondents' publications without a prior order agreement . . .
- "Sending bills, letters or notices to any person, firm, or corporation, with regard to an advertisement which has been or is to be printed, inserted or published on behalf of said person, firm, or corporation, or in any other manner seeking to exact payment for any such advertisement, without a bona fide order or agreement to purchase said advertisement."

The order places into action a decision made last year by Hearing Examiner Loren H. Laughlin, and climaxes a case brought to the Commission by the International Labor Press Association. The ILPA campaigns to protect the reputation of legitimate labor papers and to combat unscrupulous competition.

Hydrofoil Speedster Comes Back

PUGET SOUND, Wash.—Fresh I, the world's fastest hydrofoil vessel, soon will begin a new series of tests here, the U.S. Navy has announced.

Out of operation since last July 18, when she capsized during a high-speed run, the \$1.5-million craft is designed to attain a speed of 115 miles an hour. She now is undergoing final installation and checkout of equipment.

The vessel's name, Fresh, stands for "foil research supercavitating hydrofoil." The 15-ton, 47-foot craft is equipped with foils-winglike planes attached to the hull by a strut system—which, at certain speeds, lift the vessel free of the water's surface.

Limited Damage

The Navy said last summer's mishap had not affected the craft's cabin, her two hulls or the foils. Electronic equipment and machinery sustained some damage from salt-water immersion, however. These items plus a jet engine have been replaced, the Navy said.

Fresh I also has undergone some modifications as a result of the accident, the Navy said. Small stabilizing fins have been added below the aft foils, and the control system has been modified. She was built for the Bureau of Ships by the Boeing Company.

Spot Happy Sea Serpent

NANTUCKET—The crew of a New Bedford fishing boat has reported seeing a "friendly sea serpent" splashing about in the Atlantic nearly 30 miles east-southeast of Round Shoals buoy here.

When the crew first spotted the creature, according to engineman Alf Wilhelmsen, they thought it was a whale and gave chase. "But when we got close enough, we could see it was not a whale," he said.

The crew described the serpent as black, at least 50 feet long, weighing 35 to 40 tons, with an alligator-like head rising some 26 feet above the water. Its body had several "humps" and a blow hole on top of the head, they declared.

The fishermen said that for about five minutes the serpent skimmed along the top of the water, keeping pace with the boat about 50 to 100 feet starboard, at about eight miles an hour.

The creature then swam away to the north, according to Mr. Wilhelmsen. The weather was clear and the sea calm, he said.



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

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

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

⚡ ⚡ ⚡

Eastern Air Lines (Flight Engineers)

⚡ ⚡ ⚡

H. I. Siegel

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

⚡ ⚡ ⚡

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

⚡ ⚡ ⚡

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

⚡ ⚡ ⚡

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

⚡ ⚡ ⚡

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

⚡ ⚡ ⚡

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

⚡ ⚡ ⚡

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

Sea-Level Route Wanted

Urge Congressional Study To Replace Panama Canal

WASHINGTON—Congress has been urged to authorize a study of possible sea-level alternatives to the present lock-type Panama Canal which rapidly is becoming obsolete.

The proposal, made by Administration officials at a hearing of the House Merchant Marine & Fisheries Committee, encountered unexpected criticism as well as a different proposal from a long-time critic of the present operation, Rep. Daniel J. Flood (D., Pa.).

Attacks Approach

Commenting on a Senate-passed bill (S-2701) to authorize such a study, Rep. Flood said the bill's approach, which would have the President name a seven member commission, including the Secretaries of State and Army and Chairman of the AEC, "will not do it properly."

As an alternative, he urged that the President name a "predominantly civilian" 11-member commission to include persons with experience and training in engineering, administration, transportation, international trade, shipping law, geology and nuclear sciences.

Includes Military

His plan, embodied in various pending legislative bills, also would include specific provision for appointment to the commission of an officer of wide experience from the Navy, the Army and the Air Force.

Army Secretary Stephen Ailes, speaking for his department and the State Department, said the bill's January 1, 1966, deadline for studies and recommendations to the President was too short and any results by that time could only be "preliminary."

He subsequently agreed to a

suggested elimination of the deadline as a final point making it a benchmark by which time preliminary reports should be made, followed as soon as possible by a final determination.

In prior Senate hearings, these same witnesses, including Assistant Secretary of State Thomas Mann, submitted cost estimates for five possible routes which have been examined cursorily in the past.

Three Possibilities

In the House hearing, however, they said present intentions were to examine only three: the Sasardi-Morti route in Panama; the Atrato-Truand in Colombia, and the possibility of a sea-level canal virtually alongside the present lock canal through Panama.

Mr. Mann said nothing definite concerning the touchy political situation in Panama and gave no idea how the U.S. might avoid a similar embarrassment in the future.

He did say, however, that he had had "soundings" that private sources might be interested in financing a sea-level canal. He also said unspecified "foreign interests" had also been reported as interested in the sea-level link between the Atlantic and Pacific oceans.

No decision had been made on how a new canal would be financed, he said, but added, without specifying, that he would expect any future sea-level canal built would be amortized in a "very short time" and that the venture "could be a very profitable operation."

Your SIV Clinic

By Joseph E. Logue, MD, Medical Director

Never Aggravate A Shark

Many years ago, it was a moot question whether sharks actually made attacks on swimmers unless the swimmer was injured, the shark apparently being attracted by the blood of the injured victim. In recent years, there have been many authentic cases of unprovoked attacks on swimmers by sharks.

The advice to "never swim or dive alone" should be rigidly observed. It's pointed out that five out of a total 12 bathers attacked by sharks were swimming alone or at considerable distance from their companions. It also has been well-established that sharks are attracted to wounded or bleeding fish speared by skin divers, even that the shark danger zone is near the surface, where movements are less likely to be rhythmic and coordinated.

The following guide has been recommended for bathers and swimmers based on the best information available. It must be remembered that sharks are unpredictable and relatively little is known about their behavior pattern and the conditions that stimulate them to attack.

Advice to bathers and swimmers. Always swim with a companion. Do not become a lone target for attack by swimming away from the general area occupied by a group of swimmers and bathers. If dangerous sharks are known to be in the area, stay out of the water. Since blood attracts and excites sharks, do not enter or remain in the water with a bleeding wound. Avoid swimming in extremely turbid or dirty water where underwater visibility is very poor.

Advice to survivors of sea and air disasters. Do not abandon your clothing when entering the water. Clothing, especially on the feet and legs, is your only protection against the rough skin of a shark. Place wounded survivors in a life raft. All should use the raft if there is room. Remain quiet and conserve energy. If you must swim, use regular strokes, either strong or lazy, but keep them rhythmic.

Do not trail arms or legs over the side of the raft. Do not jettison blood or garbage, for this attracts sharks. When sharks are nearby, do not fish from a life raft. Abandon hooked fish if shark approaches. When a shark is at close range, use "Shark Chaser" (U.S. Navy repellent) if it is available. The black dye will repel many species. If your group is threatened while in the water, form a tight circle and face outward. If approached, hit the shark in the snout with any instrument at hand, preferably a heavy one. Use your bare hands only as a last resort.

Text of President's Pre-Balloting Report

The President's pre-balloting report, submitted in advance of this year's union elections in accordance with the requirement of the SIU Constitution, is in the process of submission to the membership for its action at the July regular membership meetings in all constitutional ports. The report, which specifies the number of union officers that are to appear on the ballot, the requirements for candidate eligibility and other balloting details, was adopted at all port meetings in June, as recommended in the Secretary-Treasurer's report below. The report will be submitted and acted on at July regular membership meetings.

The text of the report follows:

PRESIDENT'S PRE-BALLOTING REPORT

Under the Constitution of our Union, the Seafarers International Union of North America-Atlantic, Gulf, Lakes and Inland Waters District, Article X, Section 1 (e), the President shall submit a pre-balloting report at the regular meeting in July of every election year. The Constitution of our Union also calls for seven (7) Constitutional ports of the Union, which are; New York, Philadelphia, Baltimore, Mobile, New Orleans, Houston and Detroit.

As your President, in consultation along with the Executive Board of the Union, a careful appraisal has been made as to what we feel will be the needs of the organization in all the Constitutional ports, including the port of New York and Headquarters, for the coming term of office of the officers and other elected representatives of our Union. Since the Constitution provides for seven (7) Constitutional Ports it was felt that it was advisable to place on the ballot the elective jobs of those ports. Where necessary, the personnel for other than the Constitutional Ports may be assigned as needed from those Constitutional Ports, where possible. As the membership is aware, it is necessary for the Union to keep abreast of the changes in the shifting of the job requirements of the companies with whom we have contracts, as well as in being prepared to meet the opportunities for expansion through the means of organizing. This will enable the Union to maintain maximum services to the membership, and to meet the needs of the organization resulting from the changing character of the industry.

As a result of the foregoing, it is the recommendation of your President, in this, the Pre-Balloting Report, re-

quired under Article X, Section 1 (e) of our Constitution, that the following offices be placed on the next referendum ballot of the Union for the election of the officers and other elected representatives of the Seafarers International Union of North America-Atlantic, Gulf, Lakes and Inland Waters Districts.

HEADQUARTERS:

- 1 President
- 1 Executive Vice-President
- 1 Secretary-Treasurer
- 1 Vice-President in Charge of Contracts and Contract Enforcement
- 1 Vice-President in Charge of the Atlantic Coast
- 1 Vice-President in Charge of the Gulf Coast
- 1 Vice-President in Charge of the Lakes and Inland Waters
- 3 Headquarters Representatives

NEW YORK:

- 1 Agent
- 10 Joint Patrolmen

PHILADELPHIA:

- 1 Agent
- 2 Joint Patrolmen

BALTIMORE:

- 1 Agent
- 4 Joint Patrolmen

MOBILE:

- 1 Agent
- 4 Joint Patrolmen

NEW ORLEANS:

- 1 Agent
- 4 Joint Patrolmen

HOUSTON:

- 1 Agent
- 4 Joint Patrolmen

DETROIT:

- 1 Agent

Your President also recommends, pursuant to Article X, Section 1 (e) and Article XIII, Section 4 (e) of the Union's Constitution, the depository to which the Polls Committee's shall deliver, or mail, by certified or registered mail, the ballots after the close of each days voting in the coming Union election, be as follows:

Mr. Harold Bach, Chairman of the Board
The Royal National Bank of New York
20 W. 48 St.
N.Y., N.Y.

It will be the function of the depository to receive all the envelopes delivered, or mailed in, as aforesaid, to safeguard them properly, in the bank, and to surrender them only to the duly authorized Union Tallying Committee in accordance with Article XIII, Section 5 (d), of our Union Constitution, on or about the first business day in January, 1965. Proof of authorization shall be a certification by the Vice-President in charge of the Minutes, Robert Matthews. The Union Tallying Committee shall be authorized to sign a receipt for the said envelopes. The depository shall be requested to certify that all the envelopes received by the depository have been properly safeguarded, have been surrendered only to the said Tallying Committee, and that no one, other than appropriate bank personnel have had access to them.

The Polls Committee is especially urged to insure that, whether delivered or mailed, the envelopes are properly addressed, properly stamped if mailed, and certified as per the Constitution.

It is the further recommendation of your President that, in addition to the regular Constitutional requirements, each candidate for office be requested to furnish a regulation passport picture of recent taking as well as a statement of not more than one hundred (100) words, giving a brief summary of his Union record and activities, such picture and statement to be run in the Seafarers Log just prior to the commencement of voting. This is to be done in accordance with previous membership action to familiarize the membership with the names, faces, and records of all candidates for office.

As provided for in Article XIII, Section 1, nominations open on July 15th, 1964 and close August 15th, 1964. All documents required for eligibility of candidates for Union office must reach Headquarters no earlier than July 15th, 1964 and no later than August 15th, 1964.

Your President wishes to point out that this Pre-Balloting Report provides for one of the largest number of elective posts to be placed on the ballot since the inception of the Union. It is strongly recommended that the maximum number of qualified members, who feel they can be of assistance to the Union in an official capacity, should submit their credentials. In this connection, the membership is reminded that the Secretary-Treasurer, Al Kerr, is available to assist them in properly filing their credentials for nomination to Union office, if they desire such assistance.

Fraternally submitted, Paul Hall

Secretary-Treasurer's Report To The Membership:

FORTHCOMING ELECTION OF OFFICERS—ADDITIONS TO VOTING PROCEDURES

(The following is the text of an excerpt from the Secretary-Treasurer's report to the regular membership meeting at SIU headquarters on April 6 and again on May 4 entitled, "Forthcoming Election Of Officers—Additions To Voting Procedures." The report was also forwarded to other constitutional ports for action at their meetings in April and May. The report was concurred in at all meetings.)

Article XIII, Section 7 of our constitution reads as follows:

"The Secretary-Treasurer is specifically charged with the preservation and retention of all election records, including the ballots, as required by law, and is directed and authorized to issue such other and further directives as to the election procedures as are required by law, which directives shall be part of the election procedures of this Union."

Therefore, in accordance with the above-mentioned section and after consulting with and being advised by counsel, it is found that additions to our voting procedures for the election of officers are required by law. Therefore, under the powers delegated to me by our constitution, in the aforementioned section, I am setting up the following additions in our balloting procedure for officers.

President's Pre-Balloting Report.

Article X, Section 1, "The President," Sub-Section (e), provides that the President's Pre-Balloting Report shall be submitted to the membership at the regular meeting in July of every election year. It is recommended to the membership in this connection that such Pre-Balloting Report be made both at the June and July meetings so as to give more than adequate notice to any prospective nominee for office.

Provision for Nomination by Others.

Article XIII, Section 1, "Nominations," provides for self-nomination to office. In order to square any ambiguity as to the meaning of this section, it is recommended that a member may place his name in nomination or have his name placed in nomination by any other member and further, that in either event, such member nominated must comply with the provisions of the constitution, as they are set forth, relating to the submission of credentials. This change is an amplification of the existing provisions of the constitution and should not be construed to be an alteration of same.

Absentee Ballot.

Article XIII, Sections 3 and 4, "Balloting Procedures" and "Polls Committee," of the constitution, provide that balloting shall be manual in nature. It is now recommended that the following absentee ballot procedure be presented to the membership upon advice of counsel as an amplification of such provisions:

Full book members may request an absentee ballot under the following circumstances, only. While such member is employed on an American-flag merchant vessel which vessel's schedule does not provide for it to touch a port in which voting is to take place during the voting period provided in Section 3 (g) of our constitution, in that event, the member shall make a request for an absentee ballot by Registered or Certified Mail or the equivalent mailing device at the location from which such request is made, if such be the case. Such request must contain a designation as to the address to which such member wishes his absentee ballot returned. Such request shall be received no later than 12:00 PM on the fifteenth day of November of the election year and shall be directed to the Secretary-

Treasurer at 675 Fourth Avenue, Brooklyn 32, New York. Upon receipt of such request, the procedures as established in Section 3 (d) of our constitution, shall not apply.

The Secretary-Treasurer shall be responsible for determining whether such member is a member in good standing and further whether such member has, in fact, voted previously. He shall send the processed ballot by Registered Mail-Return Receipt Requested to the address designated by such member in his absentee ballot request. The Secretary-Treasurer shall send to such member with his ballot, instructions for returning the ballot, which instructions must be complied with exactly. The Secretary-Treasurer shall further maintain a record showing the name, book number of the member, his ballot number and the date upon which such ballot was sent, which information shall be turned over to the Union Tallying Committee, when elected, in accordance with Article XIII, Section 5 (c) of the constitution. The member, after voting, shall return his absentee ballot by Registered or Certified Mail, or the equivalent mailing device at the location from which such absentee ballot is returned, if such be the case, to the depository named in the President's Pre-Balloting Report.

These absentee ballots must be post-marked prior to midnight of December 31, 1964, and must be received by the depository named in the President's Pre-Balloting Report, prior to January 10, 1965, regardless of when post-marked, for them to be counted as eligible votes. Such ballots will be maintained separately by such depository and shall then be turned over to the Union Tallying Committee, as provided in Section 5 (d) of Article XIII of the constitution.

LOG-A-RHYTHM:

World's Fair

By Roy Fleischer

I traveled to many countries
In many parts of the world
On the World's Fair grounds
Where these words were often heard:

"Peace through understanding"
-The hope of the human world.

And there they were—the people—
Displaying what they could do,
Their friendship and achievements,

Their relationship to you
—Peace through understanding
—A better world for you.

They were all put on this earth
To get along as best they can
And yet, be true to themselves
In a brotherhood of man
—Peace through understanding
—The hope of every man.

Hits The Deck



Seafarer Harry Bonner took the microphones during the good and welfare portion of the last regular monthly membership meeting at the Port of New York to give his views on the matters under discussion.

From the Ships at Sea

Seafarers on the beach soon get used to being hit for a donation for particular charities and other worthy causes. A Seafarer who stays at home for any length of time is sure to be hit by fundraising appeals by mail, phone, doorbell solicitors and an occasional friend. At sea, however, the quickest way to get some cash is to set up an arrival pool.

Crewmembers of the Transglobe (Hudson Waterways) are offering their prayers for the survival of their washing machine. In the opinion of one Seafarer, although the ship's washer is servicable now, there is no guarantee on how long it will continue to operate. Since it was two years old, the crew thought it was time to start thinking about getting a new one, writes H. R. Dombrowski, meeting chairman.

Success can sometimes be painful. When John J. Hartly, ship's delegate on the Volusia (Suwannee) requested the crew's permis-

sion to resign at a recent meeting, they felt he was doing such a great



Dombrowski



Hartly

job that he was overwhelmingly re-elected. In case he was disappointed, crewmembers gave him a big vote of thanks to let him know that his efforts are really being appreciated.

The gang on the Beloit Victory (Marine Managers) recently put an arrival pool to an especially original use. Crewmembers have set up an arrival pool to peg the time they land in San Francisco. Proceeds will be used for a gigantic shrimp boil to climax the end of the voyage, reports Marcus Evans, ship's delegate.

Smooth sailing has also been the byword on the Columbia (U.S. Steel). Describing a recent satisfactory trip, ship's delegate Walter LeClair says that men in the deck department have been kept busy with plenty of overtime, which everyone thinks should last for one more voyage. Although the Columbia's steward had to leave the ship on the West Coast because of sickness, the chief cook stepped into the breach and took care of both jobs to the whole crew's satisfaction.

The steward department on the Hercules Victory (Marine Managers) also has a problem in the galley, now that the hot weather has arrived. A suggestion made during the good and welfare section of a recent ship's meeting was that perishables should be put back into the refrigerator after they were used, and not left to spoil in the heat, according to John J. Carey, ship's delegate.

Both the crew and the steward department are happy on the Oceanic Spray (American Oceanic). After receiving a vote of thanks for a job well done from the crew, steward Frank J. Foley pointed out that as far as he was concerned, everything in his department was A-OK. The members of Foley's department decided to get into the act by tendering him a big vote of thanks as a "nice guy to sail with and work for," writes B. Moradilla, steward department delegate.

The clothes cleaning problem appears to have taken a turn for the better on the Clairborne (Water-

man). The installation of a new washing machine has done wonders for the morale of the crew. Remembering past wash day hardships, crewmembers have vowed to take especially good care of the new machine, reports Ralph Taylor, ship's delegate.

Still on the subject of mess halls, Seafarers aboard the Steel Director (Isthmian) seem to be having their own problems. A good and welfare motion at a recent meeting urged that the ships officers quit using



Corey



Evans

the mess hall for their poker games, writes ship's delegate Frank R. Martin.

Salty Essays Published By SIU Oldtimer

Retired Seafarers have been known to put their old sea skills to many uses, but only a very few have tried to turn a dollar by relying on a seaman's traditionally salty vocabulary and unique sense of humor which can only be developed during those long nights at sea.

Utilizing a fertile and whimsical imagination, a retired SIU member who goes by the pen name of "Dr. Rutherford B. Flinn" has produced a book called "Strained Relations," which has just been published by the Carlton Press in New York. The Seafarer-author, who was a LOG contributor for many years, does not wish his identity to be disclosed to save his family embarrassment from the treatment it receives in his book.

The short, hilarious book contains a series of essays about various eccentric members of the author's family and his wildly improbable experiences as a youth, all told in the explosive language of an uninhibited, articulate Seafarer. There are side-splitting accounts of mis-adventures of such family characters as Uncle Ynnui Snarlrocket, Auntie Misery and Lady Alfred Crotchworthy.

"Strained Relations" is available at local bookstores throughout the country at \$1.95 per copy, which is a fair price to pay for the laughs it gives.

DEL CAMPO (Delta), April 24—Chairman, Joseph Wooley; Secretary, Roland Hebert. Some disputed OT in steward department. Brother Joe Zelay was elected to serve as ship's delegate. Steward extended a vote of thanks to crew for helping to keep crew messroom clean.

JOHN B. WATERMAN (Waterman), May 24—Chairman, J. H. Morris; Secretary, E. Delaney. One man was hospitalized in Bremerhaven, Germany. No beefs were reported by department delegates. Vote of thanks extended to the steward department for a job well done.

TRANSGLOBE (Hudson Waterways), May 25—Chairman, J. Balmis; Secretary, H. R. Dombrowski. No beefs were reported by department delegates. Donation given to a crewmember for the death of his mother and an acknowledgement was received.

LOSMAR (Calmar), May 17—Chairman, Jiggs Jeffers; Secretary, Larry Hill. \$3.65 in ship's fund. No beefs or disputed OT was reported. Vote of thanks to the steward department.

TADDEI VICTORY (Consolidated Mariners), June 2—Chairman, C. C. Gates; Secretary, Chuck Demers. No beefs and no disputed OT was reported. Motion was made to install new water fountain as the old one is totally gone. Motion was made to have ship fumigated. Vote of thanks to the steward department for a job well done.

DE SOTO (Waterman), March 28—Chairman, J. Conrad; Secretary, J. Castronover. Captain reported that he enjoyed sailing with the crew. Steward requested to put out more canned fresh milk. Vote of thanks to the steward department.

HERCULES VICTORY (Marine Managers), May 30—Chairman, John Carey; Secretary, Paul L. Whitlow. Brother Carey was acting ship's delegate and the crew voted that he continue the job with a vote of thanks. Motion was made to have the drawing on legitimate OT included in the contract as part of wages which crew can draw on. Negotiating committee to see that this is included in the contract so that there will be no further question in the future. No beefs or disputed OT was reported by department delegates.

BIENVILLE (Sea-Land), June 7—Chairman, J. Pose; Secretary, Bill Stark. Ship's delegate reported no beefs. Everything is running smoothly. Brother W. McChesney was elected to serve as new ship's delegate and a vote of thanks was extended to former ship's delegate.

ELIZABETHPORT (Sea-Land), May 10—Chairman, G. T. Bacon; Secretary, W. W. Bickford. Ship's delegate reported that everything is fine. \$25 in ship's fund. No beefs reported by department delegates.

Brother L. Dooley was elected to serve as new ship's delegate.

PANOCEANIC FAITH (Panoceanic Tankers), April 23—Chairman, Sam F. Drury; Secretary, Nons. Motion made that new coffee urn be placed in crew pantry. Discussion on checking stores before signing on. No beefs reported by department delegates.

CLAIBORNE (Waterman), March 29—Chairman, Homer Starling; Secretary, James Purcell. No beefs were reported by department delegates. Brother W. N. Rollins was elected to serve as ship's delegate. A new washing machine was received this trip.

YUKON (American-Asia), May 10—Chairman, Richard Nelson; Secretary, John Mercer. No beefs were re-

ported by department delegates. Brother A. Henderson was elected to serve as new ship's delegate.

TRANSARTFORD (Hudson Waterways), May 10—Chairman, Lyle L. Hipp; Secretary, R. LeBombard. Two men taken off ship in Kandla, India, due to illness. Men to put in for no shore leave in Bahrain as Government there allows shore leave but ship's agent says the Company assumes no responsibility for crewmembers going ashore. Delegate received no letter furnishing proof of orders by Government for no shore leave. Lodging for all crewmembers to be put in for certain number of days in Kandla, as chipping and scraping took place after 8 PM and before 6:00 AM.

AZALEA CITY (Sea-Land), May 17—Chairman, Fred G. Ostman; Secretary, R. Funk. No beefs reported by department delegates. Repair lists turned in and repairs are in progress.

MONTPELIER VICTORY (Victory Carriers), April 26—Chairman, J. Dixon; Secretary, J. S. Burke. Brother Darley wished to resign as acting ship's delegate and Brother I. Wilson was elected to serve in his place. Vote of thanks was extended to Brother Darley. Vote of thanks was extended to the steward department for a job well done.

ANTINOUS (Waterman), May 14—Chairman, Ronald Stough; Secretary, Donald Forrest. No beefs reported by department delegates. Most of the repairs have been completed. \$2.45 in ship's fund from last voyage was turned over to present crew. Vote of thanks was extended to the ship's delegate and the steward department for fine performance.

ALDINA (Harrison Traders), May 19—Chairman, L. P. Hagemann; Secretary, Robert Hamelett. No beefs were reported by department delegate. Brother Maek Fortner was elected to serve as ship's delegate. Steward thanked the 4-B deck watch for leaving messhall in a clean and orderly condition. Ship's delegate will make check on salty condition of water in Freeport, Bahamas.

VENORE (Venore), May 9—Chairman, Browning; Secretary, Jakubsek. Some disputed OT in deck and engine department to be taken up with patrolman. Motion made to find out why ship has not received any mail from Company office. Brother J. Walsh was elected to serve as ship's delegate.

DIGEST of SIU SHIP MEETINGS

ported by department delegates. Brother A. Henderson was elected to serve as new ship's delegate.

PENNMAR (Calmar), April 19—Chairman, J. Furton; Secretary, J. Bond. \$26.07 in ship's fund. Couple of hours disputed OT in engine department was made good at payoff. One man missed ship in Baltimore. Brother Martin Yager was elected to serve as ship's delegate. Vote of thanks extended to the steward department for fine service and food.

ALCOA MARINER (Alcoa), May 14—Chairman, Oscar B. Smith; Secretary, William Turpin. It was suggested that two 10KVA MG sets A.C. sets be put aboard to operate air conditioners when ships are in Persian Gulf or similar climates. Vote of thanks was extended to the steward department for the good service rendered to crew. No beefs were reported by department delegates.

ST. CHRISTOPHER (Destiny Carriers), No date—No beefs were reported by department delegates. Vote of thanks extended to the steward for giving milk to the Children's Home in Southampton, England.

NEVA WEST (Bloomfield), May 10—Chairman, V. D. Gibson; Secretary, W. R. Geis. \$16 in ship's fund. Some disputed OT in deck and steward departments. Vote of thanks was extended to the steward department.

PENN TRADER (Penn Shipping), May 12—Chairman, G. G. Parker



WALTER, YOU'RE THE BEST CATCHER THIS SHIP'S-

TEAM HAS EVER HAD- AND AT THE NEXT PORT WE'RE GONNA GET YOU-

A REAL CATCHER'S MASK!

Steward Finds Letters Pay Off In Washington

Seafarer John Jellette is an excellent example of why it pays to write to your representatives in Washington. Having written officials in our nation's capital on legislative matters ranging from Russian wheat shipments to the medical care for the aged program, he can display a sheaf of replies from the office of the President, a senator and a congressman.

In a letter to the LOG, Jellette declares, "Many people scoff at the idea of writing their congressmen, saying 'What's the use? They won't answer. But, as is clearly demonstrated by my pile of replies, our representatives do take notice and answer promptly'."

Jellette says that his reason for writing to his representatives is to let them know his feelings on bills before Congress that will have an effect on the maritime industry as well as the rest of the nation.



Jellette

Among the replies which Jellette received was one coming from a special assistant to the President about some suggestions the Seafarer had made for improving the country's economy.

One piece of Congressional correspondence to Jellette is a letter from Rep. John J. Rooney, Democratic Congressman from Brooklyn's 14th Congressional District. Rep. Rooney informed him of his support for the medicare bill and civil rights legislation about which Jellette had written him.

Jellette's folder of Washington correspondence is rounded out by two letters from Sen. Warren G.

Magnuson (D-Wash.). The SIU letter writer had contacted the senator on the Russian wheat sales and legislation setting up certain physical requirements for U.S. seamen.

One of the most important reasons for Seafarers to write their congressmen, according to Jellette, is that their letters help back up the views presented by the Union in Washington. "Legislation such as the Bonner bill, medicare and other proposals that affect us as Seafarers must have the support of the Union as a whole and of its membership. The best way a Seafarer can let his representatives in Washington know how he feels on an issue affecting him is to write a letter," he declares.

Jellette has sailed as a member of the steward department since 1942 when he joined the SIU. Five months after becoming a member, he was torpedoed on the Alcoa Pathfinder (Alcoa) and was later hospitalized in Durban, South Africa. A native of England, he now makes his home in Brooklyn where he lives with his wife, Olsa.



In The Tradition Of The Sea



Following the timeless traditions of the sea, crewmembers and officers of the Alcoa Explorer (Alcoa) stand in attention on the stern to pay their last respects to the wife of a company employee. Following a brief service by the ship's master, her ashes were scattered at sea, according to the wishes of her family. H. L. Lanier, ship's steward, snapped the photo above which shows brothers Rigney and Brightful at the right.

Trade Fair Ship's Challenge Doesn't Faze SIU Stewards

A tale of service and devotion to duty far above the work normally required from a ship's steward department unfolded as the Del Sud (Delta) returned to New Orleans on June 23 after completing her first voyage as United States Trade Exhibit Conference ship. The SIU-manned Del Sud, operating as a floating trade fair in which over 40 U.S. companies displayed their products, toured the major ports of three Latin American countries.

The sea-borne trade exhibit met an enthusiastic response at every port of call, including Buenos Aires, Rio de Janeiro, Santos and Montevideo. It played host to thousands of Latin American businessmen and government officials at each of these ports.

Equal to Task

The large number of guests that visited the ship to view the exhibits meant that the Del Sud's steward department was confronted with a gigantic task which it proved more than equal to. For instance, when the trade ship docked in Rio de Janeiro, crowds of visitors came aboard where they were served hors d'oeuvres and fancy french pastries as well as cold buffets and special luncheons for visiting dignitaries.

Commenting on how members of the steward department stood up under all the demands which were made on them, Anthony Rodriguez, ship's delegate, writes, "The way they performed their duties under abnormal and strenuous conditions was really unbelievable. The morale of the cooks, bakers, waiters and ship's butcher never broke down despite the fact they had no shore leave and were under severe tension throughout the trip."

Not only were members of the Del Sud's steward department able to meet these unusually stiff requirements, but the standards they maintained were of the highest SIU traditions. "I have never seen in all the time I've been sailing so many Seafarers working so harmoniously together. I really congratulate them with all my heart. I must say that their accomplishments are something the Union should really be proud of," Rodriguez declares.



Rodriguez

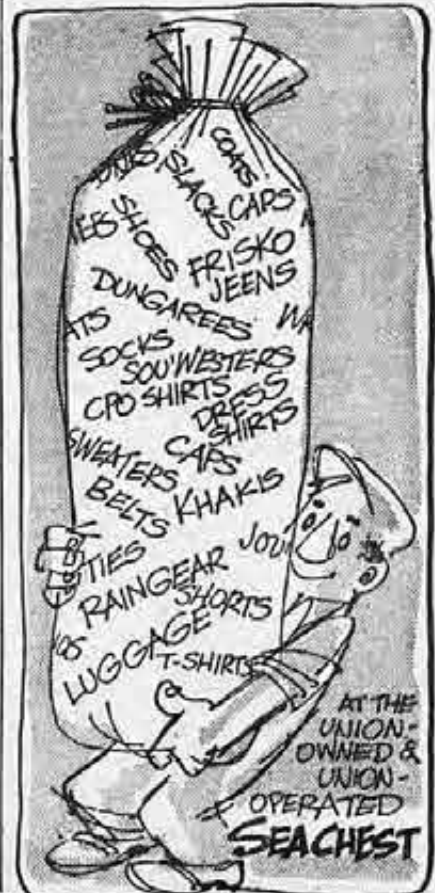
visitors came aboard to see the latest products and developments in U.S. technology. Products on display aboard the vessel included oil rigs, television equipment, farm machinery, paints, furniture, candies, drugs and many of the special services of the ports of New Orleans and Houston.

First of Many

"This is the first of what we feel sure will be many other mobile trade fairs," an organizer of the enterprise stated, pointing to "the enthusiastic and warm-hearted reception it has received everywhere."

The Del Sud stopped for two days each at Rio, Santos and Montevideo, and for three days at Buenos Aires, receiving business and government leaders of the countries.

U.S. exhibitors indicated they feel the exhibit helped strengthen business and commercial relations with the Latin American nations, and that while the technique is now in its infancy, it will undoubtedly grow.



Recalls Happy Days In SIU

To the Editor: I am writing a few lines to tell what a great Union the SIU is. Even though I'm no longer sailing, it still gives me a great deal of pleasure to recall the many pleasant memories from the days I shipped with my SIU brothers. As far as I'm concerned, it was the one union for any man who follows the sea.

I was a Seafarer for five years, sailing in the steward department with a night cook and baker's rating. It always made me real happy to see how pleased my fellow crewmembers were when they saw the baked goodies I set out for them. I always worked extra hard at coffee time, since that was when the boys really appreciated that special something.

Although I haven't shipped since 1953, I still wish and hope to take one more short trip. But, until that moment comes, my thoughts are with everyone in the SIU, especially when I'm reading about the Union in the LOG. I always get a lot of enjoyment from reading the Union newspaper, especially when I find out what my old friends and shipmates are doing these days.

Arthur Brazil

Laid-Up Seaman Wants Visitors

To the Editor: I'm writing this to send my personal greetings to every brother in the SIU.

Right now I'm in the Coberts

Nursing Home in New Orleans after a very long stay in the Marine and Charity Hospital here since November first. I was drydocked there after an accident on my last voyage. I'm still considered unfit for duty after all these months.

The medics here have just finished putting another cast on my left leg and foot. This makes the third one they have given me since I entered the hospital. I had to use a wheel chair for a while, but I'm now on crutches.

According to the sawbones

LETTERS To The Editor

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

here, I may have made my last voyage, but I'll know for sure sometime this month. I sure hope that he doesn't know what he's talking about, since I want to make two more voyages before calling it quits with the sea.

I have two requests for my former shipmates in the SIU. First of all, if any of my old friends are in the area, I wish they would drop in to say a few words. However, if they can't come in person, I sure do hope they write to me. The address is Coberts Nursing Home, 2445 Esplanade Avenue, New Orleans, La. Visiting days at the nursing

home are on Thursdays, Saturdays and Sundays.

I want everyone in the Union to stay steady as she goes, as I say "adios."

Dusha "Spider" Korolla

Welfare Help Brings Thanks

To the Editor: I wish to express my thanks for the check I received from the Seafarers Welfare plan and the very nice letter which accompanied it.

The death benefit check which has come to me has really been of great help to me, especially after the passing of my husband, Harris C. Smallwood.

Mrs. Rose Smallwood

To the Editor: I would like to express my deepest appreciation to the SIU for the wonderful kindness and the timely assistance on the death of my son, William J. Moore.

Mrs. Ernestine Moore

To the Editor: I would like to thank the Seafarers International Union for the time and assistance I received at the time of the death of my mother. The gracious help which was extended to me in the hour of my dire need helped take care of the many bills caused by her illness.

I am really proud to belong to an organization which is willing and able to take care of the welfare of its members.

M. Eurisa

Steamers Couldn't Sway Sailor's Loyalty To Clippers

By Fred Harvey, Book H-120

EDITOR'S NOTE—The LOG is presenting the second part of SIU oldtimer Fred Harvey's account of his days aboard the clipper ships at the turn of the century. In the first installment which appeared in the June 12th edition, Harvey described his experiences on the whaler Andrew Hicks and a trip to China on the clipper W. F. Babcock.

Even though there were plenty of jobs open on steamers back in 1904, I never even considered signing on one after my experiences on sailing ships. After you've stood on a foot rope in a gale with nothing around you but the angry sky above and the roaring sea below while trying to control a big stretch of white sail which is trying to slam you off your perch, sailing on a steamship sounds pretty tame.

After returning to San Francisco from China in 1904, I decided to get a ship for Europe. A local agent got me a berth aboard the British four-on-bark Crown of Germany which was bound for Antwerp. Foreign ships always had a problem of losing several sailors in West Coast ports. European seamen were always apt to jump ship when they found that wages on American vessels were at least seven to ten dollars per month higher.

U.S. seamen at that time were getting around \$25 per month or higher on the West Coast. European sailors got from \$15 to \$18 per month. As I have said before, sailing life was hard and wages were low back in those days. In addition to the bad pay, you had to carry your own "donkey's breakfast" (mattress), blankets and eating utensils.

I joined the Crown of Germany with about six seamen. She sailed with a crew of 22 sailors, 11 to a watch. There were also four

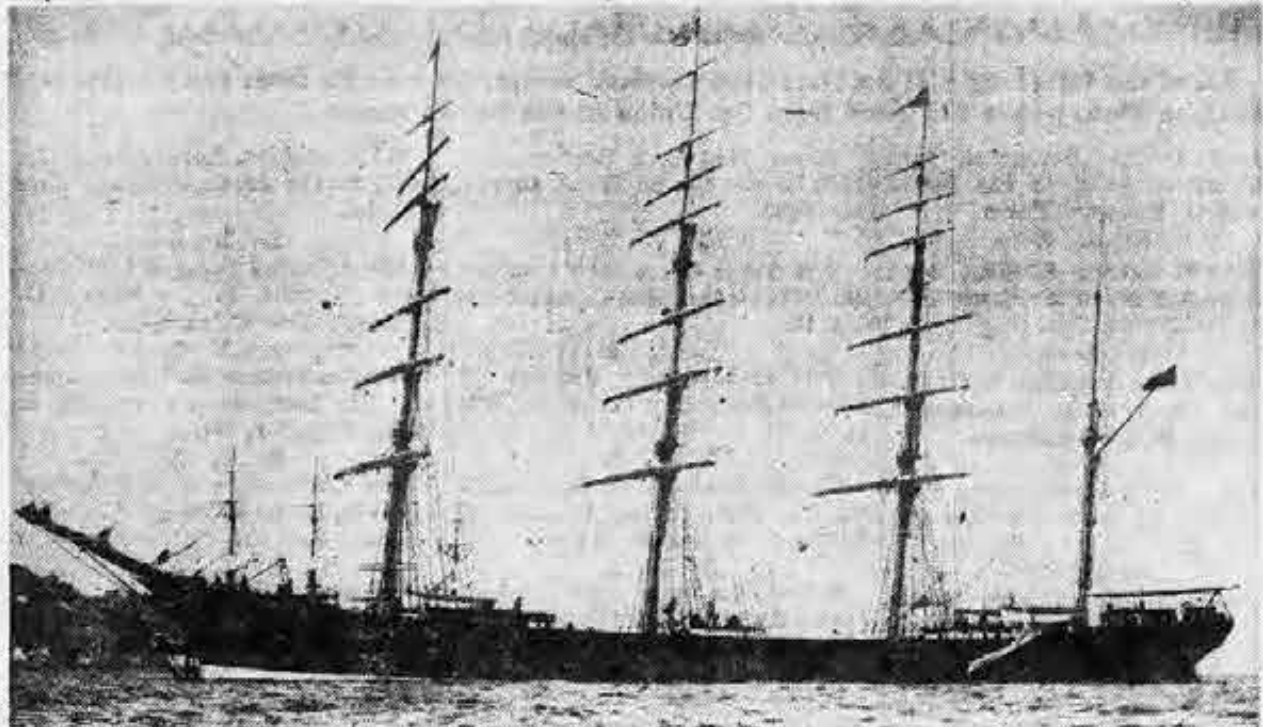
apprentices and three mates. They used the old two-watch system. Every day your provisions would be weighed out for the next day's use. Provisions that we got on a once-a-week basis were sugar, marmalade, lime juice, canned milk, margarine and a few other items. Since there was no refrigerator on board, we had to eat up the margarine as quickly as possible. British ships, or "lime juicers" as we called them in those days, didn't have a reputation as hard workers, but you often went to bed hungry on them.

Bark British Barques

The Crown of Germany belonged to a British line which ran regularly between the West Coast and Europe. It was a nice, big steel four-masted barque with a main shysail yard. We called them Bark British Barques in this country.

Around the 20th of May we weighed anchor and sailed through the Golden Gate for Europe. The ship had a fairly fast passage down to Cape Horn and our time was spent mostly in the rigging. There was quite a bit of work involved in changing our sails before we got down to the Cape. The weather around there is not very pleasant, even in the summer, and when we arrived, it was July and the middle of the winter. When we hit those cold, stormy latitudes, we were mostly on stand-by.

We rounded the Horn, passing through a few snow storms and



The clipper ship Crown of Germany, her proud sails furled, rides at anchor off the coast of California. SIU oldtimer Fred Harvey took his first trip around Cape Horn on the British vessel which made the voyage from San Francisco to Antwerp in 138 days in 1904. Harvey describes the Crown of Germany as a big steel four-masted barque with a main shysail yard. After gaining all his early knowledge of the sea on sailing ships, such as the one above, he spurned the idea of shipping on steamships



Harvey

high gale winds. This is the kind of weather when sail canvas gets pretty tough to handle. It takes strength, guts and will power to beat that canvas down in a gale.

Usually the call for "all hands on deck" came just when the sailor had dropped off to sleep after an exhausting day in the rigging. Picking up our still-soaking wet oilskins, we would go topside and up into the rigging for another battle against the wind. By the time we were finished, it was about time to go back on watch again.

There were life lines stretched fore and aft, but despite this safe-

guard many a poor sailor was washed overboard when a deep loaded ship wallowed in the sea and the water poured over the low-lying bulwarks, sweeping everything before it.

"Holy Stoning"

We sailed until we reached calmer weather in the Atlantic and then proceeded to change sail again. Once this was accomplished, it was time to get down to the business of cleaning up the ship. This meant using "holy stones"—working on your knees with a hunk of sand stone, along with a supply of sand and water. After the first holy stoning got most

of the dirt off, we washed the ship down and began painting her.

By this time we were in the Doldrums where there was lots of rain, but little wind. After a while we were able to catch the North East Trade winds, which meant that it was about time for another holy stone session to get the ship ready for port.

Approaching the English Channel with a fair wind behind us, we began passing steamer after steamer headed the same way. We entered the North Sea at the end of September and dropped anchor in Antwerp, ending my first trip around the Horn.

Notify Union On LOG Mail

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

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

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

CHATAM (Waterman), May 10 — Chairman, Oscar H. Manifold; Secretary, William H. Newson. Some disputed OT in engine and steward department. Took up collection for flowers for deceased member, Brother Jessie Joy. Vote of thanks extended to the steward department for a job well done.

A & J MERCURY (Pacific Seafarers), May 17—Chairman, John Kucharski; Secretary, Leo E. Movall. Ship's delegate reported that three men were hospitalized in Calcutta and later sent home by the Company. \$13 in ship's fund. Some disputed OT in each department. Crew would like to have fresh milk in all ports.

CATHY (Sea Tramp), May 28 — Chairman, C. Wright; Secretary, L. Santa Ana. Ship's delegate reported that exterminator, washing machine and new mattresses were put aboard. No beefs were reported by department delegates. Crew request clarification on draws in foreign ports or Suez Canal.

OMNIUM FREIGHTER (Suwannee), May 17—Chairman, S. Holden; Secretary, D. Owen. Ship's delegate reported there were some minor beefs only. Some disputed OT in each department. Vote of thanks extended to the messman and pantryman.

ST. CHRISTOPHER (Destiny Carriers), June 7—Chairman, Wm. Bilger; Secretary, P. Devine. No beefs reported by department delegates. Brother Bill Koltonuk was elected to serve as ship's delegate. Brother John Chaplinsky, former ship's delegate was extended a vote of thanks for a job well done. Vote of thanks also extended to the steward department.

MASSMAR (Calmar), May 24—Chairman, John Sullivan; Secretary, Edwin Brown. \$6.35 in ship's fund. No beefs reported by department delegates. Brother Edmund Abuly was elected to serve as ship's delegate.

VOLUSIA (Suwannee), May 17 — Chairman, W. Ferwood; Secretary, J. J. Hardy. Ship's delegate, John J. Harty had requested to resign but was denied. He was re-elected and extended a vote of thanks. Vote of thanks also extended to the steward department.

YAKA (Waterman), May 16—Chairman, Lawrence P. Conticello; Secretary, Frank Allen. Brother Bob Sigwart was elected to serve as ship's delegate. Some disputed OT in stew-

ard department. No beefs reported by department delegates.

VENORE (Marvin), June 1—Chairman, B. Browning; Secretary, P. Jakuluk. Two men were repatriated due to injury in deck department. Some disputed OT in deck and engine departments. Crew requested to cooperate and report all beefs to delegates.

SAN JUAN (Sea-Land), June 4 — Chairman, Edward Caudill; Secretary, John Coyle. A very happy crew aboard ship. No beefs and everything is running smoothly. Vote of thanks to the steward department for fine job, good food and fine service.

PENNMAR (Calmar), May 24 — Chairman, T. Frazier; Secretary, J.

James R. Prestwood. \$26.73 in ship's fund. A few beefs to be taken up with boarding patrolman. Motion was made to see if a pantryman and third cook can be put aboard. Vote of thanks extended to the steward department for a job well done.

TAMARA GULDEN (Transport Commercial Corp.), May 10—Chairman, C. Pressnall; Secretary, R. Vitoria. Brother H. Hammond was elected to serve as ship's delegate. \$13 in ship's fund. One O.S. missed this voyage in New Orleans and a replacement was picked in Haifa. No beefs were reported. Vote of thanks to the steward department for preparing and serving good chow.

PUERTO RICO (Motorships), May 24—Chairman, J. Mucia; Secretary, A. Aragon. Brother William Seltzer was elected to serve as ship's delegate. \$4.75 in ship's fund. No beefs reported by department delegates. Vote of thanks to the steward department for good menus and good service.

ELIZABETHPORT (Sea-Land), May 21 — Chairman, Alfredo Carmoega; Secretary, W. W. Bickford. Brother L. B. Doolley was elected to serve as ship's delegate. All repairs are under way and will be taken care of at sea. \$15 in ship's fund. No beefs reported by department delegates. Vote of thanks to the steward department for a job well done.

GLOBE CARRIER (Maritime Overseas), April 24—Chairman, T. Drzewicki; Secretary, Ralph Tindell. No beefs reported by department delegates. Motion made to have time off for all departments, put in contract. Brother T. Drzewicki was elected to serve as ship's delegate. Vote of thanks extended to outgoing ship's delegate. Vote of thanks to the steward department.

NATIONAL DEFENDER (National Transport), April 26—Chairman, E. Anderson; Secretary, D. S. Garrod. One hundred dollars was donated by officers and unlicensed personnel for flowers for deceased brother, George Zalensky. Fifty dollars will be utilized for flowers and the remaining money will be sent to relatives. A special vote of thanks was extended by the crew to the captain for his outstanding interest in all matters concerning the crew.

ANTON BRUUN (Alpine), May 2—Chairman, Jack Dolan; Secretary, Paul Willis. \$81 in ship's fund. No beefs reported by department delegates.

DIGEST of SIU SHIP MEETINGS

BOND. Ship's delegate reported that all repairs have been completed. \$34.96 in ship's fund. No beefs were reported by department delegates. Motion was made to contact headquarters to see if transportation can be obtained to and from Penwood dock to bus line.

TRUSTCO (Commodity Transport), May 14—Chairman, B. Padgett; Secretary, L. Melanson. Ship's delegate reported that everything is running smoothly and the crew really did a good job. Some disputed OT in the engine department.

TRANSARTFORD (Hudson Waterways), May 31—Chairman, James T. Walker; Secretary, Ray LeBombard. Beef on lodging and restricted shore leave will be taken up with patrolman. Discussion on ice machine which is inadequate for ship's needs. A new automatic cube machine is needed. Crew request that all repairs not taken care of as promised to be taken up at payoff. Discussion on manning scale for this type ship. It was recommended that port officials be questioned on this matter. Vote of thanks to the steward department.

INGER (Reynolds Metals), May 2—Chairman, Santos Garcia; Secretary,

NEW

EVERY THREE MONTHS

If any SIU ship has no library or, needs a new supply of books, contact any SIU hall.

YOUR

SIU SHIP'S LIBRARY



SIU ARRIVALS and DEPARTURES

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

Mark Andrew Scroggins, born February 5, 1964, to the Evelle Scroggins, Houston, Texas.

Thomas George Shepeta, born January 9, 1964, to the Henry Shepeta, Baltimore, Md.

Terry Lenn Broadus, born December 14, 1963, to the Johnnie Broadus, Mobile, Alabama.

Dianne Carol Weaver, born February 14, 1964, to the Gus Weavers, Mobile, Ala.

Kirt Alan Gaspard, born February 13, 1964, to the Jerome Gaspards, Netairie, La.

Brenda Thatcher, born February 19, 1964, to the James D. Thatchers, New Orleans, La.

Suzanne Gauthier, born February 13, 1964, to the John A. Gauthiers, Chicago, Ill.

Margaret O'Connell, born February 14, 1964, to the Lawrence O'Connells, Bklyn, N.Y.

Sandra Murray, born February 21, 1964, to the Robert Murrays, Darby, Pa.

James Reeves, born February 16, 1964, to the James Reeves, Mobile, Alabama.

Jule Smith, born December 9, 1963, to the Earl J. Smiths, New Orleans, La.

Melinda Place, born August 29, 1963, to the Melvin Places, Sault Ste. Marie, Michigan.

Thomas Everett, born February 28, 1964, to the Louis R. Everetts, Norfolk, Va.

Kenneth Joseph Qualls, born January 17, 1964, to the Joe B. Qualls, Ecorse, Mich.

Dara Mallory, born February 6, 1964, to the Albert Mallorys, Neptune, New Jersey.

Darrell Dodd, born March 1, 1964, to the Curtis M. Dodds, Chesapeake, Va.

Ronald Marcus, born February 4, 1964, to the Robert W. Marcus, Baton Rouge, La.

Leigh Anna Hartley, born January 22, 1964, to the Thomas Hartleys, Mobile, Alabama.

Agustin Vazquez, born February 27, 1964, to the Agustin Vazquez, Bklyn, N.Y.

Daniel Lee Zervas, born February 21, 1964, to the George Zervas, Toledo, Ohio.

Solomon Gleaton, born March 10, 1964, to the James Gleatons, Bklyn, New York.

Anthony Gutierrez, born February 18, 1964, to the Tomas Gutierrez, Houston, Texas.

Cliff Johnson, born January 23, 1964, to the Hazel Johnsons, Bronx, New York.

Byron James Bumstead, born February 2, 1964, to the Roger Bumsteads, Sault Ste. Marie, Michigan.

Brenda Zimmerman, born January 5, 1964, to the Richard A. Zimmermans, Cleveland, Ohio.

Nancy Wax, born December 13, 1963, to the Gerald Wazs, Detroit, Michigan.

Lisa Marie Cross, born February 22, 1964, to the Glen Cross, Cahokia, Ill.

Carl Collins, born January 18, 1964, to the Robert H. Collins, Virginia, Ill.

Connie Marie Dash, born January 25, 1964, to the Freddie W. Dashes, Abita Springs, La.

Steven Anthony Alfonso, born January 15, 1964, to the Salvador Alfonso, New Orleans, La.

Patricia Devlin, born April 6, 1964, to the Robert Devlins, Brooklyn, New York.

Gricelda Villagran, born March 19, 1964, to the Ruben Villagrans, New Orleans, La.

Michael Gaines, born January 10, 1964, to the Ellis B. Gaines, Mobile, Ala.

Sandy Taylor, born February 29, 1964, to the Gene Taylors, Daphne, La.

Dana Richards, born February 2, 1964, to the John Richards, Manistee, Mich.

Robyn Ann Barrial, born February 4, 1964, to the Pablo Barrials, New Orleans, La.

Benjamin J. Martin, 64: Brother Martin died September 29, 1963, of accidental causes in Houston, Tex. He had been a member of SIU since 1952 and sailed as a member of the engine department. Surviving is his wife, Florence Martin, of Covina, Calif. Burial was at Arlington National Cemetery, Arlington, Va.

Gustav A. Nicholson, 62: Brother Nicholson died of pneumonia on October 28, 1963, at his home in New Orleans, La. Sailing in the deck department, he had been a member of the Union since 1957. Burial was at Metairie Cemetery in Metairie, La. William P. Hagerty of New Orleans, La., was legally appointed administrator of his estate.

Vladislavs Kelpss, 54: Heart disease was fatal to Brother Kelpss on December 15, 1963, at his home in Brooklyn, N.Y. Joining the Union in 1952, he was a member of the deck department until placed on pension in 1957. He is survived by a sister, Waleria Kelpss, of Latvia, SSR. Burial was in St. Mary Magdalene Cemetery, Easton, Pa.

Alvin Joseph Whitney, 58: Brother Whitney died of natural causes on November 19, 1963, aboard the Del Norte (Delta) at sea. He joined the Union in 1952 and sailed in the steward department. Surviving is his wife, Mary Grace Whitney, of Marrero, La. Burial was at Lestlawn Memorial Park, Jefferson Parish, La.

Wallace O. Burnett, 37: Brother Burnett was killed accidentally on April 25, 1963, aboard the Choctaw (Waterman) in Kunsan Harbor, Kunsan, Korea. Sailing in the deck department, he joined the Union in 1962. Surviving is his son, Michael O. Burnett, of Inglewood, Cal. Burial was at Inglewood Park Cemetery, Inglewood, Cal.

Willie A. Wells, 52: Brother Wells died of heart failure on September 6, 1963, en route to Naval Hospital at Gulf of Mexico, Fla. A member of the Inland Boatman's Union and an SIU tugman since 1957, he was employed by Coyle Lines of New Orleans. Burial was in Augusta, Ga. John D. Goff of Tampa, Fla., was legally appointed administrator of his estate.

John Jenkins, born August 31, 1963, to the Jessie Jenkins, Harvey, La.

Dawn Sharon Thomas, born January 26, 1964, to the Wilson G. Thomas, New Orleans, La.

Carolyn Frances Hall, born January 12, 1964, to the Francis J. Halls, Superior, Wisc.

Ken Christensen, born February 27, 1964, to the Christian A. Christensens, San Francisco, Calif.

Colleen Ann Eastman, born March 15, 1964, to the Bernard Eastmans, Jr., Cheektowgh, N.Y.

Rochell Louise Alexander, born March 9, 1964, to the Cecil Alexanders, Fruitport, Mich.

Lisa Butts, born November 3, 1963, to the Herman Butts, Houston, Texas.

Renee Frary, born February 16, 1964, to the Frederick D. Frarys, Alpena, Mich.

Candice Saunders, born February 26, 1964, to the Windell Saunders, Baltimore, Md.

Jerold Scott Ferrell, born February 28, 1964, to the William B. Ferrells, New Orleans, La.

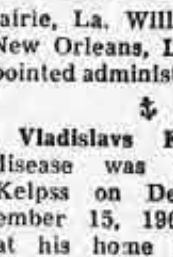
Sharon Venita Paylor, born April 15, 1964, to the Frank S. Paylors, Houston, Texas.



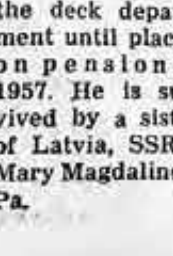
Benjamin J. Martin



Gustav A. Nicholson



Vladislavs Kelpss



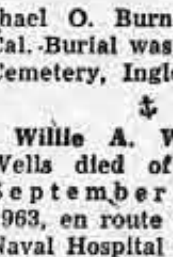
Willie A. Wells



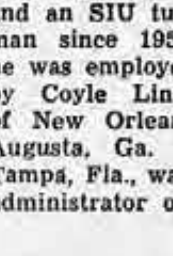
Alvin Joseph Whitney



Wallace O. Burnett



Michael O. Burnett



Willie A. Wells

Speedy US Cargo Ships Face Foreign Competition

American steamship lines which have pioneered the use of super-fast cargo ships on world trade routes may soon be experiencing sharp competition, according to reports from overseas shipbuilders.

Reports from European and Japanese shipyards indicate that foreign shipowners plan to give U.S. operators a run for their money in the area of fast passage, not to mention newly-developed automated features.

However, American operators have a head start in the construction of speedy cargo vessels. The 20-knot-plus U.S. cargo vessel had its origins in the 1950's when the SIU West Coast District contracted American President Lines introduced its mariner class vessels on the round-the-world route. This type of vessel also was put into service by several other lines shortly thereafter.

US Leads

American vessels are presently by far the fastest in the Far East trade, on the trans-Atlantic route

and in the African services, and U.S. lines are hoping to receive Government approval for even faster ships.

A number of European yards are understood to be working on designs that compare favorably with the fast American vessels, and Japanese shipbuilders, who are obtaining an increasing share of European ship orders, have been approached to build similar vessels for the Europeans.

Japanese and European operators, aiming at speeding up their ships, appear to be attempting a compromise between speed itself and economy of operation which is being fostered by the use of diesel propulsion. The fast new American ships that are already built, and those that are still in the drawing board stage, are all steam turbine vessels.

Schedule of Membership Meetings

SIU-AGLIWD Meetings

Regular membership meetings for members of the SIU Atlantic, Gulf, Lakes and Inland Waters District are held regularly once a month on days indicated by the SIU Constitution, at 2:30 PM in the listed SIU ports below. All Seafarers are expected to attend. Those who wish to be excused should request permission by telegram (be sure to include registration number). The next SIU meetings will be:

New York	August 3	Detroit	July 10
Philadelphia	August 4	Houston	July 13
Baltimore	August 5	New Orleans	July 14
Mobile	July 15		

West Coast SIU-AGLIWD Meetings

SIU headquarters has issued the following schedule through August, 1964 for the monthly informational meetings to be held in West Coast ports for the benefit of Seafarers shipping from Wilmington, San Francisco and Seattle, or who are due to return from the Far East. All Seafarers are expected to attend these meetings, in accord with an Executive Board resolution adopted in December, 1961. Meetings in Wilmington are on Monday, San Francisco on Wednesday and Seattle on Friday, starting at 2 PM local time.

Wilmington	San Francisco	Seattle
July 20	July 22	July 24
August 17	August 19	August 21

Great Lakes SIU Meetings

Regular membership meetings on the Great Lakes are held on the first and third Mondays of each month in all ports at 7 PM local time, except at Detroit, where meetings are held at 2 PM. The next meetings will be:

Detroit	July 20-2 PM
Alpena, Buffalo, Chicago, Cleveland, Duluth, Frankfort,	July 26-7 PM

GREAT LAKES TUG AND DREDGE REGION

Regular membership meetings for Great Lakes Tug and Dredge Region IBU members are scheduled each month in the various ports at 7:30 PM. The next meetings will be:

Detroit	July 13
Milwaukee	July 13
Chicago	July 14
Buffalo	July 15
†Sault Ste. Marie	July 16
Duluth	July 17
Lorain	July 17

SIU Inland Boatmen's Union

Regular membership meetings for IBU members are scheduled each month in various ports. The next meetings will be:

Philadelphia	Aug. 4-5 PM
Baltimore (licensed and unlicensed)	Aug. 5-5 PM
Houston	July 13-5 PM
Norfolk	Aug. 6-7 PM
N'Orleans	July 14-5 PM
Mobile	July 15-5 PM

RAILWAY MARINE REGION

Regular membership meetings for Railway Marine Region-IBU members are scheduled each month in the various ports at 10 AM and 8 PM. The next meetings will be:

Jersey City	July 13
Philadelphia	July 14
Baltimore	July 15
*Norfolk	July 16

(For meeting place, contact Harold Ruthsatz, 118 East Parish, Sandusky, Ohio).

Cleveland July 17
Toledo July 17
Ashtabula July 17
(For meeting place, contact John Mero, 1644 West 3rd Street, Ashtabula, Ohio).

United Industrial Workers

Regular membership meetings for UIW members are scheduled each month at 7 PM in various ports. The next meetings will be:

New York	August 3
Baltimore	August 5
Philadelphia	August 4
†Houston	July 13
Mobile	July 15

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

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.

SEAFARERS IN DRY DOCK

All hospitalized Seafarers would appreciate mail and visits whenever possible. The following is the latest available list of SIU men in the hospital:

USPHS HOSPITAL STATEN ISLAND, NEW YORK Erasmoo Arroyo C. Bonafont John Buenday Juan Burgos Henry Callahan Raoul Cabrera Clifford Campbell Ronald Christian Edward Cleary John Cullinson Hamilton Dailey Herbert Dierking Allen Durgin Phillip Frank Lynwood Gregory Charles Haymond Martin Horner Edwin Jennings Walter Kowalczyk Derek Lamb N. Lambert Walter Laster George Meltzer	USPHS HOSPITAL NEW ORLEANS, LOUISIANA James Allen James Boring, Jr. Wilbert Burke George Burleson Oscar Cing Edward Farrell John Flinn Theodore Fortin Audley Foster John Geissey Ottis Harden W. A. Johnson Fred Klein James Lala Claude Lomers Henry Maas, Jr. Charles Matthews Mont McNabb	USPHS HOSPITAL SAN FRANCISCO, CALIFORNIA Pastor Abilin Charles Cook Howard Fowler Charlie Gedra	USPHS HOSPITAL NORFOLK, VIRGINIA Frank Buck R. Gregory, Jr. Maxwell Hudgins Raymond Miller Jessie Painter	USPHS HOSPITAL BALTIMORE, MARYLAND Bernard Beavers Walter Bizman Ralph Bradshaw Grover Cobbler Friedof Fondilla Chas. Forgerson	USPHS HOSPITAL DETROIT, MICHIGAN Robert Beavers Joseph Brazden John Clapp	USPHS HOSPITAL SEATTLE, WASHINGTON Robert Beavers Joseph Brazden John Clapp	USPHS HOSPITAL DETROIT, MICHIGAN Homer Campbell Ulysses Crider Patrick Healy Clarence Lenhart Joseph Mrkus	USPHS HOSPITAL BRIGHTON, MASS. Alfred Dugan Gilbert Edwards	USPHS HOSPITAL SAVANNAH, GEORGIA Grover Maddox N. Blanchard Ralph King	USPHS HOSPITAL GALVESTON, TEXAS William Aplin Alexander Becker Thomas Clough Walter Cutter	USPHS HOSPITAL FORT WORTH, TEXAS Thomas Casddy Charles Coburn Arthur Collett Benjamin Deibler Abie Gordon Thomas Leahy SAILORS' SNUG HARBOR STATEN ISLAND, NEW YORK Daniel Gorman A. Gutierrez Edwin Harriman	USPHS HOSPITAL MEMPHIS, TENNESSEE Joseph Berger WEST ROXBURY, MASS. Raymond Aresnault PINE CREST HAVEN NURSING HOME COVINGTON, LOUISIANA Frank Martin VA HOSPITAL NORTHAMPTON, MASS. Maurice Roberts US SOLDIERS HOME HOSPITAL WASHINGTON, DC William Thomson	Jerome Jaskolski Ernest Kolenowsky Archie Naone James Parker Peter Prokopuk	Frank Reese Hamilton Seburn John Shamel Patrick Stevens F. Szoblik	John Ross, Jr. William Sawyer R. Sheffield John Stone Robert Twigg Joseph Williams	John Jones Charles Lovell John McDaniel James Mitchell Donald Murphy Orlando Romales	John Ross, Jr. William Sawyer R. Sheffield John Stone Robert Twigg Joseph Williams
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Directory of UNION HALLS

SIU Atlantic, Gulf, Lakes & Inland Waters PRESIDENT Paul Hall EXECUTIVE VICE-PRESIDENT Cal Tanner VICE PRESIDENTS Earl Shepard Al Tanner SECRETARY-TREASURER Al Kerr HEADQUARTERS REPRESENTATIVES Bill Hall REX DICKEY, AGENT BOSTON Ed Riley, Agent DETROIT	GREAT LAKES TUG & DREDGE REGION REGIONAL DIRECTOR Robert Jones Dredge Workers Section ASSISTANT DIRECTOR Harold F. Von BUFFALO CHICAGO CLEVELAND DETROIT DULUTH SAULT STE MARIE TOLEDO
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Wirtz Speaks At ILO Parley

GENEVA — The worldwide "drive for human dignity cannot succeed without full development of human resources," U.S. Labor Secretary W. Willard Wirtz told the annual conference of the International Labor Organization here.

Addressing the 48th session of the ILO conference, Wirtz observed that "history has taught that unless there is development of a nation's resources for all its citizens there will be economic discrimination which leads to social discrimination."

He urged the government, worker and employer delegates to the 110-nation organization to approve a U.S. resolution calling on the ILO "to take the lead" in developing human resources. The resolution calls for a study of work being done in the field by all the United Nations agencies, including the ILO, to arrive at a "co-ordinated strategy."

AFL-CIO Pres. George Meany and the federation's European economic representative, Bert Seidman, are members of the conference committee dealing with the proposal.

In other developments, the entire slate of worker candidates backed by the International Confederation of Free Trade Unions was elected to the conference's key steering committee, despite an attempt by Soviet bloc delegates to bargain for seats on the committee.

The conference elected Andres Aguilar of Venezuela as president, without opposition. Worker delegates chose British trade unionist Harold Collison as their conference vice president.

Great Lakes

ALPENA	127 River St.
BUFFALO, NY	735 Washington
CHICAGO	9383 Ewing Ave.
CLEVELAND	1420 West 25th St.
DULUTH	312 W. 2nd St.
FRANKFORT, Mich.	415 Main St.
HEADQUARTERS	P.O. Box 287
RIVER ROUSE 18, Mich.	Vinewood 3-4741

Inland Boatmen's Union

BALTIMORE	1216 E. Baltimore St.
BOSTON	276 State St.
HEADQUARTERS	675 4th Ave., Brooklyn
HOUSTON	5804 Canal St.
JACKSONVILLE	2608 Pearl St. SE
MIAMI	744 W. Flagler St.
MOBILE	1 South Lawrence St.
NEW ORLEANS	630 Jackson Ave.
NORFOLK	115 Third St.
PHILADELPHIA	2604 S. 4th St.
TAMPA	312 Harrison St.

PERSONALS and NOTICES

Eldon Cullerton
Your mother would like to hear from you as quickly as possible about an important family matter.

Del Rio Crewmembers
I would like to extend my thanks and gratitude to the entire crew of the Del Rio for the kind attention and thoughtfulness shown to my husband, Leon J. Perton, following his injury aboard ship.

Mrs. Leon J. Perton

William A. Kirby
The above-named is asked to contact Avnet and Avnet, attorneys, 602-3 Knickerbocker Building, 220 East Lexington Street, Baltimore, Md., 21202, as quickly as possible.

W. E. Hart
You are asked to contact your father immediately about an urgent matter.

Jim Davis
You are asked to get in touch with Norma at 5546 Little Lake Street, Bellaire, Texas about an important matter as soon as possible.

Tax Refund Checks
Income tax refund checks are being held for the following SIU members by Jack Lynch, Room 201, SUP Building, 450 Harrison Street, San Francisco 5, Calif.:
Julian B. Arzaga, Vasco M. Barros (3), Morris Berlowitz, Margarito Borja, Roy C. Bru, Eugene L. Castano, Jr., Orlando Frezza, Waldo M. Oliver, Potenciano

Paculba, Jorgen G. Pedersen, Sammy Rogamos, Michael Romalho, Henry R. Smith, Charles E. Switzer, Bernardo Tombocon, Raymond A. Triche and Willie Walker (2).

Cottonwood Creek Crewmembers

The following crewmembers of the Cottonwood Creek are asked to contact Levinson and Friedman, 1602 Northern Life Tower, Seattle, Wash., concerning a back injury sustained by Edward Cichorek on March 27, 1963 when he fell from a ladder while chipping a forward boom:
Arturo Villamar, Edward F. Mullin, Jr., Billie J. Koontz, Robert Blako, Kenneth D. Douglass, Darrell DeWhitt, and James T. McDevitt.

Any of the above having information about Cichorek's injury is asked to telephone collect to MA 4-8844, area code 206.

Samuel C. Lawrence
Your brother is fatally ill. You are asked to get in touch with Mrs. John Lawrence at 306 North New Jersey Ave, Tampa, Fla.

AFL-CIO Department Of International Affairs Assesses Russian Policy

What Is Khrushchev Really Up To?

The following article by Jay Lovestons, director of the AFL-CIO Department of International Affairs, appears in the July issue of the AFL-CIO Free Trade Union News, published by the AFL-CIO Department of International Affairs. The department keeps a sharp eye on international developments and assists the Federation's officers in their analyses and statements expressing the policies of the AFL-CIO on international affairs.

The Soviet publication *Kommunist* of May 1964 features Khrushchev's preface to an Italian edition of a collection of his speeches published in March, 1964, by Einaudi Giulio under the title, "Problems of Peace." This preface sheds much light on Khrushchev's real intentions in his campaign for "peaceful co-existence." At the outset, he tells us: "Peaceful co-existence presupposes rejection by states of attempts to use force to solve international disputes—of the very idea of destruction by military means of another socio-economic system. We can see a gradual approach to an understanding of this requirement by certain ruling parties and leaders of major capitalist states, who are beginning to realize the absurdity of the concept of repelling Communism."

This policy statement cannot be viewed in a vacuum. Within the last two decades, the Soviet rulers annexed their Baltic neighbors and part of Germany. They turned a number of East-Central European and Balkan states into Russian satellites. The annexations and aggressions were in violation of agreements solemnly arrived at by the Soviet and Allied governments at Yalta. When Khrushchev now proposes that no "military means" be used for the "destruction . . . of another socio-economic system," he seeks to have the very governments with which he signed the aforementioned agreements accept as legal and final the fruits of Soviet aggression after World War II.

Khrushchev knows that no Western state is proposing to use "military force" in order to compel the Soviet government to carry out any of the many treaties it has violated. He knows very well that neither NATO nor any of its members is planning the "destruction by military means" of what he calls states with "another socio-economic system." Khrushchev, more than any other world statesman, remembers how the Western democracies stood idly by when the Soviet government suppressed by "military means" the Hungarian revolution, imposed military occupation in Hungary, and soaked the streets of Budapest with the blood of those who fought for the national independence and freedom of the Hungarian people. And all of this under the flag of "peaceful co-existence" as planned and practiced by the world's foremost Communist regime!

Deep Discontent

More than any other world statesman, Khrushchev realizes that the peoples of the satellite and annexed lands are deeply discontented with the fruits served them in his "socialist paradise." He, therefore, insists that the Western democracies should again stand idly by in the event that another satellite nation revolts against Soviet domination.

Actually, the Soviet dictator waves the flag of "peaceful co-existence" in order to get even more than that. He wants Western help, through trade and long-term credits, to facilitate his wielding of dictatorial power and capacity for aggression at a time when he is in serious economic and political difficulties. He wants particularly the United States to sustain and maintain in power the sundry satellite regimes that were con-

ceived and born in consequence of the Soviet rape of the East European nations.

After being defeated in his confrontation with the late President Kennedy over the Soviet-Cuban missile adventure, Khrushchev tried to make the best out of his badly-bungled reckless adventure. The first thing he did was to claim that he retreated not because he was impressed by American power but because he was a great lover of peace. Then, on this assumption, he sought more considerate and friendlier treatment—as if to be paid for the failure of his adventure by the very country which he hoped to destroy with his Cuban-based missiles.

Greatly encouraged by the fact that some American and Western molders of foreign policy have swallowed hook, line, and sinker his evaluation of the events of October 1962, Khrushchev has more recently been acting as if he, and not the late President Kennedy, was the victor in the Caribbean confrontation. Thus, in his Italian preface, Khrushchev insists that the United States and its allies must speedily realize the "absurdity of repelling Communism." To him, "peaceful co-existence" means that the free peoples, the democratic societies and states, must give up every idea of repelling Communism.

Wars Not Excluded

Of course, in his entire aforementioned preface, Khrushchev never for a moment excluded the resort to wars of so-called national liberation or the use of "military means" by his agents for subversion and sabotage. The "peaceful co-existence" Khrushchev preaches and practices provides for his right to foment devastation and chaos in Cyprus and Laos, support increasing guerrilla warfare against Vietnam, foment the flames of hatred and war in the Middle East, perpetuate the enslavement of Cuba and train and organize gangs of arsonists, kidnapers and murderers in Venezuela.

This great "lover of peace" seeks to hide his own crimes against peace and national freedom by resorting to the time-dishonored tactics of the burglar crying "Stop Thief!" He goes on to blame the United States for propagandizing and waging local wars. He writes: "This is not understood by the propagandists of local wars . . . They are still being waged by the American military in South Vietnam. In the United States, the 'wildmen,' as they are called by the Americans themselves, are propagating plans for the forcible suppression of revolutionary Cuba." In the same vein, he reproaches our country and its allies for continuing world tensions by blocking general disarmament and the unification of Germany, because they do not accept the Soviet position on those vital issues.

The Soviet dictator says: "Not infrequently, the question is raised whether the strengthening of the Soviet Union's defense does not contradict our line of struggle for peace. No, it does not." And why? Pursuing his "stop thief" tactics, Khrushchev answers: "As long as aggressive forces exist in the world we

shall maintain our defense on a high level . . . But for the might of the USSR war would have flared up long ago throughout the world." Here it is significant to note that while making this claim, Khrushchev finds it necessary to stress that "in strengthening peace, a large role belongs to international trade."

In this connection, the Soviet dictator recognizes that the "necessity of maintaining" what he calls "the defense of the USSR at the present level" does "constitute an obstacle to improving the people's well-being . . . Rockets and guns are not butter, milk, meat, bread, or porridge. Were it not necessary to further the might of the armed forces, we could raise tremendously the living standard of our people and very quickly make it the highest in the world."

Bluff and Bombast

Boasts, bluff and bombast are frequently used in the Soviet arsenal of "peaceful co-existence." While straining every effort to "further strengthen the might of the armed forces in the Soviet Union," he has been compelled to buy wheat from our country and to beg throughout the Western world for long-term credits for the development of the Soviet chemical industry. Despite the serious agricultural and other economic difficulties gripping the USSR, he does not hesitate to brag that: "It is the peculiarity of current Soviet development that we now have resources at our disposal that allow us to simultaneously develop the national economy, retain our defense might at the necessary level, and insure, the well-being of the people."

The AFL-CIO punctured this Communist claim when its Executive Council declared on May 19, 1964 that "Khrushchev wants the West to help him satisfy the consumer needs of the Soviet people while he continues to build up the Russian arsenal of missiles and nuclear weapons. He wants the free world to do for his dictatorship what the Communist system can not do."

In this preface for the Italian people, Khrushchev really has his shrimps whistling, as can be seen from the following bombastic claim: "We are as confident of the world-wide triumph of Communism as day follows night . . . The principle of peaceful co-existence and the practice of developing relations on the basis of this principle excludes any understanding of it as preserving the status quo and preventing further development." This is the Soviet dictator's concept of a *modus vivendi* with the democracies. Those who would build bridges to him as a *modus vivendi* had better do some re-thinking about some new and odious myths.

No matter how much Khrushchev emphasizes that "peaceful co-existence" is only "a form of class struggle" and that it even "assumes intensification of the struggle of the working class," some experts in wishful thinking as a guide to national policy persist in peddling the fallacious notion that nobody in the West should take seriously or attach any significance to these words. These experts use their heads like ostriches. Burying their heads in the blinding sands of self-deception, they are incapable of seeing any meaning to the Soviet rulers consistently emphasizing loyalty to their basic aims.

What is more, these ostrich-minded analysts of Soviet intentions and behavior stubbornly refuse to attach any serious meaning not only to Soviet words but also to Moscow-directed deeds and operations in countries like Cuba, Cyprus, Vietnam and Venezuela. To Khrushchev, such Soviet deeds constitute "an active struggle for the reduction of tension." No matter what the Soviet rulers say or do, their words and deeds are of no consequence and have no evil effects on world tension — according to these analysts.

Clearly, those who seek an accommodation with Moscow at all costs shut their ears to all Soviet words and close their eyes to all Communist deeds. It is precisely such a deaf, dumb and blind approach that encouraged Hitler to perpetrate his worst crimes against mankind.



Soviet Premier Nikita Khrushchev put on this display of unbridled anger at a press conference in Paris in 1960. Similar outbursts followed later that year at the United Nations in New York. At Khrushchev's left, above, is Soviet Defense Minister, Marshal Rodion Malinovsky.