



Collision Lays Up Transglobe

Seafarer Mark Flanagan, a deck gang member, inspects demolished lifeboat of Transglobe (Hudson Waterways) while vessel undergoes repairs in Hoboken's Bethlehem yard. The Transglobe collided with a West German vessel, the Tubingen, in dense fog off the coast of New York. A gaping hole in the bow (top photo) was the major damage sustained by the Transglobe after the mishap. No injuries were reported from the accident but crewmen were roused from sleep by the emergency alarm to maintain a night-long vigil. Electricians worked silently to prevent fire while other crewmembers checked to see if the vessel had sustained structural damage below the waterline. One Seafarer had a bird's-eye view of the collision at sea—his 12-4 AM bow watch permitted him to see the German ship coming straight out of the murky darkness toward the Transglobe. (See Page 3.)



Best Wishes For Pensioner

Veteran Seafarer Victor Tubo receives a hearty handshake of congratulations and best wishes as he is presented his first pension check by New York port agent Joe DiGeorgio. Tubo, who sailed in the steward department, has been an SIU member since 1939. He ended his long career as a Seafarer with a voyage on the Fairland.

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SIUNA Conference In San Francisco



Representatives of SIUNA unions are shown here as they participate in the July meeting of the International's Fisherman and Cannery Workers Conference. Legislation and planning of coordinated action were among the key subjects discussed.

SIUNA Steps Up Political Action, Maps State, Regional Programs

The SIUNA is stepping up its program of political activity and participation in the work of COPE (AFL-CIO Committee On Political Education) through the establishment of an apparatus that will coordinate and correlate the political action program of the International and its affiliated district and local unions.

The plan will provide the machinery for more effective and broader implementation of the SIUNA's and that of its affiliated unions participation in COPE activities. The International fully participates in the national COPE program and affiliated unions are active in their particular area.

In addition to coordinating the political activities of the International and those of SIUNA affiliates, the SIUNA program will provide a means of participation for those affiliates not yet fully active in the political action and education area.

The decision to institute the political action apparatus followed discussions at a conference of SIUNA affiliated unions in San Francisco on July 11. The meeting stressed the necessity of such a program because of the importance of the 1964 national, state and local elections to every trade union member and trade union organization.

SIUNA President Paul Hall has called on all SIUNA affiliated district and local unions which have not yet done so to set up COPE committees in their own organizations. The next step, Hall pointed out, is the establishment of state-wide COPE organizations of the SIUNA affiliated unions. Finally, the state-wide SIUNA COPE group

will be brought together and their activities coordinated on a regional basis, such as the West Coast, Atlantic Coast, Gulf Coast, Great Lakes and other major regions.

Steps toward the full implementation of the SIUNA program are already underway. Chairmen are being designated for the COPE

committee in each SIUNA affiliated union who will be responsible for the program in their own organization and who will serve as liaison between their local union and the SIUNA regional COPE group and the International.

State-wide and regional COPE groupings for the East and Gulf Coast will be set up at meetings to be held on August 3. The Pacific Area state-wide and regional grouping will be set up at a conference of SIUNA affiliated unions in San Francisco on August 15.

Ticket Near Bottom Of COPE Ratings

Sen. Barry M. Goldwater and Rep. William E. Miller, the 1964 GOP candidates for president and vice president, have consistently voted against the programs and policies of the AFL-CIO in their years in Congress.

Goldwater, who is finishing his second six-year term in the Senate, is listed by the AFL-CIO Committee on Political Education (COPE) as voting "wrong" on 53 roll-calls. He does not have a "right" vote on any of the issues listed in the COPE voting records—issues ranging broadly over domestic and foreign policies.

In his 14 years in the House, Miller has voted "wrong" or against AFL-CIO positions on 47 roll-calls and "right" on 8 issues.

Goldwater Nomination Marks Power Shift For Republicans

By Willard Shelton, Managing Editor, AFL-CIO News Service

SAN FRANCISCO—The Republican Party in a historic shift of emphasis, tone and direction nominated Sen. Barry Goldwater of Arizona as its presidential candidate for 1964. The Arizona senator underscored the change in direction by picking Rep. William E. Miller of New York as his vice-presidential running mate.

To Goldwater, the self-described conservative champion of the Republican Party, the victory was a personal triumph won by four years of hard, slogging organiza-

tion work building a solid base of support in the South and Rocky Mountain states, climaxed by decisive victory in the June 2 California primary.

Miller, who had planned to retire from Congress this year, served as chairman of the Republican National Committee that set up the convention where Goldwater won. He has been conservative wing among eastern Republicans and has long been at odds, politically, with most New York GOP leaders.

The prospect as leading Republican figures fulfilled their function of closing party ranks in the bitterly fought convention here was for a hard, bruising race for the White House leading up to the Nov. 3 election.

Goldwater, the freshly nominated candidate, said in a soft-spoken late-night news conference that he would battle Pres. Johnson in the campaign in a "vigorous" way, without "delving into gossip and rumors," and that he hoped the people would be given time to think on the issues.

Asked what he meant in a newspaper interview by terming Johnson the "biggest faker in the United States" and the "phoniest individual whoever came around" on civil rights issues, Goldwater

said that in a campaign "a few brickbats will be thrown.

"I've known the fellow. I have nothing against him," said the Republican nominee.

The Goldwater victory, scored on the first ballot, came by a smashing vote of 883 to 214 for his closest rival, Gov. William W. Scranton of Pennsylvania, and 114 for New York's Gov. Nelson A. Rockefeller. Michigan's Gov. George W. Romney held on to most of his own state's delegates for 41 votes.

Scranton took the duty of ap- (Continued on page 4)

Maritime Administrator Visits SIU Headquarters



Federal Maritime Administrator Nicholas Johnson (third from left) talks with SIU representatives during his recent visit to the Union's headquarters. From left to right, SIU Inland Boatmen's Union representative Martin Gould, SIU vice-president Lindsay Williams, Johnson, and SIU vice-president Al Tanner.

International President's
REPORT



By Paul Hall

It is quite evident that this year's elections on the national, state and local levels will be especially important to trade union members. Vital issues which will influence their lives and those of their families will be decided in the coming contest. To Seafarers whose livelihoods are so directly affected by Federal legislation and regulations, the 1964 elections are of special significance. The same holds true for the membership of the many other unions affiliated with us, the Seafarers International of North America.

All of the district and local unions affiliated with our International are acutely aware of the direct relationship between the outcome of elections and the well-being of their membership. The 1964 elections underscore the importance of this relationship. The need then is for maximum effectiveness of all efforts in this important area of union activity. Our International, although it is already an active participant in the national COPE program, is now embarked on a program to broaden SIUNA political action and education.

The program, already in the process of implementation, calls for the establishment of COPE committees within each of the SIUNA unions and the development of state and regional groupings of the COPE unit of the SIUNA affiliates, all of whose activity will be coordinated by the International. Obviously there is a considerable effort involved but it is an effort upon which hinges, to a considerable extent, the welfare of Seafarers and their families, along with that of the memberships of the other unions affiliated with us in our International.

Coming up next week is the third meeting of the Maritime Grievance Committee, which properly constituted and determined to improve the condition of the American merchant marine, could render a distinct service to the shipping community and to the nation. Unfortunately, the evidence is still lacking that the committee will prove constructive. In fact, there appears to be some doubt whether the Maritime Grievance Committee has serious intention with respect to improving the state of the American merchant marine, which basically is the purpose behind its formation.

The SIU will discuss at the committee's next meeting a number of grievances which are among the many plaguing the industry.

The most important is our often-repeated complaint that the committee as presently constituted cannot provide clear-cut resolution of the issues confronting it because it has no prescribed authority. In our opinion, the situation can be corrected. We have made two specific suggestions whereby this committee could derive the necessary authority to resolve maritime grievances either by legislation which would give members of the committee, both government non-government, such authority, or by executive order. Action in either of these two ways would make what is now merely a discussion group, a meaningful instrument for intelligently and effectively providing the answers to the problems before it.

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Union Elections

SIU Nominations Close On Aug. 15

Nominations for union office in the 1964 SIU AGLWD elections which opened on July 15 will continue until midnight August 15. A total of 45 elective posts will appear on the ballot, with voting to be conducted from November 2 through December 31 of this year. Normally elections begin on Nov. 1, but this year that date falls on a Sunday and the balloting will commence the next day.

Qualifications

To properly qualify nominees must have their credentials in headquarters by midnight August 15. The requirements for nomination are set forth in Article XII and Article XIII of the Union constitution. Among the requirements, Article XIII of the constitution provides that each candidate must submit with his credentials a signed statement testifying that he is not prohibited from holding union office under the Law. The text of this statement is contained in Section 1 of Article XIII.

In order to assist members interested in filing for a place on the ballot, Secretary-Treasurer Al Kerr has prepared printed copies of this statement and they are available in all SIU port offices. Members may also obtain the printed form by contacting the SIU Secretary-Treasurer, Al Kerr, by telephone, mail or telegram for a copy.

The Secretary-Treasurer points out that in the event the printed form is not available it is permissible for a member to write out the statement, as contained in Section 1 of Article XIII of the Constitution, in his own hand writing and

that it will be accepted provided it is signed by the candidate and contains his book number and the date on which it is made out.

Any member may submit his name or be nominated by others as a candidate for Union office. In order to qualify each candidate must meet the following constitutional requirements: at least three years of sea time in an unlicensed capacity, at least four months of which must be between January 1 of this year 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 U. S. citizen and has completed the form referred to above.

Credentials

The necessary documents setting forth each candidate's qualifications should be delivered in person or by mail to the Credentials Committee in care of the Secretary-Treasurer so that they are in headquarters no later than midnight of August 15, 1964.

In accordance with the Constitution, the Credentials Committee will be elected at the regular membership meeting in the headquarters port on August 3, 1964. The Committee will process all credentials received up to August 3 and will continue checking on all credentials received up to midnight August 15, and will submit its report as soon as possible thereafter.

SIU Urges Grievance Committee Action On 4 US Shipping Beefs

WASHINGTON—Four grievances submitted by the Seafarers International Union are among the five items slated for discussion at the third monthly meeting of the Grievance Committee on Cargo Preference Administration which will be held here on July 28.

The announcement of the meeting's agenda was made here by Maritime Administrator Nicholas Johnson, the Grievance Committee chairman.

The four grievances which the SIU will air before the committee members are as follows:

- A protest over the composition of the Grievance Committee.
- A protest over MA's policy of granting waivers on the required use of U.S.-flag vessels in the carriage of cargoes financed by the Export-Import Bank.
- A protest over the MA re-evaluation policy with respect to the exchange of older tonnage for C-4s from the reserve fleet.
- A protest over the slowness with which MA has been processing an application of the SIU-contracted Penn Steamship Company for a construction differential subsidy.

The SIU has contended, since the Grievance Committee was first set up, that its members have no authority to resolve grievances. The Government representatives on the committee, the SIU has noted, have no authority to commit the departments or agencies they represent to any

course of action, and are thus merely advisors. The maritime labor and management representatives, who were originally designated as "advisors" to the committee, are thus in reality only advisors to advisors.

The SIU's protest on the C-4s is based on the fact that the MA, after announcing that C-4s would be broken out of the reserve fleet to assist domestic and tramp operators, switched its evaluation of these vessels. As a result of the boost in price, all four tramp operators, including two SIU-contracted companies, who were slated to get newer tonnage, were forced to drop out of the program.

The SIU's protest over waivers of the Export-Import Bank cargoes is based on a request recently made to the MA to permit Chilean-flag vessels to carry 50% of two cargoes slated for Chile under the terms of a loan granted to that country by the Export-Import Bank.

The SIU has noted that Public Resolution 17 requires that 100% of American cargoes financed by the Export-Import Bank be shipped in American bottoms. MA has consistently been following a policy of granting so-called "general waivers" of this statutory

requirement.

The Penn Steamship application for a construction subsidy, to enable that company to build three modern American-flag bulk carriers, was submitted to MA some 15 months ago, and as yet there has been no definitive action on it.

The SIU pointed out in a brief to the committee that the Merchant Marine Act of 1936 does not preclude construction subsidy aid for bulk carriers, but that the MA has consistently followed a policy of granting such aid only to liner-type vessels.

The SIU further pointed out that bulk cargoes now constitute almost 85% of all U.S. foreign trade and that of this amount only 5% is carried by U.S. vessels which are almost all war-built and which are on the verge of obsolescence.

The SIU pointed out that approval of the Penn Steamship application would be a significant first step toward the creation of a modern American-flag bulk-carrying fleet which this country vitally needs, particularly for the importation of strategic raw materials which are now carried almost exclusively in runaway and other foreign flags.

SIU's SS Transglobe, German Ship Collide

NEW YORK—The SIU-manned Transglobe, bound for Germany with a MSTS cargo, collided with the West German vessel Tubingen early Tuesday (July 21) off the New York coast. Both vessels suffered some damage, but no injuries were reported.

Early reports that the German ship might have sunk sent four U.S. Coast Guard craft speeding to the scene of the collision about seven miles southeast of Ambrose Lightship. The Transglobe (Hudson Waterways) radioed that the accident had taken place in murky fog and the other vessel involved had disappeared.

The Transglobe hove to with moderate damage to her bow and side while the Coast Guard searched the waters for signs of the missing Tubingen. After two hours it was discovered the German vessel was also standing by and signalling, but the poor visibility had made contact impossible.

Speculation that a maritime disaster had occurred was dispersed when the two vessels came into port and indicated there had been only slight to moderate damage to each. The Tubingen proceeded to the Gowanus Canal piers in Brooklyn and the Transglobe went to the Bethlehem Steel Hoboken yard.

A LOG reporter went aboard the 11,278 ton Transglobe shortly after she docked to get a first-hand account of a collision at sea. Although there were no injuries reported, and no major damage sustained, the incident could easily have claimed many lives because of the darkness and heavy fog.

Edwin Sullivan, O.S. from

Bethesda, Md., was the Seafarer who had the best — or perhaps more correctly, the worst — seat in the house for viewing the collision. Sullivan was standing the 12-4 AM watch on the bow when suddenly a massive shape loomed in front of him from the darkness.

"It was about 1:30 in the morning, and so foggy that I couldn't see 30 yards ahead. All of a sudden this other ship comes in front and we hit. I took off running a few seconds before the collision and then junk started flying all over," Sullivan said, shaking his head.

A huge, jagged hole in the bow, looking like an ugly wound, backs up the young seaman's testimony that he vacated his post "not a moment too soon."

After the initial contact the Tubingen drifted around to the port side of the Transglobe and banged into the American ship again. By this time the emergency horns were blaring, rousing sleeping crewmen from their bunks below to maintain their stations.

"I felt a slight bump," said Mark Flanagan of Washington, D.C., who was in bed reading a magazine. "I didn't think anything of it and went to sleep. Then the general alarm sounded and we all rushed to our stations."

Other Seafarers below decks attributed the feeling of contact

to the slapping of waves beneath the vessel and gave the matter little thought.

Members of the engine department on duty at the time experienced the bump but in the short time it took for the news to spread that there had been an accident and for the blackgang to get up on deck, the other ship had disappeared into the darkness.

During the time of the alert, which lasted for some three hours, the Transglobe's crew conducted an extensive check to see if the vessel was damaged below the waterline or had incurred other serious structural damage. Electricians made certain there were no loose connections or frayed wires that might cause fire.

The ship limped into Hoboken to get a more thorough check-up and have necessary repairs made.

In addition to major repairs on the bow, the Transglobe sustained damage to the main deck area and will need replacement of a lifeboat that was demolished when the German ship smashed into her side. Ironically, the lifeboat had been completely re-outfitted and repaired only the day before.

After a five-day repair job, the Transglobe is expected to get underway again for Bremerhaven.

Coast Guard authorities, meanwhile, are sifting through reports and eye-witness accounts to determine the cause of the accident.



The smashed remains of a lifeboat belonging to the SIU-contracted Transglobe are tangible evidence of the force of the collision between the Hudson Waterways vessel and the German-flag Tubingen in dense fog near Ambrose Light this week. Deckhands are seen removing the contents of the wrecked boat as the Transglobe lays up for repairs in Bethlehem shipyard, Hoboken, N.J. Company officials estimate that repairs will be completed within five days, and the vessel's departure for Bremerhaven has been rescheduled for next week.

Japanese, AFL-CIO Sign Pact To Upgrade Job Standards

WASHINGTON—Unfair competition by Japanese industry that is able to manufacture goods with the help of workers receiving substandard wages will be corrected if enough support can be gained for a recently signed pact between the AFL-CIO and a newly-formed Japanese trade union federation.

The Japanese Confederation of Labor will cooperate with the

U.S. labor federation in an attempt to rectify a problem that has been of great concern to some American labor unions, particularly in the clothing and electronics industries.

Inexpensive Japanese imports into the U.S. have plagued the unions and industries mentioned, although the problem has lessened in recent years.

At the conclusion of talks between AFL-CIO and Japanese officials, a joint statement was issued, calling for the correction of "instances of unfair economic competition as a result of unjust labor conditions" should they occur.

Both Seji Amalke, general secretary of the Japanese Confederation of Labor, and AFL-CIO president George Meany have indicated that the expansion of free trade is a vital necessity for the attainment of prosperity by each of the two countries concerned with the agreement.

Fair Conditions

"But to be sound and equitable, such prosperity must assure fair labor conditions for the workers in each country," Mr. Amalke said. "In the event that there should occur instances of unfair economic competition as a result of unjust labor conditions, then the two organizations can exchange information and agree on joint efforts to correct the situation."

In cases where American unions feel their members are being harmed by Japanese imports, the AFL-CIO would contact the Japanese labor group to ascertain the validity of charges of substandard wages or working conditions.

If such charges could be proven then the U.S. labor federation

would request Washington that the flow of goods from industries violating the agreement be terminated until the situation was rectified.

The Japanese Confederation of Labor was formed by the merging of three smaller groups in an attempt to wrest some of the power away from Sohyo, the main Japanese labor federation. To show support of the fledgling movement, the AFL-CIO will send a delegation to its formal founding convention in November.

Higher Tolls For Seaway Seen Fading

NEW YORK—Raising of tolls on the St. Lawrence Seaway, an irritating thought to the maritime industry, may not be necessary after all if the sudden and dramatic upsurge in traffic on the waterway continues.

This optimistic prediction was made by administrator of the St. Lawrence Seaway Development Corporation, Joseph H. McCann, in a speech before the semi-annual meeting of the Great Lakes Commission.

McCann told delegates the seaway had just completed its second successive 5 million ton month and that traffic for 1964 could reach as high as 40 million tons if the rapid acceleration in traffic were to maintain its present pace. He noted the current season, two months along now, as being ahead of 1963 by more than 4 million tons and foresaw a 50-million yearly tonnage mark by 1968.

"Because of these favorable traffic developments, emphasis should no longer be placed on the adequacy of tolls but on the adequacy of facilities," McCann said.

"If I am right our study of tolls during the next two years will bear us out and tolls will remain constant," he predicted.

European Boatmen Modernize With Aid Of U.S. Know-How

Western Europe's counterparts of the Volga Boatman, the men who sail on the vast inland waterways, are rapidly casting away most of the old trappings that made Europe's rivers

and canals more romantic than practical, and assuming a new role aided by American technology.

The new look finds Continental transportation authorities adopting U.S. operational techniques and utilizing equipment developed along the Mississippi and Ohio Rivers.

A French inland waterway operator has asked the Dravo Corporation for designs and engineering advice for two big diesel towboats to be used in moving sand and gravel filled barges along the Seine and other rivers.

Many Experiments

Extensive experimentations in the past few years by European operations have given rise to the enthusiasm for American methods. The Dravo Corp. has been one of the major factors in providing designs for propulsion systems of smaller boats operated by French, Dutch and West German concerns.

Europe's inland waterway network extending from the Alps to the North Sea, has always been an important part of continental transportation, but has been re-

Catching Up



Seafarer John Williams relaxes in the New York hall, as he catches up on the latest Union news in the LOG.

New Ship Bid By APL Gets Board Hearing

SAN FRANCISCO — Hearings were recently held here by the Maritime Subsidy Board on an application by the SIU-Pacific District contracted American President Lines to add three new vessels to its subsidized freighter services. The hearings also covered a request by APL for an increase in the maximum number of sailing permitted in its trans-Pacific and 'round the world service.

Representatives from APL explained that the line is seeking greater flexibility in its operation in order to compete with foreign-flag lines. They pointed out that American-flag lines as a group have been substantially full on outbound voyages, and argued that greater participation in foreign trade is not possible unless they can provide additional cargo.

The three new vessels would be used as a "mobile task force," enabling APL to take advantage of peaks in trade.

Goldwater

(Continued from page 2)

pearing before the convention to declare that its platform, which he had fought hard to liberalize, "is broad enough for all of us to stand on," and "we can all build upon it."

The problem now is to "get rid of the Democratic Administration" which has "no foreign policy and a bad domestic policy," he declared as he promised to fight for Republican victories "at every level." He closed: "Let us work within our party."

The campaign tone had been previously set, to a high degree, by approval of a Goldwater platform characterized by an intense "indictment" of the Democratic Administration and a GOP program carefully framed to fit the senator's conservative background.

The convention's deeper meaning was clear:

• The Goldwater victory overturned a Republican pattern of three decades, in which predominant influence in selection of GOP presidential nominees was exercised by the northeastern moderate party wing.

Goldwater forces this year splintered and shattered this predominantly moderate influence in party affairs. The center of balance moved to the South, the Midwest and the Mountain states.

• A major instrument in the shift was the emergence of a powerful southern Republican bloc organized intensely for Goldwater. The southern state bloc disposed of 269 delegate votes, approximately 40 percent of the 655-vote convention majority needed to nominate. When the Arizona senator was rated weeks before the convention as within "striking range" of the first-ballot nomination he won, well over half his solid strength was his southern delegates.

Your Union Benefits

By Al Kerr, Secretary-Treasurer

Death Benefits Vary With Recipient

Most Seafarers are well aware that they enjoy, along with their families, the broadest possible protection from the various benefit plans. Since there are so many, however, such as Welfare, Vacation and Pension that cover almost every conceivable type of benefit, there is occasionally a need to explain one in particular to a member. In this case we received a question from a brother inquiring about the death benefit, and the answer would be interesting and informing to all Seafarers and their families.

The brother asked: "Why, although the death benefit is \$4,000, did the beneficiary of a deceased friend of mine receive a payment of only \$500?"

We told him this: In order for the beneficiary of a deceased member to receive the \$4,000 death benefit the deceased member must have maintained eligibility prior to his death by having sailed 90 days in the calendar year, and also have had one day sea time within the previous six months aboard ships of companies that are a party to the Seafarers Welfare Plan. Obviously, this is a very simple requirement for the professional seaman. For the sailor who does not meet the simple eligibility requirement there is a protective feature in the Welfare Plan by which his beneficiary is assured of a \$500 death benefit if the deceased SIU member has at least one day of sea time in the year prior to his death.

Remember, the payment of the benefits is a big and complicated job and the Union pays considerable attention to it. In this manner the membership can be more easily assisted in obtaining all the benefits to which they are due—as quickly and as simply as is possible. Each week hundred of applications are processed and benefits paid to members and their beneficiaries.

This, as I have so often mentioned, is why our plans offer the broadest possible protection to members and their families. It is another reason why the Seafarers benefit plans are exceptional.

Brothers and kin are reminded that questions are most welcome and that we will make every effort to see that any and all aspects of the benefit plans are clarified. Seafarers can be assured of a proper answer if it is within our power to do so.

Mich. Gets Waterway \$

DETROIT—Michigan will share in the more than \$1 billion in funds that have been set aside from the recently approved \$4.3 billion public works bill for work on rivers, harbors and flood control projects.

The House Appropriations Committee approved monies for construction at Charlevoix harbor, Gladstone harbor, Great Lakes connecting channels, Saginaw River, St. Mary's River, Rouge River and various building projects in the harbors of Ludington, Manistee, Marquette and Muskegon.

Funds amounting to \$400,000 are earmarked for construction of Wayne County's lower River Rouge flood control project. Leland harbor, Ontonagon harbor and the Saginaw River will get a total of \$141,000 for planning. In addition, Charlevoix harbor, Clinton River, Grand River basin, Harrisville harbor, Huron River Lake Erie coast, Manistique and Indian Rivers, St. Joseph River and the shore of Lake Huron will receive funds for surveys.

Unemployment Outpaces Rate Of New Jobs

WASHINGTON—The growth in jobs in 1963 failed to match the increase in the labor force, resulting in higher unemployment over the year than in 1962, the Labor Department's Monthly Labor Review declared.

The special labor force report, published in the June issue of the magazine, analyzed the major employment and unemployment developments in 1963. It points out that joblessness increased over the preceding year despite average employment of 69 million.

The 1963 employment gains were described as significantly larger than the average annual increase in jobs of 700,000 registered between 1955 and 1962, but were not as large as the 1.2 million for recovery year 1962.

White collar employment rose about 300,000 in 1963 and blue collar jobs gained 700,000, all of it taking place among skilled and semi-skilled workers. Most of this gain was attributed to the continuing upswing of the economy from the last recession.

The labor force expanded by 1.1 million in 1963, a gain in line with long-term projections.

However, the special report says that this increase was not sufficient to make up for the smaller-than-expected gain in 1962; as a result the labor force remained about 600,000 below the level projected previously for 1963.

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.

The Atlantic Coast



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

East Coast Shipping Remains Active

New York, on the shipping front, continues to run at a fair pace. From all indications it will probably be this way for the next couple of weeks, glad to say.

Still short of ABs, FWTs and Oilers. All Wipers who have six months seetime are urged to get FWT endorsements. Some oldtimers on the beach here are: William A. Ryan, an SIU-member since 1952, whose last ship was the Puerto Rico.

Frank "Jelly Bean" Nelson came into the hall to say hello and register for a coastwise run on any tanker as deck maintenance man or bosun. Frank's last ship was the San Francisco. He has been shipping SIU since 1948 and makes his home with his wife in Savannah.

Up in Boston shipping is still a little slow but I expect it to pick up soon. There are 101 men registered on the beach and waiting to sail. We shipped 14 men out during the last period and there was one payoff and three ships in-transit.

Charles Robinson, a 20-year man with the Union, is just out of the hospital after six months. Charlie is holding his own at the hall and wants to get a long trip. He had a tough time with his leg but is OK now. Another SIU-oldtimer, Leonardo Ruggiero, who has been maintaining Union ships for 25 years, is also on the beach for awhile. "Nick" says he was sorry he had to get off

the hotel Mt. Washington, but had to spend some of the summer months with his family. He promises to try to make it back.

Business matters forced Constantino Ruggiero, 25 years with the Union, off the Mt. Washington. "Tweet" says the same as his brother, that he was a little bit sad to leave the ship, but the business and the fact that he wanted to spend some time with his family came first. He will try to make a job back on her.

Martin Hitchcock, a Seafarer for 25 years, is spending time up in New Hampshire after getting married. Marty declares that he is glad to get back from his last voyage to India aboard the Truce. After his honeymoon he will wait for a coastwise trip.

Shipping is on the slow bell this month in Philadelphia. No signons, nine in-transits and only two payoffs reported.

Some of the comments of SIU-members on the beach in Philly: Thomas Drzewicki: "I have been with the SIU since 1944 and have been sailing in the deck department since 1942. My last ship was the Globe Carrier, running coal to Rotterdam. This was my first trip across the Atlantic since '48 and the weather is still as miserable as ever. I prefer the nice warm runs of Calmar Lines."

Newton Palne is down from Boston and dropped into the hall for a few words. "Thought I'd renew some old acquaintances — besides I'm tired of Sealand and want to try something different. Got to get on something that gives some part time so I can catch up on my love life in the land of rum and coca cola." Newton says.

A member of the steward department, Abe Handelman, has just got his lifeboat ticket and recently completed the upgrading course at the New York hall. Abe says that he belongs to the best union in the world and has always found an SIU crew to be the best. Oldtimer Vincent Stan-kiewicz, Seafarer since 1942, is on the beach and waiting for a ship out. He has sailed as a Bosun and carpenter.

Down in Baltimore shipping has been very good the past two weeks and the outlook for the next two weeks looks very much the same. We expect to crew the Yorkmar this week and the Eagle Traveler next week. The Santore paid off, and after three months, there were many replacements.

During the two-week period we paid off four ships, signed on four and had 18 ships in-transit. All beefs settled at payoff and nothing left pending.

Herman Whisnaut is now holding down the hall very close,

waiting for a ship to crew. Herman is registered after being on the Transeastern for four months. He was the ship's delegate and everyone reports that he did a bang-up job.

Also on the beach are Woodrow Moore and James Corcoran. Woodrow has returned to Baltimore to register after a spell of a couple of years shipping out of Houston. Brother Corcoran has finally left the Robin Goodfellow and the Africa run after eight months. Jimmie says that the Goodfellow was one of the best ships he ever was on.

Norfolk shipping has been good for all departments and the outlook for the immediate future looks the same. The Manhattan finally left the shipyard after being there for 17 days. This ship just about cleaned the hall out completely. The Globe Carrier and Bradford Island have paid off.

The IBU was successful in knocking out the United Mine Workers in their raid in the Curtis Bay-McAllister fleets. After a two month organizational drive the UMW was unsuccessful in getting sufficient pledge cards. On the beach in Norfolk is William Donald, an SIU-man for 18 years. Bill was hospitalized in Brazil and flown back to this city. He is now an outpatient and hoping to ship soon. Hubert Lawrence, whose last vessel was the Marine Oiler, is looking for a pumpman's job. Chief cook aboard the Cottonwood Creek, Joseph Stevens, is also on the beach and registered for another chief cook's berth.

Shipping in Puerto Rico continues to run on an even keel, with 19 men registered on the beach and 13 having shipped during the last period.

The SIU-Puerto Rico Division, after a one-week strike at Pepsi-Cola, wound up with sizeable wage and commission increases plus extensive fringe benefits. In other action on the labor front, the Boringuen Bag Mfg. Company, Inc., has been accused by the U.S. Labor Department of violating the minimum and overtime compensation provisions of the Fair Labor Standards act.

Costa Rican President, Francisco Orlich, said he would support Puerto Rico's membership in the Organization of American States if Puerto Rico met O.A.S. entrance qualifications.

Two oldtimers on the beach in Santurce are F. Munoz and Ray-mon Ayala. "Freddy" is back at the hall looking for a choice job after spending a year on the dredge Crest. After a few trips to the West Coast on the Elizabethport, Ramon is back in town waiting for a shorter run.

Metal Trades Unite To Save Navy Shipyards

WASHINGTON—The metal trades labor unions have joined forces in organizing a nine-state congressional bloc in an effort to keep in operation the nation's 11 naval shipyards which employ a total of 88,000 workers.

Emanuel Celler, Democrat of Brooklyn, who has been working to prevent the closing or reduction in size of the Brooklyn Navy Yard, is heading the effort, the Metal Trades Department of the AFL-CIO has announced.

Because the bulk of new Navy ship construction is now handled in private yards, the Defense Department is conducting a study to determine whether any or all of these yards should be kept in operation.

RMR Vet Retires On Pension

NEW YORK—A special disability pension of \$150 has been awarded tug captain Aldophus A. Morgan, 56, a veteran rail tugman whose legs were amputated as the result of an accident aboard his carfloat.

The joint Union-employer panel of the SIU pension plan voted the life pension for Capt. Morgan. The grant is the 18th for SIU-Railway Marine Region members this year and the 66th since the plan's inception.

Capt. Morgan suffered the accident when a freight car aboard the Chesapeake and Ohio's carfloat broke loose and rolled onto him. He had joined the SIU-affiliate in Norfolk and served as both captain and engineer until the accident.

Born in Newport News, Virginia, Morgan will convalesce with his wife, Minnie, and three children, Arthur, June and Ruth at the family's Yorktown, Va., home.



Morgan

Water Carriers Charge Rail Rate Discrimination

The Common Carrier Conference of Domestic Water Carriers has charged the nation's railroads of establishing a nationwide pattern of discriminatory rates when competition with water carriers is involved.

The conference, an association of leading regulated water carriers operating on the Great Lakes, inland rivers, and coastwise and intercoastal trades, made the accusation in a 70-page booklet analyzing rate making in the nation.

Some of the more striking examples of discriminatory rates cited in the booklet are:

Maine poultry farmers are charged twice the rate of their Georgia competitors for the same amount of transportation for corn for their chickens.

Kan., pay three times the rate of Grain exporters at Garden City, their competitors in Peoria, Ill., to ship to the Gulf.

Newsprint, shipped 1,135 miles from Oregon City, near Portland, to Los Angeles, costs one half the rate Salt Lake City buyers pay, although Salt Lake is 130 miles nearer.

The Georgia chicken farmer, the Peoria exporter and the Los Angeles newsprint buyers are not getting cheaper rates because the railroads like the area, the booklet said. They are reaping the benefits of what are called "water-compelled rates" because inland waterway carriers or ocean carriers serve those cities.

Artificially high rates do exist on the railroads to those areas not served by water carriers, and, the booklet claims, the railroads could "reduce these interior rates tomorrow if they so desired." The association said that extensive research into the subject had uncovered "a nationwide pattern of discriminatory rates."

When railroads charge higher prices "for a standard unit of service in one part of the country than they do in another, they erect regional trade barriers which retard the free flow of interstate commerce and distort the economic development of the country," the booklet said.

The investigation also uncovered two loopholes in the provisions of the Interstate Commerce Act barring discriminatory rates, the water carriers said. If

there is water competition in one place and not in the other, the "circumstances" are different and substantial discrimination is allowed.

The water carriers agree there are inequalities in rate regulations, the booklet stated, and that too many exemptions were allowed. They have urged that the regulations be extended to cover all modes of transportation. But if this cannot be done, the association said, an alternative must be to adopt antitrust curbs on discrimination.

"The domestic water carriers have long recommended that the transportation industry be governed by the same rules on discriminatory pricing which are applied generally by antitrust laws. The key problem is to control discrimination which is destructive of competition and which restricts the free flow of interstate commerce."

Oregon Effort For Work Law Left At Post

SALEM, Ore.—A proposed state constitutional amendment to outlaw the union shop failed to gain a place on the Oregon election ballot this November. It didn't even come close.

An initiative petition, which required 46,600 signatures by July 3, had fewer than 1,000 names on file when the deadline passed. The repudiation of the anti-union shop proposal was described by the National Council for Industrial Peace as "the most emphatic on record."

Before the signature drive got under way in May, the Oregon Supreme Court barred the use of the phrase "right-to-work" on the petition. The court upheld a labor protest that the phrase is a "false . . . misleading . . . prejudicial" description of a proposed measure which "does not provide or guarantee any employment for anyone."

George Brown, State AFL-CIO director of legislation and political education, told the AFL-CIO News that Oregon employers' organizations discouraged and refused to support the attempt to ban the union shop.

A local John Birch Society leader publicly proposed a "right-to-work" petition campaign early this year, but the only one who picked up the idea was Mrs. Margaret Fields, a housewife who was defeated in a primary contest for the state legislature. She set up a headquarters in Portland and launched the unsuccessful statewide petition campaign.

The failure in Oregon was the second successive defeat for the "right-to-work" movement in a two-month period. In May, Oklahoma voters decisively rejected a "work" amendment in a statewide vote.

Locomotive Engineers Mourn Grand Chief Roy E. Davidson

Roy E. Davidson, Grand Chief Engineer of the Brotherhood of Locomotive Engineers, died July 6, 1964, two days after his 63d birthday.

He was elected unanimously to the top BLE post by the 1962 convention, the first chief to be chosen without opposition since 1942. He also served as a member of the executive committee of the Railway Labor Executives Association.

Born the third of five children of a coal miner and farmer, he grew up wanting to become a railroader. Davidson attended school in Oakwood, Ill., and graduated from Oakwood Township High School. He started as a fireman on the New York Central Illinois division from Chicago to Danville at 16 years of age.

He joined the Brotherhood of Locomotive Firemen and Engineers in 1918, and became general chairman for the Firemen on the NYC's Illinois division, Indiana Harbor Belt Railroad, when he was 21.

While working as a locomotive fireman, Davidson attended the University of Illinois at Champaign and latter attended night classes at the University of Chicago.

Surviving are his widow, Cecile; three sons, Louis, Roy and David; a daughter, Mrs. Marilyn Ksir; 4 grandchildren and a great-granddaughter.

Along with his other positions, Davidson was also a director of the Railway Labor Political League, president of the BLE Building Association and the Locomotive Engineers Mutual Accident and Insurance Association.

Perry S. Heath succeeded Davidson as grand chief engineer of the Brotherhood. He was sworn into office on July 9, 1964. C.J. Coughlin became the first assistant grand chief engineer.





SEAFARERS' ROTARY SHIPPING BOARD



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

July 4 - July 17

Shipping activity slipped again from the year's high which was hit four weeks ago. As the summer lull took effect, the total of number of Seafarers shipping out stood at 1,166 during the past two weeks, compared to 1,450 in the previous reporting period. The number of engine department jobs dispatched underwent the smallest change of the three departments, as the deck and engine categories suffered sharp decreases since the last report appeared.

As job activity began to level off, a decrease in total registration also took place, dropping from 1,486 in the previous two weeks to 1,466. The slow down in the pace of job activity is being reflected in the number of SIU men who are registered on the beach. The number of men now on the beach has risen to 3,922 from the previous reporting period's figure of 3,644.

The shipping picture was brightest in Baltimore where

the number of jobs dispatched more than doubled from the low figure appearing two weeks ago. Norfolk also witnessed an increase in activity while other East Coast Ports encountered a general slow down. The job situation on the West Coast showed a mixed pattern with Wilmington posting a sharp increase in the number of men shipping. San Francisco remained virtually unchanged in comparison to the previous period, while things were slowing down on the shipping board in Seattle.

The slower job situation also meant several changes in the seniority picture. The percentage of Class A men shipping jumped back over the 50 percent mark and now stands at 52 percent as compared to the low of 46 percent registered in the last report period. Class B registration went up a point to 34 percent, while the share of class C men dispatched dropped to 14 percent from the 21 percent mark of two weeks ago.

Ship Activity

	Pay Offs	Sign On	In Trans.	TOTAL
Boston	1	0	4	5
New York	11	6	26	43
Philadelphia	3	1	9	13
Baltimore	4	4	18	26
Norfolk	2	2	6	10
Jacksonville	0	1	12	13
Tampa	1	0	0	1
Mobile	7	5	4	16
New Orleans	9	9	16	34
Houston	3	1	22	26
Wilmington	0	1	6	7
San Francisco	4	3	5	12
Seattle	3	1	4	8
TOTALS	48	34	132	214

DECK DEPARTMENT

Port	Registered CLASS A				Registered CLASS B				Shipped CLASS A				Shipped CLASS B				Shipped CLASS C				TOTAL Shipped				Registered On The Beach CLASS A				CLASS B						
	GROUP				GROUP				GROUP				GROUP				GROUP				CLASS				GROUP				GROUP						
	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	A	B	C	ALL	1	2	3	ALL	1	2	3
Boston	1	5	0	6	0	0	2	2	0	1	0	1	1	0	0	1	0	0	0	0	1	1	0	2	8	28	5	41	1	3	7	11			
New York	36	58	12	106	2	13	20	35	24	29	11	64	3	11	12	26	0	14	3	17	64	26	17	107	102	136	28	266	8	51	80	139			
Philadelphia	6	11	2	19	0	2	6	8	4	5	1	10	1	0	2	3	1	2	1	4	10	3	4	17	14	18	4	36	1	3	9	13			
Baltimore	23	30	8	61	0	8	8	16	12	16	8	36	3	7	10	20	2	5	2	9	36	20	9	65	47	64	11	122	1	13	29	43			
Norfolk	6	4	2	12	0	1	1	2	5	6	0	11	2	2	3	7	0	5	2	7	11	7	7	25	12	10	1	23	1	4	5	10			
Jacksonville	2	3	0	5	2	3	7	12	5	2	0	7	2	6	2	10	0	0	1	1	7	10	1	18	5	13	2	20	3	3	10	16			
Tampa	0	3	2	5	3	2	1	6	1	2	0	3	0	0	0	0	0	0	0	0	3	0	0	3	3	8	0	11	2	4	5	11			
Mobile	10	9	3	22	0	6	11	17	12	9	1	29	2	3	4	9	0	1	0	1	22	9	1	32	33	33	10	76	0	5	19	24			
New Orleans	24	41	13	78	1	15	28	44	24	27	7	58	0	19	20	39	0	5	1	6	58	39	6	103	70	88	19	177	0	26	85	111			
Houston	20	34	6	60	2	10	15	27	7	9	7	23	3	1	4	8	0	0	0	0	23	8	0	31	58	83	20	161	3	31	44	78			
Wilmington	1	5	0	6	1	3	3	7	0	4	1	5	1	3	2	6	0	0	0	0	5	6	0	11	11	21	5	37	0	10	10	20			
San Francisco	9	8	3	20	1	4	3	8	6	3	2	11	1	1	1	3	0	4	2	6	11	3	6	20	24	26	7	57	5	17	13	35			
Seattle	7	10	1	18	1	5	2	8	6	8	1	15	2	2	4	8	0	6	0	6	15	8	6	29	22	19	5	46	4	25	11	40			
TOTALS	145	221	52	418	13	72	107	192	106	121	39	266	21	55	64	140	3	42	12	57	286	140	57	463	409	547	117	1073	29	195	327	551			

ENGINE DEPARTMENT

Port	Registered CLASS A				Registered CLASS B				Shipped CLASS A				Shipped CLASS B				Shipped CLASS C				TOTAL Shipped				Registered On The Beach CLASS A				CLASS B						
	GROUP				GROUP				GROUP				GROUP				GROUP				CLASS				GROUP				GROUP						
	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	A	B	C	ALL	1	2	3	ALL	1	2	3
Boston	0	3	0	3	0	0	0	0	0	1	0	1	0	1	0	0	0	0	0	1	1	0	2	2	15	3	20	1	2	8	11				
New York	18	52	8	78	4	19	15	38	11	33	5	49	4	11	5	20	4	6	12	22	49	20	22	91	47	135	20	202	17	50	70	137			
Philadelphia	1	8	3	12	0	4	4	8	0	4	1	5	0	2	2	4	0	0	0	0	5	4	0	9	2	24	4	30	0	5	11	16			
Baltimore	7	19	2	28	0	11	16	27	2	22	7	31	1	10	9	20	0	4	3	7	31	20	7	58	12	54	7	73	0	24	23	47			
Norfolk	1	5	0	6	0	3	5	8	1	4	0	5	0	3	4	7	0	4	2	6	5	7	6	18	1	7	2	10	1	3	4	8			
Jacksonville	0	1	0	1	1	7	0	8	1	4	2	7	0	5	0	5	0	0	1	1	7	5	1	13	2	6	0	8	2	5	3	10			
Tampa	0	2	0	2	0	0	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	2	0	2	1	10	0	11	0	2	3	5			
Mobile	2	12	2	16	0	4	8	12	2	9	4	15	2	3	5	10	0	2	4	6	15	10	6	31	8	26	1	35	0	10	13	23			
New Orleans	9	32	5	46	2	22	22	46	4	20	6	30	5	21	17	43	0	8	4	12	30	43	12	85	23	72	12	107	3	44	48	95			
Houston	13	20	2	35	1	21	10	32	3	18	0	21	4	8	8	20	0	2	0	2	21	20	2	43	30	65	5	100	6	33	41	80			
Wilmington	1	2	1	4	1	3	0	4	3	3	1	7	0	1	1	2	0	1	0	1	7	2	1	10	10	13	3	26	5	6	5	16			
San Francisco	4	18	2	24	2	5	2	9	3	14	1	18	0	5	2	7	1	3	3	7	18	7	7	32	12	35	7	54	2	7	8	17			
Seattle	3	15	2	20	0	9	5	14	1	5	3	9	1	7	2	10	0	3	0	3	9	10	3	22	8	32	2	42	1	11	13	25			
TOTALS	59	189	27	275	11	108	87	206	31	137	30	198	18	78	55	151	5	35	29	67	198	151	67	416	158	494	66	718	38	202	250	490			

STEWARD DEPARTMENT

Port	Registered CLASS A				Registered CLASS B				Shipped CLASS A				Shipped CLASS B				Shipped CLASS C				TOTAL Shipped				Registered On The Beach CLASS A				CLASS B									
	GROUP				GROUP				GROUP				GROUP				GROUP				CLASS				GROUP				GROUP									
	1-s	1	2	3	ALL	1	2	3	ALL	1-s	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	A	B	C	ALL	1-s	1	2	3	ALL	1	2	3
Bos	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	7	1	4	13	0	0	3	3						
NY	11	22	7	25	65	2	3	10	15	4	11	7	19	41	3	0	8	11	0	0	15	15	41	11	15	67	34	57	38	89	218	4	10	40	54			
Phil	0	3	1	1	5	1	0	3	4	0	1	0	2	3	0	0	1	1	0	0	0	0	3	1	0	4	3	8	4	12	27	1	1	7	9			
Bal	8	8	8	10	34	0	1	20	21	3	4	3	10	20	5	1	9	15	0	0	4	4	20	15	4	39	15	20	19	27	81	5	3	39	47			
Nor	1	3	1	2	7	1	0	9	10	0	2	2	0	4	1	0	7	8	0	0	2	2	4	8	2	14	5	4	2	2	13	1	2	9	12			
Jac	2	2	0	0	4	0	0	0	0	1	1	1	1	4	0	1	4	5	1	0	4	5	4	5	14	2	2	2	0	6	0	1	0	1				
Tam	2	2	1	1	6	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1	1	0	1	2	4	2	4	4	14	1	0	0	1					
Mob	0	3	0	7	10	0	2	11	13	0	1	0	4	5	0	0	9	9	0	0	0	0	5	9	0	14	6	13	5	21	45	0	3	14	17			
NO	5	8	5	34	52	0	0	26	26	4	5	6	20	35	0	0	34	34	0	0	0	0	35	34	0	69	18	25	12	74	129	1	2	89	92			
Hou	5	13	4	11	33	0	1	10	11	1	4	1	7	13	0	0	6	6	0	0	3	3	13	6	3	22	10	33	16	21	80	8	4	33	45			
Wil	0	1	1	1	3	1	0	3	4	0	1	0	1	2	0	1	3	4	0	0	1	1	2	4	1	7	3	4	4	5	16	3	2	7	12			
SF	1	5	3	11	20	0	2	5	7	0	2	1	4	7	0	0	2	2	0	0	1	1	7	2	1	10	10	18	6	25	59	0	3	13	16			
Sea	1	3	4	4	12	0	3	9	12	1	5	1	6	13</																								

Aid To Shipbuilding Ok'd By President

WASHINGTON—A one year extension of the 55 percent coiling on ship construction subsidies has been signed into law by President Johnson. The House of Representatives had urged a two year extension, but Senate and Administration pressure cut it back to one.

As an off-shoot of the basic 1936 Merchant Marine Act providing that shipbuilding costs, up to 55 per cent, be paid to maintain parity between certain U.S. flag operators and their foreign competitors, the law will insure the continuation of subsidies of up to 55 per cent on new cargo ships and 60 per cent for the reconstruction of passenger vessels for a one year period.

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.

The MA also has proposed a new system for comparing US 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 US and foreign shipbuilding costs closer together and reduce the subsidy outlay to the government.



The SIU-contracted Cable Ship Long Lines (Isthmian) is seen heading out to sea to lay the lines which will provide another link in the international telephone system. The Long Lines pays out deep-sea cable through her stern chute while traveling at speeds up to eight knots. The vessel is owned by the Transoceanic Cable Ship Company, a subsidiary of the American Telephone and Telegraph Company, and is operated by Isthmian Lines, Inc. The Long Lines recently completed laying a 5,300 submarine cable between Hawaii and Japan to open a direct telephone link between the United States and the Orient.

SIU Cable Ship Provides New Orient Phone Link

A milestone in global communications was achieved earlier this month with the opening of a 5,300-mile stretch of submarine cable between Hawaii and Japan which, in conjunction with the existing cable between California and Hawaii, provides, for the first time, a direct telephone link between the United States and the Orient.

Seafarers Credited

Instrumental in the laying of the cable was the SIU-contracted Long Lines, a 17,000-ton, \$19-million vessel owned by the Transoceanic Cable Ship Company, a

subsidiary of the American Telephone and Telegraph Company. Isthmian Lines operates the ship for AT&T.

With the Long Lines, a specially designed ship that carries 2,000 miles of cable and lays it at a steady seven or eight knots, laying the cable seems almost routine, although hurricanes and typhoons prevent it from being completely so.

The major operations are automatic. A huge machine, using what looks like two tractor threads facing each other, plays out the cable. Instruments keep an eye on the tension, as uneven stresses during the laying operation can change the transmission characteristics of the thin copper conductors into the cable.

Foresight Essential

A tremendous amount of planning goes into laying out the route the Long Lines will follow in laying cable. In addition to typhoons and hurricanes, undersea volcanoes and deep valleys—many of which have never been charted—also present a major problem.

Even the slightest suspicion that a volcano might lie on part of the route is enough to make Long Lines detour. For example, the final length of Pacific cable—from Japan to Guam—had to be laboriously threaded through a chain of undersea volcanoes and ocean deeps.

Both the United States and Great Britain are engaged in laying a global network of such telephone cables. The recent Hawaii-Japan link, with way stations in Guam, Wake and Midway, is part of an \$80-million, 128-circuit system built jointly by Hawaiian and Japanese telephone companies and the AT&T.

During its first week in service, the volume of calls out of Japan shot up some 30 per cent. (Radio previously was the main source of such calls.)

The British have reported similar experience since completing parts of their around-the-world telephone network. When the Commonwealth cable (as it is called) finally brought static-free telephoning to Australia, for instance, calls from that country doubled almost immediately.

More To Be Done

AT&T plans to lay some 11,000 additional miles of underwater cables this year, at a cost of about \$143-million. This rate will slow down after next year, however, as most of the major global networks will be completed, according to Long Lines.

A total of six such cables, including Long Lines and British and Canadian facilities, will link North American and Europe by the end of 1965. Five already are in service, and a sixth, from Tuckerton, N.J., to St. Hilaire, France, will be finished next summer.

Two major links lie under the Pacific—the recently completed U.S.-Japanese cable and the Commonwealth cable from Vancouver, B.C., to Sydney, Australia, with way stations in Hawaii, Fiji and New Zealand.

Long Lines also is sinking in the Pacific a supplementary cable which will hook up Hawaii and San Luis Obispo, Calif. In addition, existing cable links with South America will be augmented by a new cable, due for completion by yearend, stretching from Florida to St. Thomas and thence to Caracas, Venezuela.

This spurt of intercontinental cable-laying started less than 10 years ago with the first transatlantic telephone cable which links Newfoundland and Scotland. That was 90 years after the first successful transatlantic telegraph cable was opened.

Alexander Graham Bell surmised when he first tried to send (Continued on page 17)

Jobs

By Cal Tanner, Executive Vice-President



Rail Discriminatory Rates Exposed

An extensive investigation into the nation's railroad practice of discriminatory rate slashing reveals more clearly than ever the true picture of practices that are injurious to the health of inland water industry.

Research by the Common Carrier Conference of Domestic Water Carriers shows that the railroads have established a "countrywide pattern" of unfair rates and regional trade barriers that restrict the free flow of interstate commerce and made shipping their number one victim.

Some typical examples of the rate barriers the railroads are setting up are: the Georgia poultry industry draws its corn from Buffalo graineries. Georgians pay only \$4.17 a ton for the 654-mile haul. To Maine, the best rate poultry farmers can get is \$8.60 a ton. Inland barge lines compete with the rails in Georgia, therefore the lower rate.

The freight rate charged by the railroads to move newsprint to Los Angeles is one half that charged to move the newsprint to Salt Lake City, a totally landlocked area.

Grain exporters in land-locked Garden City, Kan., are charged at least three times more to get their commodities to Gulf ports than are shippers from Peoria, Ill., where inland water carrier ply their trade.

The railroads have the nerve to turn right around and attack the regulations that are supposed to put an end to discrimination that would hurt competition. In a full page newspaper ad recently, the railroads charged that the American public "will go on being cheated out of billions of dollars annually from freight rates artificially high by regulation which kills off real competition."

The rails are merely using two loop holes the Common Carriers Association uncovered in the Interstate Commerce Act which actually allows rates discrimination if there are water carriers in one area and not in another. These are supposedly different "circumstances" and the railroads can legally cut the water carriers throats.

The Association, after some intense research published a 70-page analysis of rate making in the nation.

The conference found that although railroads set rates collusively, through price fixing bureaus, substantially different charged charges are allowed for similar service when different railroads were involved.

Also, the railroads are employing cut-throat practices in rate making in areas where water carriers are effective competition, and

to make up the deficit, charge restrictively high rates to inland areas.

The railroads could effortlessly reduce their rates to inland areas tomorrow if they so desired and trucking companies, whose rates run almost double that of rail carriers cannot effectively keep rates lower.

The water carriers have long demanded that regulations which are favorable toward the rails be extended to cover all modes of transportation. Restrictions are constantly being placed on the water carriers while control of the rails appears to be getting more and more lax.

If these regulations cannot put an end to the restrictive and unfair rate discrimination, the water carriers urge extension of anti-trust laws to fit the situation and put effective curbs on competition cutting.

The key problem is that until some effective curbs are put on the railroad's rights to set rates as they well please, the American public will continue to pay billions of dollars annually to the railroads, and the water carriers will continue to be subject to regulations which will not allow at least equal rights.

Prelate Calls For More Aid To Fish Fleet

GLOUCESTER—Thousands of persons cheered here recently as Richard Cardinal Cushing of Boston blessed the fishing fleet as the final event of religious pageantry and merrymaking in the annual three-day fiesta.

His Eminence called for greater federal aid to the fishing industry and said upon his return from Denver, Colo., he would visit U.S. Senator Edward M. Kennedy and urge his support of pending legislation.

The Cardinal said he would inform Senator Kennedy, now hospitalized in Boston with serious injuries suffered in a plane crash, of the honor paid his brother, the late President, by the naming of a new fishing vessel bearing his name.

The naming of the vessel after John Fitzgerald Kennedy is being done with the approval of his widow, Mrs. Jacqueline Kennedy.

Altogether, 10,000 persons turned out for the celebration. Both Governor Peabody and former Governor Volpe arrived by helicopter and at another point 18 fishermen carried on their shoulders a 600 pound statue of St. Peter.

Submerged Atom Reactor Runs Navigation Devices

A nuclear generator, sitting beneath 15,000 feet of water, on the ocean floor, is being used to power navigational aids 750 miles off the coast of Jacksonville, Fla., the Atomic Energy Commission has announced.

The small isotopic generator was built for the AEC by the Martin Co., of Baltimore, which also developed a power storage system for the generator and a pressure housing for the electronic equipment.

Measuring only 9½ inches in diameter and 14¾ inches high, the generator is capable of producing seven watts of continuous power for about two years.

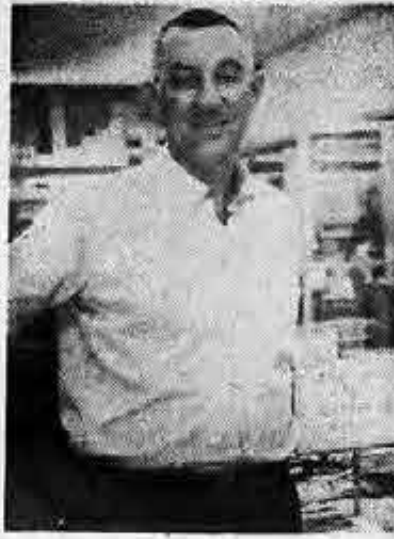
The device is similar to that being used to produce power for two Department of Defense satellites, automatic weather stations in the Arctic and Antarctic regions, and in the Gulf of Mexico and for a navigational buoy and

light house in Maryland.

The Generator has been placed in the "Systems for Nuclear Auxiliary Power" category by the AEC and designated SNAP-7E. It is powered by four cylinders in the center of the unit, each containing pellets of strontium 90 alloyed with titanate in a relatively insoluble solution. Heat generated by nuclear decay is converted into electricity by 60 sets of thermocouples grouped around the fuel.

The long life of the fuel, plus the fact that there are no moving parts in the unit insures long, trouble and maintenance free operation. The AEC cited uses for the power unit in oceanographic research.

Stocking Up



When the Olga (Sea Tramp) stopped in Baltimore, Morty Kerngood, who sails in the deck department, headed for his favorite store, the SIU Sea Chest. After chewing the fat with several old friends, he returned to his ship with a load of purchases.



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

Grain Unloading Provides Pumpman O.T.

Two questions pertaining to evacuators were recently received at headquarters. They come from George E. Phillips, aboard the Penn Carrier, who asks if the company can use shoreside personnel to maintain diesel evacuators after 5:00 PM to avoid paying overtime.

Question No. 1: "The ship is a tanker, carrying grain. We have six diesel evacuators. According to the Agreement the Pumpman takes care of them. Can the company knock us, or one of us off at 5:00 P.M. and let shoreside personnel operate them to keep from paying overtime."

Answer: No. As these are ship evacuators and the Pumpman is required to maintain same during his regular working hours as part of his routine duties, he is entitled to the overtime after 5:00 P.M. and before 8:00 A.M. for maintaining the evacuators.

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

Question No. 2: "The Fireman requests overtime when diesel evacuators are in use."

Answer: Since ship's power is not being used to operate these evacuators, the Fireman Water-tender would not be entitled to receive overtime.

Reference: Standard Tanker Agreement, Memorandum of Understanding, Paragraph 6: "When evacuators are being used to work cargo, after 5 p.m. and before 8 a.m., the fireman water-tender on watch is entitled to overtime the same as he is on a freight-ship when the ship's winches are being used to work cargo. This would apply whether they are working one or more of these evacuators."

Standard Freightship Agreement, Article IV, Section 29—Working Cargo (b) and (c), which reads as follows:

(b) "When cranes or other shore equipment is employed exclusively in the handling of cargo, and if ship's gear and deck machinery is not being used, no overtime will be paid to men on watch Monday through Friday."

(c) "When cranes or other shore equipment is employed for the handling of cargo and the ship's gear and deck machinery is used to trim cargo, conveyors, etc., and ship's steam furnishes the power for such operations, the Water-tender, Fireman Water-tender or Fire-tube Fireman on watch shall receive overtime after 5 p.m. and before 8 a.m. Monday through Friday."

An interesting query was received from Clyde L. Van Epps, ship's delegate on the Arizpa concerning overtime for wipers on weekends.

Question: "Please let me know if the Wiper that is turned to on a week-end to blow tubes, and after finishing with blowing tubes, he still has a few minutes before one hour is up, may the Engineer require him to change the fuel oil filter, or strainer. Is he entitled to an extra hour of overtime, being that it is a different job, although he did it within the first hour."

Answer: The Engineer may require the Wiper to change the fuel oil filter or strainer without the payment of additional overtime provided this work was performed within the hour allocated for blowing tubes.

J. W. Canard, Midland ship's delegate, asks a question concerning butterworth operations.

Question: "How many crewmem-

bers are required to stand by after butterworth machines are in operation?"

Answer: One (1) man is required to stand by machines while they are in operation. In the event the machines must be shifted, a minimum of three (3) men must be used to perform this work.

Reference: Standard Tanker Agreement, Article III, Section 21 (e), which reads as follows:

"(e) A minimum of three men shall be required for the purpose of shifting butterworth machines. When butterworth machines are in operation one man shall be required to stand by the machines. The man who is standing by the machines shall do no other work. However, the other men may be required to perform other work between 8 a.m. and 5 p.m. Monday through Friday."

A question from William R. Stone of the Ocean Ulla concerning 2nd Cook and Baker's duties was also received and answered by the Contract Department.

Question: A tanker normally carries a 2nd Cook and Baker. When a Tanker hauls grain and goes under the Freighter Agreement, does the 2nd Cook and Baker become a Night Cook and Baker and perform his duties during the hours set forth for Night Cook and Baker in the Freighter Agreement?

Answer: The Freightship Working Rules apply in this case: the Tanker Wage Scale applies.

Reference: Standard Freightship Agreement, Article V, Section 4, Night Cook and Baker, 2 a.m. to 10 a.m. In American ports, the Night Cook and Baker shall work on a schedule between 6 a.m. and 6 p.m. as set forth by the Steward except on days of arrival. In all ports, the Night Cook and Baker shall work on a schedule between 6 a.m. and 6 p.m. as set forth by the Steward except on days of arrival.

In submitting questions and work situations for clarification, delegates and crews are reminded once again to provide as much detail as possible setting forth the circumstances of any dispute. Besides those mentioned, some of the members who were sent clarifications on various subjects during the past few days included the following: Oscar Cooper, ship's delegate, Marore; F. L. David, engine delegate, Transhudson; Joseph Magyar, engine delegate, Oceanic Wave; J. R. Thompson, Eagle Traveler; Nolan J. Savoie, ship's delegate, Steel Surveyor.

Seven Seafarers Receive Lifetime \$150 Pensions

NEW YORK—Seven veteran SIU men—Victor Tubo, John W. McCaslin, Alvah F. Burris, Frank S. Brooks, John F. Elliot, Faustino Orjales and Martin Pedersen—have been awarded \$150 monthly pension checks to insure that their retirement years might be spent financially worry-free.

The latest awards bring to 45 the number of Seafarers retired in 1964.



Tubo

McCaslin

Victor Tubo, 65, joined the union in New York and worked



Burris

Brooks

his way up through the ranks to the post of chief steward. A native of the Philippines, Tubo became a U.S. citizen and established residence in Brooklyn. He



Elliot

Orjales

last sailed deep sea aboard the Fairland (Sea-Land) before illness forced his retirement.

World War II veteran John W. McCaslin also is terminating his sailing career for medical reasons. He became a member of the steward department after joining the SIU in Norfolk. McCaslin, 60, was born in Tennessee and will make his home with his sister, Mrs. J. E. Roberts, of Paris, Tenn.

A special disability pension was awarded to oldtimer Frank S. Brooks, 67. Brother Brooks was a member of the SIU-Great Lakes

District and worked for the Ann Arbor Railroad. He became a union member in Frankfort, Michigan.

Alvah Burris, 60, ended his active days as a Seafarer as Chief Electrician aboard the Robin Trent (Robin Lines). He joined the union in Baltimore and sailed in the engine department. A World War II veteran, Burris was born in North Carolina and will spend his retirement there with his wife, Pearl.

Elliot sailed for many years as a member of the steward department after joining the SIU in Mobile. He later switched divisions and became a member of the SIU-Inland Boatmen's Union when he went to work for the

G. and H. Towing Company. He took his last deep sea voyage on the Del Valle (Delta). Elliot makes his home in Mobile.

Orjales is another veteran member of the steward department. He became a member of the SIU in Houston and ended his sailing days when he shipped on the Hercules Victory (Sea Tramp). A native of Spain, he is now a resident of Baltimore.

Pedersen, 67, was born in Norway and became a U.S. citizen. He shipped in the deck department and ended a long career as a Seafarer aboard the Del Norte (Delta Steam Ship Co.). Brother Pedersen joined at Galveston and will reside in Philadelphia.

LET 'EM KNOW!
Write TO THE LOG

Alaskan Dam Project Seen Dangerous To Fish Industry

SEATTLE — The proposed Rampart Canyon Dam and Reservoir project on the Yukon River in Alaska, which was brought under critical discussion at the recent SIUNA

Fish and Cannery Workers' Special Legislative Conference in Washington, has become the object of an ever-increasing controversy, with the conservation aspect a major factor.

Some observers contend that construction of the dam would be disastrous to the fishing industry in the area, as the river carries, in addition to resident fish, huge migrations of five species of Pacific salmon, some of which migrate seasonally.

These are the chinook or king, the chum or dog, the coho or silver, the pink or humpback and the sockeye or red. Resident fish include pike, arctic grayling, white fishes, ciscoes and Inconnue.

The dam would block salmon-spawning runs, they say, which would result in a loss of catch in

the subsistent fishery and commercial fishery of the Yukon River system.

Opposition Publicized

The Alaska Conservation Society, the main opponent of the proposed dam, has distributed copies of a U.S. Fish and Wildlife report to the Army Corps of Engineers on the destructive effects the dam would have on fish and wildlife resources.

In view of the senseless extermination of wildlife in the area, the ACS urged that the "Rampart Canyon Dam and Reservoir not be authorized for construction."

The scope of the dam and waters must be known for one to fully appreciate the gravity of the problem, ACS points out. The concrete dam would rise 530 feet with a top length of 4,700 feet.

The Gulf Coast

By Lindsey Williams, Vice-President, Gulf Area

Japanese Set New Shipbuilding Trend

An interesting sidelight on current trends in world shipping was given by a Japanese shipbuilder on a recent visit to New Orleans.

The visitor, Takeichi Matsumoto, an official of the giant Mitsubishi Heavy Industry Co., said his firm and the government of Japan will begin construction in November of tankers in the 150,000 deadweight tons class. His company is now completing the deck design for vessels of this class.

To give you an idea of the size of such ships, the Queen Mary is 81,000 deadweight tons. The SIU-manned super tanker, Manhattan, the world's largest merchant vessel, is 106,000 tons.

These huge ships represent technological development of the highest order which displaces competing ships on a wholesale basis. For example, the Manhattan can carry the equivalent in dry or liquid bulk cargo of 11 Liberty ships or eight T-2 Tankers.

Shipbuilders and shipowners the world over are going in for further automation and other technological advances.

All this adds up to the fact that the SIU is engaged in a constant battle to maintain its favorable job ratio which for many years has been the best in the industry.

The shipping boom seems to have subsided slightly in Mobile but the dispatchers still are doing a "land office" business at job calls in New Orleans and Houston.

The Noberto Capay, a Liberty Navigation C-2, took a full crew in Houston. The Del Sol Delta Lines crewed up after a lay-up in New Orleans. In addition, a number of pay-offs and sign-ons kept the job turn-over moving at a brisk pace.

Among the oldtimers who turned out for the July membership meeting in New Orleans was Philip Colea who retired on the SIU pension plan about six months ago. He asked that he be remembered to all his friends and former shipmates, who, he says, he misses.

"Tell 'em all that I wish them smooth sailing," Phil said. "You can also say for me that this is the best Union anywhere, with the best conditions and the finest health and welfare and retirement programs."

Phil visits the hall in New Orleans once or twice a week to look up old acquaintances. We hope he enjoys his well-earned retirement for many years to come.

Another oldtimer on hand was Baldy Bollinger. Baldy had the opportunity to celebrate his birthday after the meeting. He wasn't telling his age, but take it from us; he is old enough.

On meeting day in Houston, Jay Cohen made an oiler's job on the Neva West. The ship was in Mobile where the branch was unable to fill the rating and Jay

caught a plane to the Alabama port to take the job. A. W. "Red" Hansen made the bosun's mate job on the Del Mar off the board in Houston. Blanton "Mac" McGown, who last sailed AB on the Erna Elizabeth was making all the calls in Houston and should be "long gone" by now. Freddie Johnson, who last was chief cook on the Seatrail Louisiana, is looking for any chief cook's job. After sailing chief steward on the Trans Orient, Red Grant is registered for a chief cook's job.

Among those registered in Mobile and expected to be ready to ship soon are W. W. Christian, getting acquainted with his family again after spending about 10 months as steward on the Halcyon Panther; Guy Whitehurst, who last was on the Alcoa Master, down from the East Coast and looking for an oiler or fireman's job; Norman Hall, who has been sailing out of the Gulf since 1939, usually as chief cook or steward, taking a breather at his home in Mobile; Kenny Lewis, who last sailed as bosun on the Del Santos, C. J. Beck, waiting for an electrician's job after getting off the Alcoa Runner for a rest and a chance to see his son, who also sails SIU, and Ernie Odom, fit for duty and raring to go in Group 1, deck department, after checking in at the hospital for a hernia repair. His last ship also was the Alcoa Runner.

'Jinxed' Texas Towers Vanishing Into History

The last of three Texas Tower radar stations was silenced this month bringing to a close an eight-year history that included the death of 28 men who drowned after one of the towers collapsed during a severe storm and sank in the ocean depths.

Constructed in 1956 and 1957, the three Texas Towers were to give the United States eight minutes of additional warning time in which to prepare for an enemy attack.

But the towers, whose main function was to forewarn an impending tragedy, ironically became instrument of tragedy themselves.

Supported on three pilings driven deep into the ocean floor, the towers were captives of any capricious whim of either the wind or the sea.

Launched In 1955

When the first 6,000 ton steel platform was launched in June, 1955, it jammed on the ways of the Bethlehem Steel Company. Workmen had to await high tide before tugs could drag it out to sea. Tower Two was then positioned about 100 miles east of Boston; Tower Three about 25 miles south of Nantucket Island and Tower Four about 100 miles southeast of New York City. Tower One was never built.

The radar posts sported three bubble-domed antennae, and were awarded the monicker Texas Tower because they resemble pumping stations erected in the Gulf of Mexico to tap submarine oil deposits.

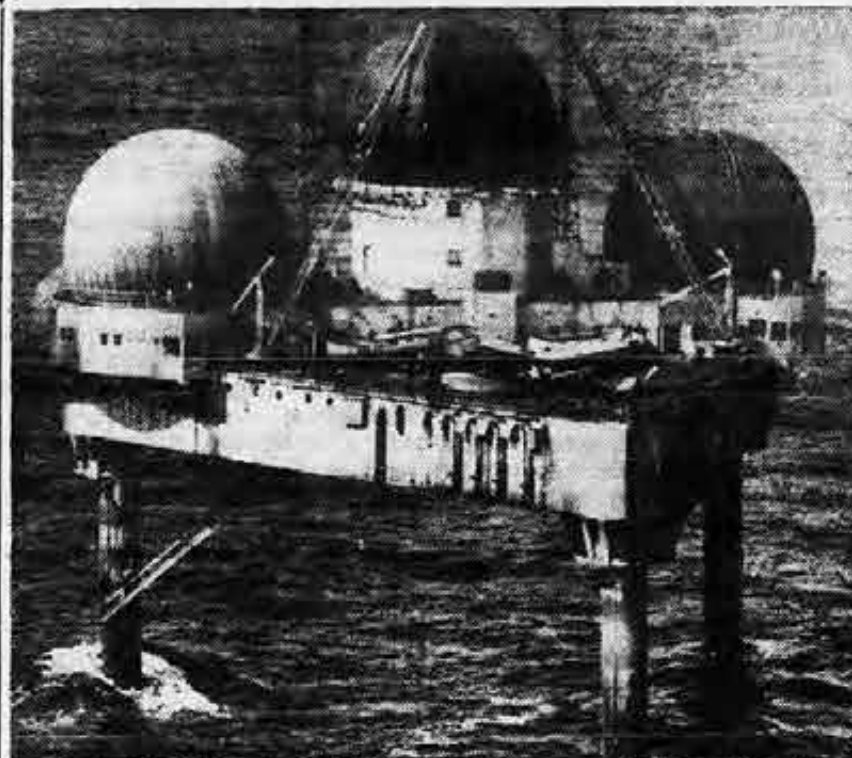
However, that was where the resemblance ended as the radar platforms were meant to be permanent; they were staffed by upwards of 80 men, and they were in open ocean above water many times deeper than that found off the coast of Texas.

Tragedy Strikes

Tragedy on Tower Four struck on the night of January 5, 1961, when after a severe slashing by winds and waves, the \$21 million structure collapsed and all aboard were drowned.

During the latter part of 1962, the Air Force decided that the Towers offered little protection against the high velocity missiles that were being developed, and sold them for scrap.

During the salvage operation on Texas Two another mishap occurred. Its platform was filled with a buoyant substance and its pilings were blasted out from under it. Two seagoing tugs attached cables and began towing the two-story structure toward shore. But the Tower promptly capsized atop a wave and sank, costing the contractor \$150,000.



The last of the three "Texas" towers, erected by the Air Force to function as a radar station, is seen as it maintained its solitary vigil 100 miles off Cape Cod in the Atlantic. A similar station collapsed and disappeared in the high seas 80 miles southeast of New York City on January 15, 1961, taking the lives of 28 men who were aboard the structure. The artificial islands were supported on three pilings driven deep in the ocean floor and were designed to give the country eight minutes of warning time before an enemy attack.

West Coast Shipbuilders Hit MA Chief Johnson

SAN FRANCISCO—West Coast shipbuilders don't see eye to eye with Federal Maritime Administrator Nicholas Johnson on Pacific Coast shipbuilding conditions, and American-flag shipping procedures as a whole.

The Western Shipbuilding Association's president, Arthur A. Farr, criticized Johnson's remarks before the San Francisco Propeller Club, declaring the Administrator's comment on maritime subsidies could have lasting detrimental ramifications on the industry.

On Johnson's prediction that the subsidy program would skyrocket in cost from a present \$350 million a year to \$2 billion by 1985, Farr said in a letter to the MA chief: "If in 20 years the total subsidy package is to go up 5.7 times . . . then one would obviously presume that shipbuilding costs are going up at an alarm-rate."

"But in reality," Farr said, "the opposite is true. According to an MA survey for 1957-63, new ship selling prices in the U.S. have dropped 18 per cent while the consumer index went up 8.3 per cent."

The WSA president expressed concern about Johnson's statement that Pacific Coast yards should become more competitive and get in additional bids if they wanted to increase their share of contract awards.

"We feel," Farr's letter said, "that we should again point to your own agency's determination last year that shipbuilding costs are more than 4 percent higher on the Pacific Coast."

He pointed out most of the price differential could be attributed to higher steel and transportation costs that were beyond the realm of the shipbuilders.

"Despite this built-in disadvantage, West Coast yards bid on virtually every job that is offered and on where there is any hope at all of Pacific Coast participation," Farr remarked.

But it is no easy matter attempting to overcome the cost differential, the shipping executive claimed. "After all, four per cent plus of a \$10 million shipbuilding contracts is a substantial item."

Radio Aids Chesapeake Bay Traffic

BALTIMORE — A direct radio communications service for vessels moving in Maryland's Chesapeake Bay, installation of which is expected to be completed by the middle of this month, has been inaugurated by the Port Authority here.

The new two-way system makes it possible for Bay pilots aboard inbound and outbound vessels to talk directly with each other as well as with shore stations.

In addition to portable transistor sets which pilots will carry with them, the system requires construction of three repeater stations along the center and upper Bay.

Cost of the system, estimated at \$125,000, will be underwritten by three groups—the Maryland Authority, the Association of Maryland Pilots and the Baltimore Maritime Exchange.

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



Moving? Notify SIU, Welfare

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



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

Busy Season On Great Lakes

Shipping in the port of Cleveland continues to be good and has only a few book men registered on the Board.

After working six seasons on the sandboat, MV Scobell, Mike Drewniak finally piled off and is on the beach waiting for a wheelsman's job on one of the big Lake boats. John C. Robinson came out of retirement long enough to make a couple trips and is talking about retiring again. George Kohler is back on the beach again after making a trip as passenger porter on the Steamer James Davidson.

Chicago Port Agent Scottie Aubusson reports that shipping has been extremely good and is not expected to change with many vacation relief jobs now being offered. Carlo Lopparo and Joe Sadorowski were recently discharged from the hospital and both men returned to work. Arthur Wentworth, Ordinary Seaman on the Milwaukee Clipper, was off for a week and stayed home baby sitting with his son while his wife was in the hospital having their second baby. They now have another boy and our congratulations to the Wentworths.

Gilbert Blazek recently shipped as a permanent AB aboard the Steamer J. Clare Miller to help pay for a new home he bought in Northern Michigan where he intends to do some extensive hunting and fishing during the off-season.

Duluth reports quite a few entry-rated men registered; however, there is a shortage of rated men in this port. SIU old-timer Tom Dunne went aboard the Steamer Otto Reiss at the coal docks last time in, and we heard his new checked suit was charcoal grey by the time he got back to the hall. Lou Little, Duluth's professional relief oiler, shipped on a vacation relief job.

Shipping in the port of Alpena remain good with a shortage of men registered in the Steward's Department. The Steamer J. B. Ford, Huron Portland Cement Company, recently went to the shipyard for repairs and many of the crewmembers are taking advantage of the time off. This vessel is expected to be back in operation within a week.

Detroit is still leading all other ports in shipping both permanent and vacation relief jobs. The SIU-Atlantic & Gulf District contracted Chatham, Waterman Steamship Company, recently paid off in Toledo and we shipped a full crew to this vessel. Vern Ratering, the SIU's professional 'BR' who was registered on the beach only one day, made a job aboard the Chatham. Yes, that's right, he got the 'BR' job.

Senator Warren G. Magnuson, Democrat of Washington, recently introduced a proposed amendment to the current Vessel Exchange Law in the Senate to enable Great Lakes snip operators to trade-in antiquated vessels for more modern vessels in the Defense Reserve fleet.

Frank J. Kelley, Michigan Attorney General, and the Department of Resource Development of Michigan State University, will meet on July 28, in Lansing, Michigan to discuss the low water levels affecting the municipal water supplies, harbors and commercial terminals.

The Grain Millers are still on strike in Duluth with no sign of a settlement in the near future. Five of Duluth's six elevators are shut down and all five grain elevators in Superior, Wisconsin are inactive. The Grain Workers are holding out for substantial fringe benefits.

In Chicago, we are now engaged in contract negotiations with the recently won Cinch Manufacturing Plant and Industrial Precision Company in the UIW division of the SIU. We have submitted proposals and are now awaiting word from the company when we can sit down and talk.

Local 19 of the International Longshoremen's Association are in a dispute with the Teamsters concerning the unloading of foreign cars and their delivery to the pick-up plaza that is a short distance from the dock. It seems

that the Teamsters want to pick up these cars at the very edge of the unloading ramp, which the ILA won't go for.

Chicago Port Council officials attended all day sessions last week on this issue and pledged total support to Local 19, ILA.

I am sure the American taxpayer would be happy to learn that the champagne used when launching a ship must be of the domestic variety. Under the terms of the Merchant Marine Act of 1963, only products of domestic manufacture and origin can be used in the construction of subsidized shipping, which includes the champagne.

We are happy to report that the following beefs have been settled:

Boland & Cornelius Steamship Company: Steamer D. P. Thompson: Checks for double-time wages were mailed to all departments, representing grievance settled when crew worked Saturday-Sunday during fit-out.

The Clarification Committee recently ruled that overtime submitted by crew-members of the D. P. Thompson for work performed on June 1, 1964, would be paid at the regular time and one half rate, in addition to double time. Memorial Day fell on Saturday, May 30, 1964, and as per contract, is to be observed the following Monday, which was June 1.

Vacation pay for the 1963 season was collected for James Thompson and Fred Mull. Bonus money was collected for Anselm Kenny (\$216.52).

Reiss Steamship Company: Bonus and vacation pay was collected for Clarence Lenhart (\$313.00) who sailed on the C. C. West.

Huron Portland Cement Company: A day's wages was collected for Orval Hopkins and W. Doyle because of duplication of jobs. Ed Santamour was mailed additional vacation pay (\$94.38).

Kinsman Marine Transit Company: Transportation was collected for Frank Kasperski.

Gartland Steamship Company: Bonus and vacation pay was collected for Ray Christi.

Erie Navigation Company: M. V. Lockwood: J. Ventresca recently collected 30 hours overtime for operating the bow-thruster equipment. The company installed a bow-thruster during the off-season and the Union had to negotiate a new work clause covering the operation of this equipment. The pumpman will be paid the overtime rate when operating the bow-thruster after 5:00 P.M. and before 8:00 A.M. Monday through Saturday and at all times when required to operate this equipment on Sundays and Holidays.

Better Jobless Benefits Urged For Lakes Seamen

WASHINGTON—Senator Eugene J. McCarthy (D-Minn.) has called for new legislation to eliminate "severe discrimination against unemployment benefit rights of Great Lakes seamen.

"For many years," Senator McCarthy said, "Great Lakes seamen have been denied unemployment compensation coverage

during the winter months when their need is greatest."

Minnesota, the Senator said, and several other Great Lakes states have adjusted their unemployment compensation laws to conform to the intent of the federal law.

"Ohio has failed to do so, and because the federal law extending unemployment compensation coverage to seamen does not have an enforcement provision, there is no way at present to get uniform treatment for seamen. Action is long overdue to correct this inequity," Senator McCarthy said.

The McCarthy bill (S. 2986) would amend the Internal Revenue Code to withhold unemployment tax credits of maritime employers in states where the state law does not conform to the intent of the federal statute.

Senator McCarthy also introduced the same provision as an amendment to the Administration bill (S. 1542) which provides for a major revision of the unemployment insurance system.

"It appears unlikely that Congress will act in this session on the Administration bill," McCarthy said. "In that case, I believe we should act separately to remove this inequity which has resulted in great hardship to Great Lakes seamen."

Senator McCarthy, a member of the Senate Committee on Finance, which deals with tax and social security legislation, said the Administration supports enactment of legislation along lines of his proposed bill.

IBU Lists Two More Pensioners

NEW YORK—Two veteran tugmen, members of the SIU-Inland Boatmen's Union, have been assured lifetime pensions.

Joining the growing number of names receiving \$150 per month pensions after their retirement



Dyus



Jarvis

from a life of hard work on the inland waterways are IBU old-timers Louis D. Dyus and Harry Jarvis.

A chief engineer with the Sabine Towing Co. of Port Arthur, Texas, Brother Dyus recently retired at age 65 and will receive a normal pension for the rest of his life. He was born in Mobile, Ala., but has worked for the Texas towing company since 1937. Dyus also makes his home in Port Arthur with his wife Charlotte.

Jarvis, a 55-year-old tug Captain with the Curtis Bay Towing Co. of Philadelphia, was forced to abandon his career because of ill health and will receive a \$150 monthly disability pension.

Capt. Curtis commanded the tug Sewell's Point before his retirement and had been with the company since 1946. Born of a seafaring father in North Carolina, he now makes his home with his wife Adair in Haverton, Pa. Capt. Curtis is the father of three children—Ronald, 16; Donald, 11 and Gayle, 2.

Turned Down OT? Don't Beef On \$\$

Headquarters wishes to remind Seafarers that men who are choosy about working certain overtime cannot expect an equal number of OT hours with the rest of their department. In some crews men have been turning down unpleasant OT jobs and then demanding to come up with equal overtime when the easier jobs come along. This practice is unfair to Seafarers who take OT jobs as they come.

The general objective is to equalize OT as much as possible but if a man refuses disagreeable jobs there is no requirement that when an easier job comes along he can make up the overtime he turned down before.

U.S. Fleet Lags; World Shipping Up

WASHINGTON — While the world's merchant marine set an all-time high in 1963 in tonnage and number of ships, the United States shipping fleet slipped a few notches, decreasing by two per cent in the tally recently released by the Maritime Administration.

As of the first part of 1964, the world total stands at 18,033 ships and 194.2 million deadweight tons over the same period of 1962.

The Maritime Administration continues to rank the U.S. first, but the listing may be slightly tarnished. Two-thirds of the figure credited to the United States is in the reserve fleets on inactive status and much of it is even considered obsolete.

Out of 2,656 vessels listed for the U.S., 1,682 are government ships. Of this figure 1,639 are in the reserve fleet — 43 ships on active duty. Only 974 vessels are privately owned. In actuality, then, the U.S. active merchant fleet totals 1,017 ships.

Second-ranked Great Britain, with 2,206 ships, has more vessels plying the sailing routes than America.

The 5 per cent growth rate of world merchant marine can be attributed to a tonnage increase of 12.3 million during 1963. Some 3.7 million tons was scrapped, 406,000 tons removed through losses, and approximately 280,000 tons converted to inland trade.

'Broadside' By Carrier Routs Red Trawler

PORTSMOUTH, England—A Russian trawler used for surveillance in the North Sea off Denmark got a "broadside" from the giant American aircraft carrier Essex—and left the scene of the battle unscathed except for major injuries in the dignity department.

The Red vessel was running back and forth across the bow of the U.S. carrier, taking photographs and creating a nuisance when Capt. William Rhet Meyer order his helmsman to turn the Essex upwind of the trawler, and then gave the order to: "Blow tubes!"

Amidst a cloud of greasy, foul gases and smoke, the smog-covered Russian ship beat a hasty retreat.

Foreign Ships Dominating Seaway Traffic

The St. Lawrence Seaway has turned out to be a real bonanza for Canadian and foreign flag operators, while U.S. flag operators on the Great Lakes have reaped little benefit from the waterway. This view was expressed by Lake Association President James A. Hirshfield in testimony before a Senate subcommittee studying transportation on the Great Lakes and the Seaway.

"The Seaway has made it mandatory," the LCA spokesman said, "that sooner or later Great Lakes vessel operators be given the means of acquiring modern, efficient vessels at competitive costs. This cannot be done under present conditions without Federal assistance."

The Lake's shipping official said that the Canadians have been eminently successful in capturing the international trade in bulk commodities between the United States and Canada. He said that the Canadians now carry more than 80 per cent of this trade. He noted that Canadian operators are given a 35 per cent vessel construction subsidy.

From 1950 to 1961, the LCA spokesman said, only 26 new ships and 11 conversions were added to the Great Lakes Fleet. Of the 37, only six will carry 25,000 tons. In terms of lifting capability of tonnage, during the period of 1950 to 1965, the Canadians will have built ships that have a trip capacity of 1.2 million tons as against 754,300 for the U.S. Great Lakes bulk fleet.

"Growth of the Canadian fleet is all the more phenomenal," Hirshfield said, "when it is realized that only 9 per cent of all Great Lakes traffic is domestic to Canada. Obviously the expansion of the Canadian fleet is aimed at capturing the international trade in bulk commodities."

"Our vessels, because they cannot meet this and other foreign flag competition, have been virtually eliminated from the trade," he said.



SPAD

Seafarers
Political Activity
Report

REAPPORTIONMENT STANDARDS. Recent Supreme Court rulings which directed nine states to redistrict may give a good chance to a bill, presently before Congress, which would set standards for apportionment of House of Representatives seats. The bill, introduced by Representative Emanuel Celler (D.-N.Y.) and supported by the AFL-CIO, would provide that no congressional district within a state may vary by more than 15 percent from the average population of the states districts, and provides that districts must be compact, to prevent shaping of the districts for political reasons. The bill gives form to the Supreme Court ruling which held that congressional districts should be equal in population, but gave no guidelines to follow.

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CONGRESS FACES BUSY SESSION. Congress face a heavy work load in the wake of civil rights legislation which may keep the two houses in session until after Labor Day, with time off for the Democratic Convention. Among bills still pending are: health care for the elderly which is still in the House Ways and Means Committee; mass transit bill to help urban transportation problems which has passed the Senate and been reported by a House committee; a special \$288 million program to aid the poverty-ridden Appalachia area which is still in committee in both the Senate and the House; minimum wage coverage extension which is in the House committee; and establishment of an automation commission, still in a House Committee.

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INDEPENDENT STAND. Republican senators for eight states have taken a stand directly opposite that of Presidential nominee Senator Barry Goldwater, declaring themselves in support of the United Nations, a stronger social security program, and civil rights legislation. The senators issued a "Declaration of Principles" which stated that "Extreme proposals are not within the scope of these (Republican Party) principles, do not meet the issues of our times, cannot survive the sweep of history and are not in the interest of the Nation or our Party. Signers of the declaration were J. Glenn Beall (Md.); Clifford Case (N.J.); John Sherman Cooper (Ky.); Jacob Javits and Kenneth Keating (N.Y.); Thomas Kuchel (Cal.); Leverett Saltonstall (Mass.) and Hugh Scott (Pa.)

LABOR ROUND-UP

Talented young string instrumentalists from throughout the US and Canada are now participating in the sixth annual Congress of Strings summer school. The 100 finalists selected through community auditions are receiving instruction from noted conductors at the school sponsored by the American Federation of Musicians at Michigan State University, June 21 through August 15. The conductors are Mihal Plastro, Alfred Wallenstein, Richard Burgin and Victor Allesandro. The union pays all expenses of the students, who will appear in a series of public concerts.

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A seven-week strike by 4,000 Electrical, Radio and Machine Workers against Philco Corp. has won improved economic benefits, stabilized working conditions, and preserved work rules and conditions won step by step over a 30-year period. Members of IUE Locals 101 and 102 ratified a three-year pact with the Ford Motor Co. subsidiary that gives workers wage hikes of three per cent a year and a minimum of seven cents an hour. Other benefits gained include an increase in pension benefits, improvements in insurance and seniority protection.

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The Oil, Chemical & Atomic Workers have negotiated a two-year agreement with the Sinclair Oil Co., the first settlement in contract talks between the union and some 600 companies. The pact provides early pension incentives and vacation benefits in a contract package said to be the equivalent of a 4.5-percent wage increase. The agreement covers workers at Marcus Hook, Pa., East Chicago, Ind., Houston, Tex., and Sinclair, Wyo.

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Rubber Workers have won improved pension and insurance

benefits for more than 40,000 members after workers struck for 16 hours at Firestone. Goodyear and General Tire & Rubber Co. negotiated until a final agreement was reached. The three-year agreement provides an increase in monthly pension benefits from \$2.40 to \$2.50 times years of service to \$3.25 per year for those who retire after Aug. 1, 1964.

~ ~ ~

The Baltimore City Council has unanimously passed a labor-supported minimum wage bill, but Mayor Theodore R. McKeldin is taking his time in deciding whether to sign the measure or not.

McKeldin has passed the legislation to the city solicitor's office for ruling as to whether the city has the authority to regulate wages. The state of Maryland has no minimum wage law.

The bill would set a \$1-an-hour wage floor for some 2,000 workers not presently covered by the federal Fair Labor Standards Act. Dominic Fornaro, Baltimore AFL-CIO president said labor had sought a much broader bill, which included a \$1.25 wage limit and overtime premium pay, but nonetheless backed the legislation adopted as a first step.

~ ~ ~

Nearly 2,350 steelworkers at six Kennecott Copper Corp. refineries have gone on strike in the face of what union officials decree an "unrealistic" company wage offer and a company modernization and expansion program that will probably eliminate about half of the USWA jobs in three years.

The union stopped work July 1 at four plants in Utah and two plants at Ray, Ariz., after negotiations bogged down and contracts had expired. The shutdown and observance of the USWA picket lines by other unions, brought the closing of copper mining operations affecting some 7,500 workers.

"Patience—He's Still On Number One"



Over two months have passed since the Maritime Grievance Committee held its first meeting on May 13. Another meeting was held in June and that has been the extent of the activities of a committee that was formed by the Government for the purpose of dealing with grievances arising out of administration of the cargo preference law and other shipping problems.

The committee, whose purported function was to deal with these problems on a day to day basis, has certainly not lived up to what was expected of it. The government is still taking its head in the sand position when it comes to enforcement of the Cargo Preference Law, and the other grievances of the maritime industry have been met with either apathy or indifference.

The formation of the committee is an outgrowth of the boycott by AFL-CIO Maritime Unions of grain shipments to Russia. The unions called off their boycott with the understanding that all problems concerning future grain shipments would be openly discussed with the unions fully participating.

Thus, the Maritime Grievance Committee was formed and was intended to be a vehicle where the problems of the maritime industry could be given a full hearing and could be acted on promptly.

But the Grievance Committee has fallen far short of the goals that were originally projected for it. Instead of prompt attention to maritime's problems, the record shows that no action of any consequence has been taken to alleviate the problems that plague the Maritime Industry. If there is to be any solid achievement it is hoped that the Grievance Committee will give its serious and thoughtful consideration to square away the many problems that have for so long been crying for action.

Preparedness Pays

The Transglobe is now in drydock, forced into the repair yards by a gaping hole in her bow caused by a collision at sea. There were no injured crewmembers of the Sea-

farers manning the ship that had just collided with a West German vessel off Ambrose Lightship, but the men were still discussing what might have happened had circumstances been slightly different.

An inescapable thought, though it may not always be voiced, that enters the mind of sailors and anyone at sea is: "What would I do if my ship went down?" Seafarers on the Transglobe were faced with this possibility and reacted in a manner that demonstrates the preparedness and efficiency of SIU crews. Seconds after the emergency alarm sounded crewmen were at their stations, checking, re-checking, testing and inspecting the vessel from stem to stern to see if the ship was in danger of sinking.

This mishap once again points out the fact that the greatest insurance against the loss of life at sea is a crew well prepared in the techniques of survival.

Register Now!

Now that Republicans have chosen their candidates for president and vice president, political battle lines are beginning to harden all over the country. Even though, it will be another month before the Democrats officially choose their nominees, members of both parties are starting to organize for the fierce fall campaigns. Since the nation is going to be served up a steady diet of political brickbats until election day in November, this is probably the best time to remind SIU members that you can't cast a ballot for the man of your choice if you aren't registered.

Although registration requirements vary from state to state, almost every city, town and village in the country will make time available for registration before November rolls around. A quick call to your local board of elections will give you all the information you need to register. By following this easy procedure, you can make sure your voice will be heard when it comes time to pick the man who will chart your country's course for the next four years.



THE OCEAN OF TOMORROW

The seas have been called on to perform two basic functions in the past. Seafarers are well familiar with one function, serving as a means of commerce in transporting goods from place to place. SIUNA members are now becoming familiar with the second classic function of the sea—as a provider of food in the form of fish.

In the future however, scientists predict that the oceans will have to serve many more purposes, some of them critical to the life of mankind. At the same time, some of the present uses of the sea will have to be stepped up dramatically to provide the needs of future generations.

Oceanics

Oceanics, the study and exploitation of underwater regions for scientific, military and commercial purposes, grows more complex and more challenging every year. Exploration of the watery three quarters of the earth is seen by many as a challenge as great as the exploration of outer space, and one which holds greater promise of benefits to mankind. Many Seafarers have had first hand experience with the latest techniques of oceanic exploration from sailing aboard the SIU-contracted research vessels Anton Bruun (Alpine Geophysical) and Robert D. Conrad (Maritime Operation).

Estimates by the United Nations show the present population of the world at about three billion, and food is already scarce in much of the world. A century from now the population should stand at some 20 billion. Long before that, scientists believe, we will have to turn to the sea for animal protein, which is essential to healthy development.

Animal Protein

Properly managed, the land can supply enough carbohydrate foods for as many as 30 billion people. But it takes a lot of land to grow beef, chicken, lamb and pork—and the land just won't be available. Sufficient animal protein will be obtainable however, in the form of fish and other products of the sea.

It is possible to "plow" the oceans, redistributing plant nutrients on which the fish feed, thus increasing the supply of fish. Extending the range of fish that man finds tasty (only about a dozen of the hundreds of edible fish are commercially exploited today) would further increase the animal protein potential of the seas. New sound devices are being developed to help trawlers locate schools of fish. Far reaching plans for

herding schools of fish, in much the same way as ranchers herd cattle have also been discussed. These techniques could eventually supply more than twice the total animal protein requirement for 30 billion people.

Beefsteak Too

There is hope for those who feel they will never be able to tolerate a fish meal with the thought of a big, juicy, rare beefsteak in their minds. Beef, chicken, lamb and pork will someday be fattened on hay made from marine plants or land plants adapted to grow in or near salt water, therefore permitting increased meat production on a dwindling amount of forage acreage.

Tidewater drilling for oil beneath the sea bottom is already an extensive enterprise. Deep sea oil exploration is just around the corner with the development of a deep-sea robot that can not only "see and hear" but has finger tip dexterity that will permit drilling at depths of up to 1,000 feet.

The robot is operated from a floating platform and has twin propellers through which it "hears," and television eyes for seeing. Its metal fingers are sensitive enough to adjust valves and screws on wellheads far beneath the sea.

Need More Fuel

But even with these developments to get the last ounce out of the fuel reserve buried within the earth, the world is rapidly exhausting its fuel supplies. The oceans on the other hand offer two potentially tremendous sources of power in the movement of the tides and the atomic fusion materials which sea water contains.

The pending dam project at Passamaquoddy Bay, Maine is an example of how ocean tides can be harnessed to produce power. What happens, in effect, is that the huge amounts of water entering and leaving Passamaquoddy Bay with each high and low tide will be channeled through dams to turn large electric generators.

At best, however, tidal movements can produce only a tiny fraction of man's enormous future power requirements. Atomic fusion will eventually have to fill this need and the sea is the only place where adequate fusion materials are available.

More and more, industry is looking to the sea to supply its demands for raw materials. Strangely enough, one of the biggest demands industry will probably make on the oceans is for fresh water, which is necessary in large amounts for the production of many commodities, notably chemicals.

Supplying fresh water for drinking and industry has been a problem in many areas recently. Seawater, however, contains all the fresh water anyone could possibly use, providing of course the salt and other mineral content were removed.

Atomic Heat

Many methods of desalting seawater are already available, some utilizing the immense heat generated by atomic reactors. The problem has been that the process was expensive. In this field, future generations will be able to kill two birds with one stone. The high initial cost of desalting seawater will be offset by the millions of tons of salt, magnesium, potassium, bromine, iodine, radium and other minerals which will be released from the seawater in the purification process.

The mineral wealth of the oceans is not all suspended in the seawater itself however. The floor of the ocean in certain spots is covered with naturally formed nuggets of such metals as nickel, manganese, cobalt, etc. The amount of metals available in this form by dredging is thought to exceed all land reserves.

Tools For Exploration

Sound, high pitched or low, is the basic tool for exploring the depths and characteristics of the sea. The shape and slope of the bottom, the temperature, salinity, depth and plant content of the water can all be learned if we know how to properly interpret the way sound reacts at any given spot.

Deafening

Sonar, which is nothing but a method of emitting a signal and then waiting for it to bounce back to you again, has been the most used tool in underwater exploration. But bigger and bigger sound generators are in the works. The Navy has sound transmitters mounted beneath ships' keels which belt out signals so loud they knock limpets off the hull.

New instruments and techniques for undersea exploration are coming along at an ever-increasing rate to match the growing interest man is taking in the watery portions of his planet. The years ahead will see many new developments on, in and under the sea.

Seafarers who man the oceanographic ships are already functioning as an integral part in the exploration of this vast potentially unknown storehouse that will have such an important bearing on the life of all mankind.



TODAY - SEAFARERS MAN SHIPS STUDYING OCEANS OF THE WORLD

OPERATION: DEEPCAN

Seafarers who sail as crewmembers aboard the research vessel R. W. Conrad are another example of SIU members who are helping to chart and understand the oceans of the world. The vessel recently completed an around-the-world journey while performing valuable research on the contours of the ocean floor, tides, marine animal and plant life and sea water analysis.

After leaving San Juan, major ports of call included Capetown, South Africa, Freemantle, Australia, Christchurch, Auckland and Wellington, New Zealand and the Panama Canal. Seafarers in the crew reported that one of the highlights of the trip occurred when they glimpsed their first penguins when the ship passed through the Antarctic Ocean.



Members of the Conrad's engine department line up for the LOG photographer. Standing (l-r) are engineers McDaniel and Hearn, and Seafarers Graham, Mullen, Rochowczyk, Pollard and Segerstedt. The black gang reported the only hitch in the ship's 'round-the-world voyage took place when she had to put into Wellington for repairs.



Chief Steward A. Wasaluk (r) and Frank Presti stow provisions.



Black gang member Mullen (l) checks controls with the first assistant.



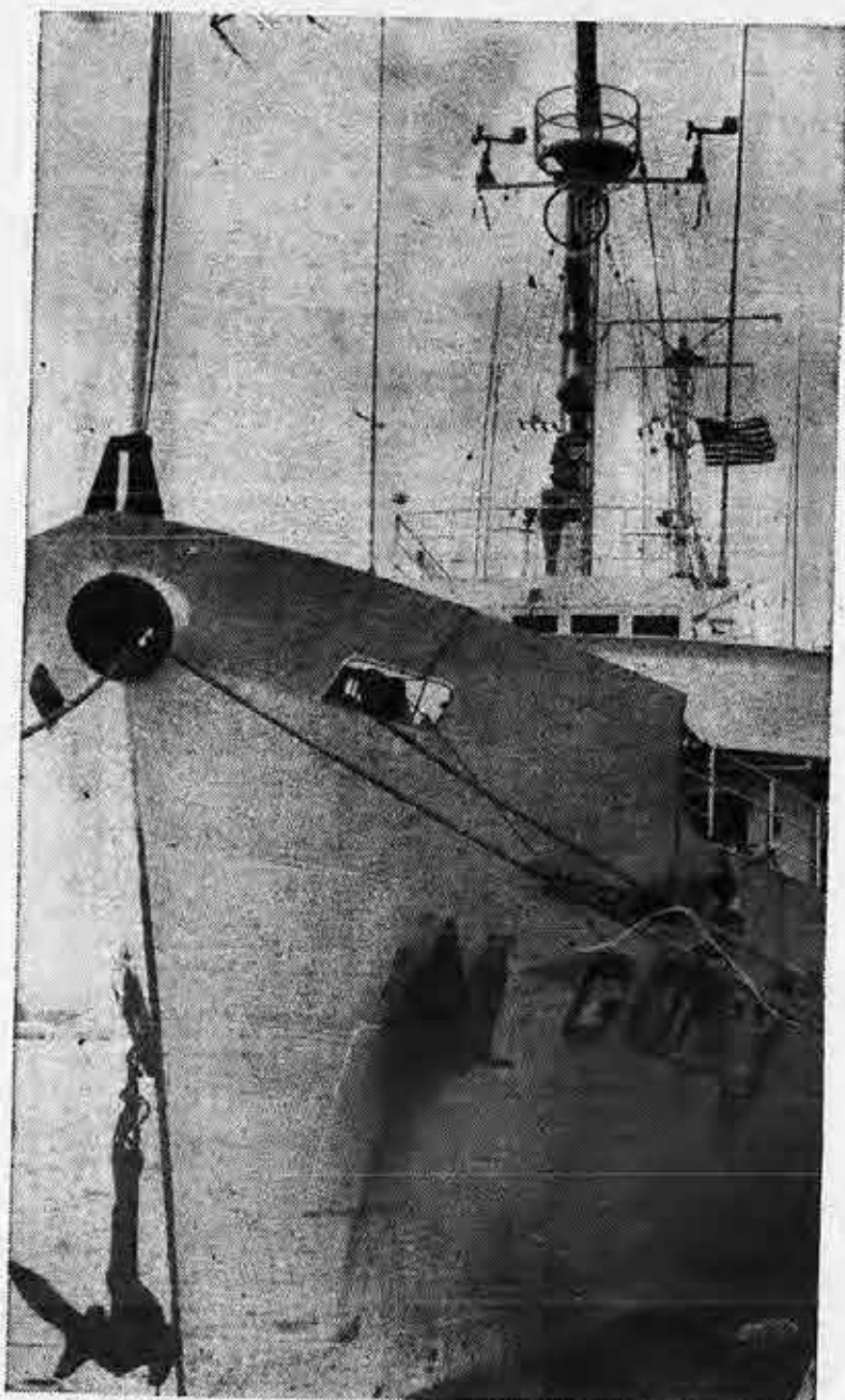
Tom McNellis takes charge of deck winch.



Bosun James Spencer works over side.



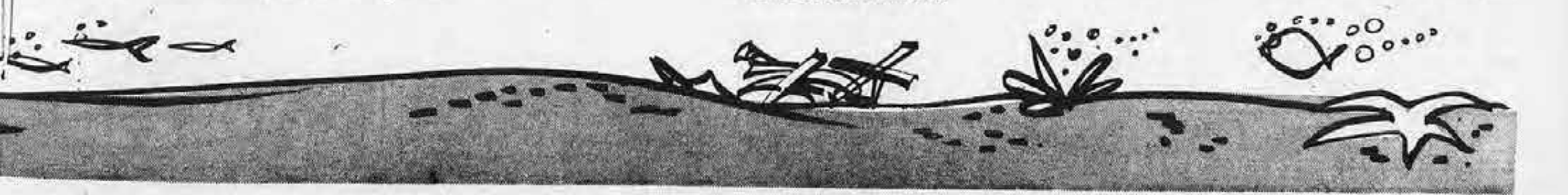
Soup tastes good to Pete Mallozzi.



The SIU-contracted research vessel Robert W. Conrad lies in her berth in San Juan harbor as crewmembers begin preparations for another cruise. Deck department member James Spencer is seen working over the side to get the vessel ready for Operation "Deepscan."



Crewmembers aboard the Conrad tell San Juan port agent Angus Campbell of the penguins they watched in the Antarctic, while taking it easy with a cup of coffee in the dining room. Seated (l-r) are Seafarers Spencer, Rochowczyk, McNellis, Segerstedt, Campbell, Mullen and Graham; rear, Pollard and Wasaluk. Most of the crew was impressed with wildlife in the Antarctic.



Your SIU Clinic



By Joseph B. Logue, MD, Medical Director

Lightning Can Be Menace To Life

Unlike the well known saying that lightning never strikes twice in the same place, it often does strike the same place many times. A tall structure like the Empire State building is struck many times yearly. However, one strike is often sufficient to produce death, injury or property damage.

It is estimated that a million thunderstorms occur throughout the world yearly, and lightning strikes an average of 30-60 bolts per year within a square mile of any location. The loss due to fires caused by lightning in the United States is estimated at \$125 million yearly.

Even more serious is the loss of 400 human lives annually and approximately 1000 cases of injury in this country. Many of these cases could have been avoided if people knew how to act during a thunderstorm. Many people are afraid of lightning and many more do not understand this phenomenon of nature according to John C. Kacharian writing in a recent issue of TODAY'S HEALTH.

Lightning is caused by vertical winds; even in a limited area the activity of these winds can cause thunderstorms. In a thundercloud, ascending winds carry positive electrical charges while descending winds carry negative charges.

The action which takes place is amazing. Basically, there are large

amounts of vapor from which the cloud produces snow, ice and rain. These elements are in constant state of motion, swirling and mixing through the action of ascending and descending winds. This friction of motion caused a build-up of electrical charges and when there is a sufficient quantity, the cloud must equalize itself. It does this by passing the electrical charge to another cloud or to the earth itself where an opposite charge exists thus producing lightning. The details of this production of lightning is somewhat complicated. Suffice to say that the forces of lightning between a cloud and the earth may be as high as one billion volts.

Directly concerning us is the possible devastating effects on our lives of these thunderstorms. The greatest number of injuries and deaths occur to persons in rural or open places. Campers, golfers, swimmers or any one who happens to be in an open area during a thunder-storm are vulnerable. Lightning strikes the highest object and people who run under a tree when caught in a storm are exposing themselves to danger as lightning often strikes lone trees. Also, a person standing in an open area where there are no tall objects is in danger. A wire fence is an excellent conductor of lightning and should be avoided.

Passengers in boats and swimmers are excellent targets for lightning. Lightning can enter a house by striking a power line and follow the lines into the house or strike the house directly.

A person is protected if in an automobile if the shell is all steel. A convertible does not afford this protection. Aircraft have safety features to protect vulnerable areas and radar so the pilot can spot and go around the thunderstorms.

If a thunderstorm develops while you are out in the open, head for the nearest building and remain there until the storm is

over. Never get under a lone tree in the open, it's better to lie down until the storm passes. If you are swimming or boating, leave the water immediately. Avoid all highest places; if on a mountain go to the lower level. If driving, it's best to pull off the side of the road until the thunderstorm passes.

If you are at home avoid open windows, bathing or use of electrical appliances. Many homes and buildings are protected by lightning arrester systems.

If a person is struck by lightning, immediate first aid should be given by any one in the immediate vicinity. First aid treatment is the same as that for any electrical shock. As it may cause temporary paralysis and breathing failure, mouth to mouth resuscitation should be commenced at once. This is vital or the brain may be severely damaged by anoxemia. Do not delay resuscitation even long enough to summon help. If there is another person available, send him for a doctor. Continue the mouth to mouth breathing until it is clearly evident or a doctor pronounces the patient dead. Other first aid measures as covering the body for warmth and raising the legs higher than the head should be instituted. When the person is revived do not allow him to walk until you are certain there is no leg paralysis.

The great power and destructive force of lightning also has its beneficial effect, namely the production of nitrogen fertilizer. Lightning causes the nitrogen and oxygen in the air to combine in the form of nitric oxide gas which is carried to the earth by the rain forming nitrate. It is estimated, according to Mr. Kacharian, that approximately 100 million tons of fixed nitrogen settles to the earth annually thus giving a natural fertilizer so necessary for the growth of crops.

Phillies Rooters



Keeping up with the latest progress of the Philadelphia Phillies, James Armstrong (l) and John Schaller (r) watch a television ball game while they wait for a job call at the Philadelphia hall. Armstrong sails as a steward and Schaller holds a baker's rating.

Seatrain Challenges Rail Rate Reduction

WASHINGTON—SIU-contracted Seatrain Lines has urged the Interstate Commerce Commission to suspend or strike out proposed rail rate reductions on volume shipments of plastics from Texas City, Tex., to Kenilworth, N. J.

In its petition, Seatrain charged that the reductions not only are illegal and discriminatory but will be a serious blow to the ship line's service between

Edgewater, N. J., and the Texas port.

The new rail rates, to become effective August 1, are called "incentive rates," in the tariff filed with the ICC. They call for a reduction from \$1.33 per 100 pounds to \$1.04 per 100 pounds for a minimum shipment of 100,000 pounds of bulk polyethylene, and for 90 cents per 100 pounds for a minimum shipment of 115,000 pounds.

Appeal To Courts

President of Seatrain John Weller also said that if the ICC did not act on the line's request, Seatrain would take its plea to the Federal courts. He noted that similar spot rail rate reductions on pulp board from Savannah, Ga., to this port had forced his company to suspend that service last year.

In the petition, Seatrain said the rates are not true "incentive rates," that they are designed to give the railroads a monopoly on all plastics shipped from Texas City to the detriment of the ship line, and that they will benefit Monsanto Chemical Co., which is located in Texas City, and discriminate against other plastic manufacturers not located in that port.

Plastic products involved in the rail rate cuts constitute about 27 per cent of the traffic carried by Seatrain from Texas City to Edgewater. Loss of that traffic would put the shop operation in the red.

PHS Clinic Asks Advance Notice

Seafarers seeking other than emergency care at the US Public Health Service outpatient clinic in New York have been asked to telephone, wire or write in advance for an appointment to assure better care and avoid long periods of waiting. The USPHS facility, at Hudson & Jay Streets, NYC, says it is being swamped by "walk-in" patients who have ample time to make advance appointments. Unless they require emergency care, Seafarers are asked to write the clinic at 67 Hudson St., New York 13, or call Barclay 7-6150 before they come in.

20,000 Apply For U.S. Youth Training Jobs

WASHINGTON — Some 20,000 men and women—most of them young—have accepted the federal government's challenge to help disadvantaged youth find a place in the nation's economic life and have taken examinations to qualify for appointment as advisers and counselors.

Many of them fresh from college classrooms, they poured into Federal-State Employment Service offices in such numbers that it was impossible to handle their applications in advance of the examinations, which had to be held in two sections instead of the anticipated one.

Only about 2,000 of those who pass the tests will be selected to help fit young people without skills into jobs or training courses. Secretary of Labor W. Willard Wirtz, whose department administers the program, said non-collegians with experience in counseling or working with underprivileged youth also are eligible.

Those who do receive appointments will undergo training at 25 cooperating universities in all parts of the country. Plans originally called for training at 20 institutions. Wirtz said the additional facilities "will aid us substantially in conducting a crash training program."

At the time he announced the program, Wirtz asked the aid of the AFL-CIO in recruiting prospective trainees. Qualifying examinations were held last week in Federal-State Employment Service offices. Training in most cases will begin July 13 and continue until Sept. 15.

Mass. Rejects Bill Attacked By Fish Union

BOSTON — Strong opposition from the SIU-affiliated Atlantic Fishermen's Union has resulted in legislation being killed this session in the state legislature that would have allowed the Metropolitan District Commission to operate seagoing incinerators for dumping refuse in Greater Boston communities.

The bill sailed smoothly through three readings in the legislature before protests from James Ackert, president of the AFU and the state marine advisory commission resulted in it being pigeon-holed for the session.

Ackert was joined in protesting also by Manuel Lewis, executive director of the Gloucester Fisheries Commission. Telegrams were sent in protest by several waterfront unions to Governor Peabody and Ackert appeared personally to fight against the measure on the grounds that the dumping of ash and other material at sea posed a serious problem for the fishing industry.

Last fall, two Harvard professors, Lester Silverman and Melvin W. First, proposed burning refuse aboard a converted World War II Liberty ship, and dumping the ash at sea. Burning would begin outside the three mile limit.

The residue would have been dumped 20 miles out.

Ackert said he understood unburnable items, such as car bodies, would be dumped. "That would ruin the nets of our fishing boats. The nets are dragged along the bottom, and they would become snagged on these junk cars," he explained.

The union leader emphasized that his group was not against anything that will benefit the public "but we want to know first what the bill is all about."

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Brooklyn, N.Y. 11232

SIU Clinic Exams—All Ports

EXAMS THIS PERIOD: April 1 - April 30, 1964

Port	Seamen	Wives	Children	TOTAL
Baltimore.....	164	57	21	242
Houston.....	134	8	8	150
Mobile.....	54	11	10	75
New Orleans.....	232	15	15	262
New York.....	370	62	52	484
Philadelphia.....	164	16	23	203
San Juan*.....	31	17	13	61
TOTAL.....	1,149	186	142	1,477

*3/21/64 to 4/20/64



By Fred Stewart & Ed Mooney
Headquarters Representatives

Ship's Delegate Has Responsibility

"Courage that grows from constitution often foresakes a man when he has occasion for it; courage which arises from a sense of duty acts in a uniform manner."

A good ship's delegate—that is, a good trade unionist—does not hesitate to see to it that his job is well done, because he has the courage of his convictions.

A non-courageous, diluted state of complacency appears to be characteristic of some members aboard ships at sea today, however. In short, we find that:

- Many will not take ship's delegates jobs.
- There is a lack of interest.
- Shipboard meetings are not held regularly.
- Beefs seldom are settled at sea.
- Beefs are not turned in within 72 hours. (This is not a must, of course, for "automatic overtime" or delayed sailings.)
- The attitude is leave it up to the boarding patrolman on arrival.

The responsibilities of delegates at sea are similar, generally, in all respects to those of official delegates ashore: they are designed to protect the rights and benefits of seafarers everywhere.

This calls at all times for a genuine desire, conscience, courage, conviction, action, ability and determination on the part of delegates to see that the job is done well.

The following are long-standing SIU rules for ship's delegates that should be redigested:

Overall, the guideposts apply equally to all departments. Here's a few of your essential duties if you're a delegate. If you're not, it's a good idea to know them anyway.

- 1—Check each man's book and see that he is in good standing.
- 2—Be sure each man has been shipped through the union hiring hall. Be sure each crewmember shows an assignment card when he boards the ship.

3—Before entering a pay-off port the delegate should prepare a list of those men who wish to pay dues and what amounts they will be paying. These lists are helpful to the patrolman who will be paying—off your ship and then his time can be devoted to settling those items under dispute or that need cleaning-up.

4—Be sure all men in your department turn in their overtime as soon as worked, but in any case no later than 72 hours later, depending on your contract's provision.

5—Instruct members of your department to keep an accurate record of their overtime in the event any dispute arises.

6—Avoid one-sided allocation of overtime work; see that the work is divided as equally as possible.

7—Be sure all overtime is turned in to the department head, whether it is disputed or not. Any overtime that is not submitted cannot be collected. There is no point in arguing with anyone aboard ship about disputed overtime. If the issue can't be settled immediately, turn the facts over to the union patrolman when he comes aboard. Let him settle it for you.

An important job is to prepare the draw list—if they are customary on your ship. Each department delegate makes a list of the men in his department and how much of a draw he wants. This list is to be turned over to the captain by the ship's delegate, who also should inquire when a draw can be expected.

Each department delegate should see to it that no member of his department leaves the ship until his relief or replacement is aboard. The delegate should also be notified by a crewmember when he gives his 24-hour notice of quitting or asking a relief so there will be no dispute later. These matters always are especially important to insure against sailing shorthanded.

That an "SIU Ship Is A Clean Ship" has basis in fact. Your department living quarters should be clean and livable from sign-on to sign-off. Everyone grows when he comes aboard a dirty, disorderly ship. Remember this and turn over the ship to your relieving crew in a good condition. Patrolmen have been instructed to check rooms periodically during their visits.

There is no use trying to minimize the job of the delegate. Any way you look at it, it's a man-sized job.

A great many more of the delegate's duties could be listed, but that would give the impression that he is supposed to memorize what he is supposed to do and what not to do. Instead, the Union feels that flexibility in disposing of problems is superior to a rigid set of rules.

One thing the delegate can do is keep his eyes open for good union reading material. Meetings, too, are good places for the men to learn more about their union and to sound off on issues of mutual interest.

So long as there are ships sailing, beefs will be a shipboard factor. Settling these beefs to the satisfaction of all is one of the primary functions of the Union. However, keeping down the number of small, petty beefs will give strength to the sound, legitimate ones that will be much easier to square away.

Personal beefs are just that and no more. They don't involve the Union or your shipments and shouldn't be interpreted that way.

The best way to insure success in your overtime dispute is to be certain they're legitimate. If you have an overtime beef, get it in at the right time—don't wait until the last minute.

Let's also remember that seamen are men—first, last and always. No crewmember should attempt to lord it over his shipmates. Union brothers have a joint purpose. Unrated men and newcomers shouldn't be bullish nor scoffed at for their sincere efforts. They have the same rights and are entitled to the same breaks, benefits and protection as any other union member.

If you're a crusading spirit, channel ideas to benefit your shipmates and the Union. In the old days, big winds were used to good advantage. Today, they're a liability. Keep a safety valve on your hot air.

Cooperation can carry us all a long way. Delegates should cooperate with the men who have selected them as their representatives. But the crew must also cooperate with the delegates. Joint effort will keep your boat in good shape. And what's more, all hands will find that shipboard life can be pleasant and worthwhile.

Aid In Most States Limited To Very Poor

Kerr-Mills Medical Plan Neglects Needs Of Aged

WASHINGTON—Most states which have Kerr-Mills Act programs of medical assistance for the aged disqualify all but the poorest applicants under stringent means tests, according to an analysis in a Department of Health, Education and Welfare publication.

An article in the department's monthly publication, *Welfare in Review*, explores state eligibility rules as they would affect typical individuals, retired on an income barely adequate to meet ordinary living costs. In only a few states would the person of modest means be eligible for assistance. In the great majority of states, he would flunk the means test.

Examples used to illustrate the problem of hospital and medical care for the elderly include a single elderly person with an annual income from all sources of \$1,850 a year and an aged couple with an income totaling \$3,000.

Other elements are the same in both cases. The hospital bill is \$375; the doctor's bill is \$125. Savings and other liquid assets

amount to \$1,000. A life insurance policy has a cash surrender value of \$500. The only close relatives are a family of four whose annual income is \$6,000. These facts are matched against the medical assistance for the aged (MAA) regulations in the 31 states and four other jurisdictions which had Kerr-Mills programs in effect as of last April.

Stringent Requirements

In only five states would both cases be eligible for some degree of MAA assistance, and only in Pennsylvania would all bills be fully covered for both the single individual and the couple. In four other states, only the couple would be eligible for benefits and in one other state, only the single individual would qualify. Neither case would meet the qualifications

imposed by 21 other states, primarily because the income is above that permitted in the state means test. As of April, 19 states had no MAA program in effect.

Even the 10 states with the most generous eligibility rules differed greatly in benefits provided:

- Florida—The individual's income is too high to qualify for benefits. The couple qualifies and will get the full \$375 in hospital costs, but nothing for physician services.

- Idaho—The individual qualifies for full payment of all expenses, but the couple's income is too high to receive any.

- Louisiana—Both the individual and the couple qualify for full hospital payment, but neither meets income requirements for doctor bills.

- Massachusetts — The single person will receive \$325 of the \$375 hospital cost and the full \$125 doctor payment; the couple will be eligible for \$75 towards hospital costs and the \$125 doctor fee.

- New Hampshire—The single person is not eligible for any benefits; the couple will receive the full amount.

- New Jersey — Single person receives \$363 towards hospital bill plus full physician fee; couple receives full payment.

- New York — Individual receives \$325 for hospital expenses and \$25 of the physician's fee; the couple receive \$50 for each.

- Oklahoma — Individual not eligible; couple gets full payment.

- Pennsylvania—Both individual and couple get full benefits.

- West Virginia — Individual not eligible; couple gets full payment.

U.S. Allies Hinder Cuba Blockade Policy

The boycott wall around Fidel Castro's Cuba, built and maintained by American hands, threatens to crumble as more and more U. S. allies yank their fingers from the dike.

Government policy since the Caribbean island fell into Communist hands has been to dry up all normal trade channels from Free World countries, but the darkening cloud of rising ocean shipping and industrial aid to Cuba by the countries friendly to the United States points to further serious weakening of the blockade.

The latest figures from the Maritime Administration reveal a total of 227 ships from allied countries stopping at Cuban ports. And the United Kingdom, in addition to having the largest number of ships on the U.S. blacklist, has made further moves to crack the blockade with the announcement that negotiations have commenced for the construction of two specialized tankers for the transport of sulphuric acid to the Communist island.

CASTRO'S CREDIT RATING

Premier Castro, his country's economy on a most uneven keel, still is able to buy trucks and buses on credit, and shipyards in Spain have offered to sell him additional vessels on credit. The tanker work in Scotland is estimated to cost \$1.9 million.

There is little doubt that the blacklist program, which came into being after the 1962 missile crisis, is heading toward complete failure, at least in the direction of foreign shipowners. In fact, the number of ships trading with Cuba is rising at a rapid rate. All of the ships on the list have made a total of 570 port calls since the action was initiated in January of 1963.

A new government policy allowing vessels in the Cuban trade to be delisted if owners pledged not to use the ships after long term charters expire has not generally helped to decrease the number of ships being added to the blacklist.

The International Longshoremen's Association recently won the right to refuse to work on the delisted British freighter *Tulise Hill*. Dockworkers boycotted the vessel for more than five months

and the case went to the National Labor Relations Board which ruled the longshoremen must end their refusal to work or face unfair labor practices. Subsequently the ILA won the right in higher courts to refuse to assist a vessel that trades with Castro.

That there has been a major failure of U.S. policy is graphically illustrated in a breakdown of the blacklist statistics. Of the 227 ships on the survey, 84 are British, 43 Greek, 51 Lebanese, 10 Italian and five Spanish—all supposedly staunch U.S. friends.

Coal Barge Goes Longhair

PITTSBURGH—A coal barge on the Ohio River is one of the most unlikely settings for selling culture—least of all symphonic music—but Robert Boudreau and his American Wind Symphony Orchestra are doing just that along the Ohio as they float downstream from Pittsburgh to Paducah.

Boudreau and his seagoing orchestra are in the midst of their eighth season of admission-free concerts, played aboard a converted coal barge, Point Counterpoint, to Ohio River communities. This year's cruise includes nearly 90 concerts and takes them to 35 river and lake towns.

The orchestra plays long-hair music to crowds assembled alongside the barge on the docks, but sometimes listeners gather round on river boats also. Children come to listen to children's concerts and get a close-up view of instruments and find out how they work.

The rains come, too, and then the musicians invite the audience to come aboard the converted barge to wait it out, as in Pittsburgh recently when one concert ended in thunderstorm.

That the strains of contemporary symphonic music flourish in such an unusual setting largely is due to Boudreau's combination of talents as a musician, innovator and practical entrepreneur.

Symphonic wind ensembles are by no means unknown. But the Wind Symphony that plays up and down the Ohio—made up of 57 pieces combining woodwinds, brass, percussion, piano and harp—largely is Boudreau's creation.

The players include music students, teachers and professionals from the U. S., France, Holland, Japan and Ireland who get a fixed stipend for the season.

This year the symphony, together with the music department of Carnegie Institute of Technology, undertook something new during its Pittsburgh stay—the first international symposium for wind symphony.

Guest soloist—among them bassoonist Thom de Klerk of Holland—gave individual and group instruction and played in concerts. Composers, including Alan Hovhaness of the U. S. and Toshiro Mayuzumi of Japan, also took part.

Labor Dept. Reports On 'Average' Worker

WASHINGTON—A new Department of Labor manpower study on the working life of the average employee shows several interesting trends reflecting the changing nature of the country's economy. One of the highlights of the study was that the average employee will make six job changes throughout his working career.

The new figures, the Department stressed, "bear out the con-

tinuing need for a retrainable and highly diversified work force."

"The ability to adjust to change and continual training have become requisites for workers in our modern industrial society."

The report shows a reversal in a long term trend. The work life of men declined between 1950 and 1960 by one-half year. At the same time, life expectancy for males rose by one year. The one-half year decrease is in contrast to a six-year increase between 1900 and 1940 and a 3½-year increase between 1940 and 1950.

The reasons for a decline in the work life include a longer training period prior to entering upon a work career and a drop in the age of retirement.

The percentage of males retiring before their 65th birthday has risen to 25 percent in 1960 from 10 percent in 1950.

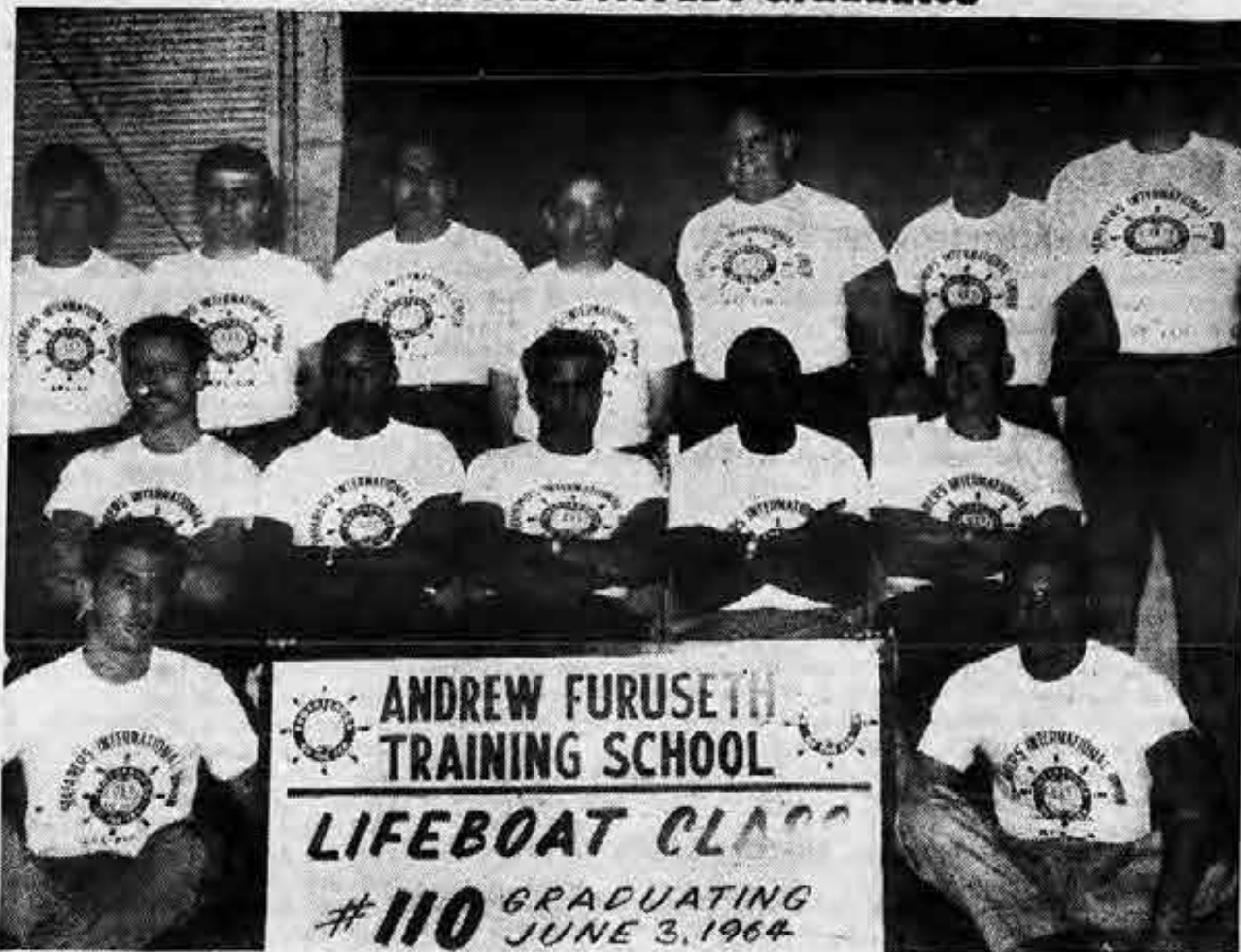
The increase in early retirement is due, the study points out, to the continued liberalization of social security benefits and coverage, an increase in private pension plans some with compulsory retirement provisions, and the decline in farm employment and non-agricultural self-employment.

Some other facts mentioned in the report were:

- Labor force participation for men reaches a peak in the early 30s and remains relatively stable at a level of over 95 percent until age 50.

- At age 40 life expectancy has declined to 31 years and work life expectancy to 24 with seven years still expected in retirement.

Lifeboat Class No. 110 Graduates



Successful graduates of Lifeboat Class 110 smile happily for the photographer upon completion of the Coast Guard course conducted at New York headquarters. The picture was originally scheduled to appear in an earlier issue of the LOG, but engraving difficulties held it up to the present time. Members of the graduating class are (front, l-r) Richard Kripaitis, Ivanhoe Johnson; middle row, Arch Busby, Emile Lang, Shukur Mohammed, Jake Tucker, H. C. Burnsed; rear, Christos Aspiotis, Tom Lados, Herman Rogge, James B. Shamburger, Jack B. Davis, Hrafn Valdimarsson and instructor Arne Bjornsson.

Private Yards Rap Costs Of Navy Shipyards

WASHINGTON—Claims that the private shipyard industry is up against an unfair economic threat from the U.S. Navy were made recently by the president of the Shipbuilders Council of America.

Edwin M. Hood, in a letter to a top Navy official, claimed that just as private yards can build ships more cheaply than navy yards, they can repair and alter them more cheaply too.

The shipbuilding executive pointed out that less material and more labor is involved in repair work than in new construction. He cited other factors in his attempt to emphasize this "oddity" in the free enterprise system:

- Naval shipyard costs range to 20.8 per cent higher than private yards on repairs and alteration.

- Nearly twice as many people are employed in the naval yards as in the private yards.

The Department said the Report "again demonstrates that

Get Certificate Before Leaving

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

New Marine Engine Produced By British

LONDON—British engineers have unveiled a new, powerful marine diesel engine which may well outperform those of Swiss and Scandinavian design which have long dominated the maritime industry.

Called the Doxford 76 J.9, the new unit is the first of a range extending to 25,000 b.h.p. and is claimed to be lighter, smaller and cheaper than any other existing propulsion unit of comparable horsepower.

William Doxford & Sons, builders of the unit, said it is lighter by 160 tons, about six feet shorter in length and costs up to 15 per cent less to manufacture. The company presently is carrying out test-bed trials with the new engine.

As an example of the engine's reduced size, Doxford said it could be installed in an existing machinery space and increase horsepower by some 30 per cent.

Another special feature which will be of tremendous advantage to shipowners is that it has been agreed with overseas licensees to build all engines to the Doxford pattern, thereby facilitating a universal interchangeability of spare parts.

The new engine uses cheap heavy oil as fuel and is the only large marine diesel in the world operating with opposed piston systems. It has nine cylinders with three exhaust gas-driven turbo blowers, has a continuous service rating of 20,000 b.h.p. at 115 r.p.m., and is arranged for remote control.

A number of shipowners already have expressed interest in the new engine, including tanker operators and berth line companies. Inquiries have been received from British, Portuguese, Spanish, Belgian and Rumanian interests, the company said.

The first engine will be used in a 64,000-ton deadweight tanker owned by Doxford and scheduled for completion in May, 1965. It will be chartered by Shell Tankers Ltd.

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

By SIDNEY MARGOLIUS

'Truth In Lending' Bill Killed

The "truth in lending" bill proposed by Senator Paul A. Douglas (D., Ill.) was killed by one of the most powerful assemblages of business organizations that ever set out to beat a bill intended to protect the living standards of moderate-income families.

The Douglas bill, as you know, would have required lenders and stores to tell the true annual interest rate they charge you on loans and installment purchases. Except on mortgages, no lenders or stores now state the true annual rates. They may state their charges as a monthly percentage on the declining balance; for example, 3 per cent a month on a small loan, or 1½ per cent a month on a department store revolving credit account. But they do not disclose that the 3 per cent a month is 36 per cent a year, or that the 1½ per cent a month is 18 per cent annual interest.

Or, they may state the rate as a dollar charge on the original amount. But a credit fee of \$10 per \$100 for financing household appliances or a used car, is really a true annual rate of close to 20 per cent.

The deceptive ways in which finance charges are stated have made a fertile ground for overcharges. Working people and the nation's economy itself, have been harmed in two ways: (1) by outright gouges, with many families induced to pay such true interest rates as 30 to 100 per cent and even more when buying on installments, and (2) the steady erosion of family purchasing power through constant use of installment credit even at relatively moderate charges of 12 per cent.

The Douglas bill to require disclosure of true annual rates was backed by labor unions, co-ops, credit unions, savings banks and consumer organizations. But it was bitterly—and successfully—fought by a massive array of business associations, including the National Retail Merchants Association, the U.S. Chamber of Commerce, the National Foundation for Consumer Credit, the National Finance Association (finance companies) and the American Bar Association.

The leading antagonist of the bill proved to be John Hazen, Washington lobbyist for the National Retail Merchants Association. The department stores that make up the association, in recent years have been heavily promoting revolving credit or "budget charge accounts," which often require true interest of 18 per cent a year.

The Bar Association is believed to have joined the fight against "truth in lending" because some lawyers on its credit committee have ties to finance companies.

After squeaking through a sub-committee vote by 5 to 4, the "truth in lending" bill finally was killed by the full Senate Banking Com-

mittee. The bill always had been opposed by the chairman, Senator A. Willis Robertson (D., Va.). He was joined in voting against it by several Democrats—John Sparkman (Ala.), Edward Long (Mo.), and Thomas McIntyre (N. Hamp.). Long himself has investments in Missouri banks and loan companies, and the St. Louis Dispatch had urged him to abstain from voting because of his self-interest in the outcome. But the surprises turned out to be Senator McIntyre who had been expected to favor "truth in lending," bill and Senator Harrison A. Williams (D., N.J.) who did not appear for the final vote despite previous support in a sub-committee vote.

Republicans who voted against the bill were Senators Wallace Bennett (Utah), John Tower (Texas), Milward Simpson (Wyo.) and Peter Dominick (Colo.). Senator Bennett, one of the most vociferous fighters against the "truth in lending" bill, is the brother of a Salt Lake City department store executive who also is a leading official of the National Retail Merchants Association.

Voting for the "truth in lending" bill were Douglas, Joseph Clark (D., Pa.), William Proxmire (D., Wis.), Maurine Neuberger (D., Ore.) and Jacob Javits (R., N.Y.).

You still can have the last word:

1. Senator Douglas has announced he will reintroduce his bill. Consumer spokesmen are urging that families write to both the Senators who opposed (to urge them to reconsider), and to the Senators who favored the bill (to thank them and ask their continued support).

2. Learn the facts about how to shop for lowest cost credit, how to use credit judiciously, and tell these facts to other families.

You need to know two points particularly: First, if the finance charge is stated as a monthly percentage, the true annual rate is 12 times the monthly rate. Secondly, if the finance charge is a dollar amount on the original balance, the true annual rate is approximately double.

This happens because the dealer or lender figures the finance charge on the original balance you owe. But since you pay back each month, your average debt is only about half the original amount. On a debt of \$100 to be repaid in 12 months, the first month you owe \$100; the second, \$91.67, etc. If you add up the remaining balance each month and divide by the number of months you repay, you will find that your average debt (in this example) is \$54.16. Say the finance charge is \$6 per \$100. Divide the \$54 average balance into \$6. The true rate is 11.1 per cent. If the term of repaying is shorter or longer than one year, the rate has to be adjusted correspondingly. For example, if a dealer charges you \$6 on a debt of \$100 repaid in six months, the true annual rate would jump to 21 per cent.



By E. B. McAuley, West Coast Representative

S.F. Convention Provides Excitement

The Republicans started off their Convention at the Cow Palace, here in San Francisco with a lot of noise and excitement. The youngsters, at least are not Republican supporters, since the Party bought up most of the TV stations in the evening hours. All you could get on all channels was the convention—no drugstore cowboys.

Governor Rockefeller doesn't care for the Grand Old Party too much either right now. He was allotted ten minutes on the platform to talk against the right extremist and was booed 22 times. It was evident that the Goldwater crowd had control of the convention right from the beginning.

According to the Republicans they were never at fault for starting any of the wars but sure blame the Democrats for all of them—wonder to me they didn't blame the Democrats for all the fog on the West Coast.

Shipping has been good for the past several weeks although we are running short of ABs and Black Gang men. It looks excellent for the next several weeks, too. Payoffs during the week were the Longview Victory; S. T. Wilton; Alcoa Marketer; Iberville; and the new cable ship, the Long Lines. Intransits were: Los Angeles; Ocean Dinny; Pennmar; and Antinous. Expected for the coming week are the Ames Victory, a possible payoff; and the

Choctaw.
On the beach we have J. M. Rogers, who sails as a wiper, with long standing in the Union. He just piled off the Steel Worker after a round-the-world-trip. He is now waiting for a ship to just the Far East. He wants to see the Geisha Girls in Japan. Vince Palmer just piled off the Arthur Huddell when she laid up. The former cable feeder for the Long Lines in the Pacific waited for the Long Lines to come in and made the Engine Utility on her.

Richard Spencer is out of the Gulf area and is trying his hand shipping out of this area. Harold Fowler is an old timer, just out of the hospital and doing nicely. He is headed for Seattle, figuring to ship out of there for a change.

One of our members went to the U.S. Coast Guard here on Sansome Street for the records of his discharges. And what do you think was asked of him? "If he cared to have them in a book?" Seems like the attempt will be to push the old Copeland books which we have went on the record as being against in 1939—even picketed against—What Next!

Shipping picked up somewhat in Wilmington during this period with 29 jobs shipped to the Pennmar, Los Angeles, Beloit Victory, Ocean Dinny and Seamar, intransit; and the Longview Victory which paid off coastwise and signed on foreign here. The outlook for the next two weeks is fair with six ships scheduled to arrive.

Pat Conley who was last on the Lesmar, has had several weeks rest and relaxation and is ready to go. He would like to take a Sealand ship because he says they are the best. Carmine Mancino, who last shipped on the Beloit Victory, got off at Wilmington for a few weeks vacation and a honeymoon. He just got married.

Edward C. Caudill, got off the San Juan on the East Coast just a few days ago although he would like to have stayed on since it was coming back to the West Coast. But he had an important date on July 17 that just wouldn't wait. He had a date at the altar with the new Mrs. Caudill. It seems to be honeymoon season in Wilmington these days.

In Seattle, payoffs have been made on the Fairport, Seattle, Antinous and Pilot Rock so far this month. Expected payoffs are the Anchorage and Transorleans.

Oldtimers on the beach are Steve Theyer, who, after three

years as Bos'n on the Fairport is taking a vacation, and John Roskamp, who is keeping a steady eye on Long Acres these days.

Cable Ship Links Orient

(Continued from page 7)

a telephone message over the telegraphic cable in the 1870s that telephone signals lose too much power after a 3,000-mile trip through a cable. Hence, when transatlantic telephone did emerge in the late 1920s, its advent came by radio, not by cable.

In the early 1940s, Bell Laboratories and others began testing amplifiers (repeaters) that could be placed along a cable under the ocean.

Repeaters Prove Successful
These repeaters proved their worth in the early 1950s on two cables laid between Florida and Cuba. This led to joint planning and finally laying in 1956 of the first transatlantic telephone cable by Long Lines, the British Post Office and Canadian Overseas Telecommunication Corporation.

The pot-bellied repeaters, which make the whole thing possible, are among the most reliable, electronic instruments ever built. So far, not one has failed. Spliced into the cable every 20 miles, they keep boosting the telephone signal back up to full power.

The cable itself, just slightly thicker than a garden hose, is relatively simple. A small steel wire core gives it strength. Two thin tubes of copper, one inside the other but separated by a plastic insulator, carry the signals. A tough outer jacket keeps out the water and corrosive salts.

All these miles of cable might appear to make satellite communication unnecessary, but a Long Lines spokesman disagrees. Some 5.3 million overseas telephone calls were made worldwide last year, and by 1980, "we'll be counting the calls by the tens of millions," he said.

This premise is based on the fact that as soon as dependable overseas service is available its use increases tremendously. Satellites, however, will provide an all-important alternative, says Long Lines.

The reason, says Long Lines, is that, although technical developments have increased the capacity of cables—including one whereby extra conversations can be interspersed into the pauses of other conversations—satellites offer many more times the circuits of cables.

COPE Director Outlines Labor's Election Goals

COPE Needs Foot Soldiers To Achieve Election Success

By Alexander E. Barkan, National Director
AFL-CIO Committee on Political Education

Tension, excitement and suspense—these are staples in every election year, and this year is no different. Indeed, it may pale its predecessors, for everything that contributes to electrifying political drama is present:

1—A President thrust unexpectedly into his role following a shattering national tragedy.

2—An out-party with a free-for-all going for its presidential nomination and with a stepped-up program to capture votes in its traditional weak spots, the big cities.

3—A group of liberal Senators—The Class of 1958—up for reelection.

4—A House of Representatives needing only 20-25 more liberals to break out of the horse latitudes and achieve a legislative record of greatness.

5—Accelerated political activity by the business and medical communities, and by right wing extremist groups.

These are the elements. Let's see how they shape up with roughly four months to go before election day, November 3.

THE PRESIDENT—All the professional polls show President Johnson running well ahead of any so-far mentioned Republican candidate. Month after month, the polls show 70 percent or more of

In view of the impending Presidential and Congressional elections in the Fall, the LOG is printing this article by Alexander E. Barkan, the National Director of the AFL-CIO Committee on Political Education (COPE).

the people like the way the President is doing his job. Even in traditional GOP strongholds in the farm belt, President Johnson's popularity is striking. Recent polls in Iowa and the Dakotas reflected from 65-70 percent approval among the people of Johnson's performance in office.

But he still has a long path to travel between now and election day, and the specter of 1948 is enough to haunt any candidate seemingly so favored. That was the year everyone had the people voting for Thomas E. Dewey—everyone but the people. They voted for Harry Truman.

Taking nothing for granted, President Johnson can be expected to wage a hard campaign for reelection. He has promised he will.

THE 'OUTS'—A donnybrook is going on for the Republican presidential nomination. Inconclusive primaries have left several major contenders, any one of whom could grab the nomination. And there is always the possibility of a dark horse candidate galloping late onto the scene to snatch the prize, as Wendell Willkie did in 1940.

Stepped-Up Activity

To boost the chances of their presidential candidate—and congressional and senatorial candidates as well—Republicans are stepping up their activities in major industrial cities, heretofore their areas of greatest weakness. They're throwing \$9.5 million into a campaign in 10 big cities in states which control 220 of the 270 electoral votes required to elect a President.

In short, they are invading traditionally Democratic areas in hopes of siphoning off enough votes to supplement usually strong outstate Republican voting, and thereby to achieve victory.

THE SENATE—Thirty-five senate seats are at stake, 26 held by Democrats, nine held by Republicans. The present split is 67-33 for the Democrats.

Of particular interest is the fate of members of the "Class of 1958," mostly liberals who, if reelected, will acquire the seniority necessary to attain responsible committee leadership positions. It is committee chairman who flash the "stop" or "go" signs on key legislation. The logical consequence of more liberal committee leaders is more liberal legislation.

THE HOUSE—The big stumbling block to progressive government is, and has been for years, the House of Representatives, where a conservative coalition has tripped up liberal legislation with frustrating regularity.

Democrats currently control the House, 255 to 178 (there were two vacancies at the time of writing). But all too often good proposals are thwarted by the coalition mustering enough votes to defeat the combined strength of liberal Democrats and Republicans.

The possibility exists, however,

that enough additional liberals can be elected to break the strength of the coalition on key measures.

BUSINESS, MEDICINE, THE RIGHT WING—Looming as potent political forces are the vocal, militant, richly-financed right wing, and the newly-organized political arms of business and medicine.

This year will provide the first major political test for the right wing extremists—the John Birch Society, Americans for Constitutional Action, and other groups dedicated to reactionary government. In 1962 they scored some alarming successes in their few areas of concentration. This year, they will be involved in more campaigns with better organization and greater know-how. And they have marked for elimination the same liberal Senate Class of '58 mentioned earlier.

Big Business Active

In addition to the right wing, big business more than ever in the past will be up to its neck in politics. BIPAC, the Business-Industry Political Action Committee, enters the scene for its first full-blown campaign effort. Spawned by the National Association of Manufacturers, BIPAC is shooting for a \$1 million fund to throw into the campaigns of conservative candidates.

There is AMPAC, too, the American Medical Political Action Committee, political arm of the American Medical Association. Effective and well-heeled, it has the 1962 campaign under its belt and no longer can be viewed as a novice in the field.

COPE

What about labor? What can we do in this election? Once again, there are no guarantees, and no prediction can be made without hedging it. But labor has a big political job to do, and in COPE an organization to do it.

It is generally agreed that only by adding some 20-25 new liberals—regardless of party—to the House of Representatives can we assure passage of progressive legislation needed to curtail unemployment, put steam into the economy, aid our elderly citizens, protect consumers, increase job security, build a better future for our children.

If we are to do this job, we have to get every union member registered. We have to get his family and friends registered. Then, we have to get them to the polls to vote November 3.

We need even more than that. We need not just a few, but hundreds of thousands of union members to be COPE foot-soldiers—promoting COPE register-and-vote programs, supporting COPE-endorsed candidates and building support for them in the general community, giving their dollars to COPE and collecting dollars for COPE so liberal candidates can get the financial help they need to conduct effective campaigns.

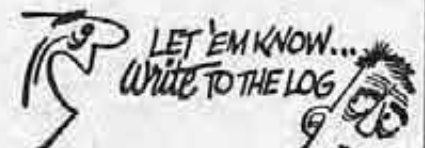
Only with these foot-soldiers, infantrymen and women, can we capitalize on the golden opportunity this election year presents, an opportunity to elect a staunchly liberal Congress acting on a program of progress for the benefit of all Americans.

UNFAIR TO LABOR
DO NOT BUY

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)



Prescriptions Need Not Be So Costly, Congress Told

Congress was reminded last week by Senator Maurine Neuberger of the efforts of the late Sen. Estes Kefauver to protect consumers of drug price gouging pointing out that drugs sold under the manufacturers' brand names are much higher than the same drugs sold under their generic (chemical) names.

This is a fact that Detroit Labor News revealed in a front page article May 5, 1960, in reporting on a talk by Bernard Shulman, head of Regal Drug Stores before the Wayne County AFL-CIO Consumers Counseling Class.

Mrs. Neuberger told Congress that an aide to Kefauver got prescriptions enabling him to buy four widely used drugs, both under their brand names and their generic names. He took these pre-

scriptions to three pharmacies, had them filled and compared the prices.

The average price at the three stores for an arthritis and asthma drug under its brand name Metlocorten was \$12.73. The average prices for the same drug under its generic name prednisone was \$3.38.

For an anti-infection drug under its brand name Tetrex the average price was \$11.83; under the generic name tetracycline, \$7.50.

A tranquilizer under brand names Equanil and Miltown averaged \$5.18, compared to \$3.87 under generic name meprobanate. A heart disease drug branded Digitaline and Nativelle averaged \$1.96, compared to \$1.25 under generic name digitoxine.

A law put through by Kefauver requires the name of a drug to be

printed on the package or bottle label in letters at least half as large as the manufacturer's brand name.

Shulman told local labor leaders that generic names are simply the chemical name for a brand name product and since the government controls the standards and quality of all drug products the drug item must be the same regardless of manufacturer.

He cited as an example, a prescription that would cost \$35 using a brand name, whereas it could cost as low as \$5 using the generic name of the same item.

"However," said Shulman, "the use of generic names in prescriptions must be ordered by your physician, since the druggist and pharmacists are bound by law to fill prescriptions exactly as the doctor orders."

Metal Workers Win Decision On "Hot Cargo"

NEW ORLEANS, La.—A "hot cargo" union contract clause, valid under the construction industry proviso of the Taft-Hartley Act, can be enforced in the courts regardless of the act's blanket ban on "coercion" to force an employer to refrain from doing business with any other person, the 5th Circuit Court of Appeals has ruled.

The decision upset a judgment of a U.S. District Court in Alabama that court action constitutes coercion which is barred by the act.

The dispute involved Sheet Metal Workers Local 48 and the Hardy Corp., a construction industry firm under contract to the union. The agreement required the company not to subcontract any work performed at the jobsite to any other contractor who failed to live up to provisions of the union contract, including hiring, wages, union security and other matters. The company subcontracted certain work to the Backus Engineering Co. without requiring it to comply with the contract.

Local 48 took up the matter as a grievance. The circuit court noted that there was disagreement as to whether a binding decision resulted, but shortly afterwards the union sued for damages, charging breach of contract.

One section of Taft-Hartley makes it an unfair labor practice for a union to threaten, coerce or restrain an employer when the purpose is to force or require him to cease doing business with another person or firm. Another section outlaws as an unfair labor practice a "hot cargo" clause in which the employer agrees to cease from using, selling or transporting the products of any other employer, or to stop doing business with another—but specifically exempts agreements in the construction industry relating to subcontracting to be done at the jobsite.



YOU CAN'T SPEAK UP IF YOU'RE NOT THERE - ATTEND YOUR UNION MEETINGS REGULARLY!

SEA PIONEER (Pioneer Tankers), June 3—Chairman, Alfred Hirsch; Secretary, None. Brother C. J. Gibson was elected to serve as ship's delegate. Steward John D. Pennell stated that this ship will store for the foreign voyage at Norfolk, Va. Additional space is being made to accommodate these stores. No beefs were reported by department delegates.

KENT (American Bulk Carriers), June 1—Chairman, A. G. Alexander; Secretary, Gerald A. Brown. One brother was left in hospital in Alexandria, Egypt. Captain complimented crew for their conduct in Alexandria. No beefs were reported. Everything is running smoothly. Motion made re use of portable evaporators on ships to unload grain and company to supply room and board ashore due to the tremendous amount of grain dust.

MANKATO VICTORY (Victory Carriers), May 14—Chairman, Nevin Ellis; Secretary, Jimmy Long. Motion made that a fireman and oiler be called out to relieve men on watch for supper meal at all times when ship is maneuvering. Vote of thanks to the steward department for a job well done. Few minor beefs and few disputed hours OT. Otherwise, everything is running smoothly.*

MONTPELIER VICTORY (Victory Carriers), May 24—Chairman, Ian D. Wilson; Secretary, John S. Burke. Few minor beefs and a few hours disputed OT to be taken up with patrolman. Vote of thanks to the steward department for a job well done.

ROBIN GOODFELLOW (Robin Lines), May 24—Chairman, Oreste Vola; Secretary, Luther Gadson. \$17.50 in ship's fund. Few hours disputed OT in deck and engine departments. Discussion on having the Union delegate request the Master to make up the launch schedules with ship's delegate concerning shore leave time for all crew members. Vote of thanks to Baker Michael Haukland, and a vote of thanks to the purser, Kevin Lynch for his cooperation with the crew.

ANTINOUS (Waterman), May 14—Chairman, Donald Stough; Secretary, Donald Forrest. No beefs were reported by department delegates. Motion was made to have San Francisco agent renegotiate room situation midship house, giving particular attention to deck maintenance status. \$2.45 in ship's fund. Vote of thanks was extended to the ship's delegate and the steward department for their fine performance.

SEATRAN GEORGIA (Seatrains), May 24—Chairman, Gunnar Gragne; Secretary, Roberto Hannibal. \$1.05 in ship's fund. Brother R. Whitney was elected to serve as ship's delegate.

STEEL WORKER (Isthmian), May 3—Chairman, Joe Kramer; Secretary, D. Hathaway. \$43 in ship's fund. Vote of thanks to the radio operator for the daily news reports, etc. Vote of thanks to the steward department, also captain and mates for keeping unwanted salesmen off the ship. Some disputed OT will be taken up with patrolman.

ALCOA EXPLORER (Alcoa), May 10—Chairman, James Long; Secretary, John O'Toole. No beefs reported by department delegates. Brother Charles Gregson was elected to serve as ship's delegate. Patrolman to be contacted regarding ice chest.

TRANSYORK (Transwestern), Feb. 2—Chairman, M. McCluer; Secretary,

L. Gribban. \$10.48 in ship's fund. No beefs reported by department delegates.

MARGARET BROWN (Bloomfield), May 2—Chairman, Pete Blaseck; Secretary, S. Rothschild. Ship sailed minus two men from New Orleans. All repairs were taken care of and everything is running smoothly. Brother Nick Pizzuto resigned as ship's delegate and a vote of thanks was extended to him. Brother L. Lee was elected to serve as new ship's delegate.

SEATRAN TEXAS (Seatrains), May 17—Chairman, G. Chendler; Secretary, M. Earley. \$25 in ship's fund. No beefs reported by department delegates. Chief Cook was elected to serve as new ship's delegate.

ROBIN KIRK (Robin Lines), May 10—Chairman, Lee DePallier; Secretary, Henry Craines. \$18 in

DIGEST of SIU SHIP MEETINGS

ship's fund. Some disputed OT in deck and engine departments. Crew requested not to pay off until approved by ship's delegate.

DEL MONTE (Delta), May 10—Chairman, Lee Snodgrass; Secretary, D. Robinson. Ship's fund was turned over to one crewmember who had to leave ship due to illness.

ROBIN TRENT (Robin Line), April 18—Chairman, W. Kohut; Secretary, G. Trosciefr. Brother W. Kohut resigned as ship's delegate and Brother R. Almojera was elected to serve. No beefs reported. All disputed OT was taken care of. \$9.25 in ship's fund.

AZALEA CITY (Sea-Land), April 15—Chairman, T. D. York; Secretary, Louis Cavette. Ship's delegate reported everything running smoothly. One man missed ship in San Juan. Motion was made to turn off radio and television set during the meal hours.

SAN JUAN (Sea-Land), May 3—Chairman, J. Foti; Secretary, M. Lambert. All repair lists were in and captain will try and get all painting, etc. done as soon as possible. No beefs reported by department delegates. New ship's delegate to be elected. Larger variety of cold drinks desired by crew. Vote of thanks to the steward department for good preparation and service of meals.

OCEANIC SPRAY (American Oceanic), April 12—Chairman, Paul J. Franco; Secretary, F. Fagan. No shore leave beef to be taken up with patrolman. Held discussion regarding better mail service from home office. Vote of thanks extended to the steward department.

MORNING LIGHT (Waterman), March 29—Chairman, W. J. Butterton; Secretary, W. A. Walsh. Ship's delegate reported that there are several beefs that will be turned over to the patrolman at payoff.

SACRAMENTO (Sacramento Transportation), April 17—Chairman,



Taking Five
Taking a short pause from his maintenance job on deck, Thomas Walker shows a big smile for the camera. The picture was taken on the Jean La Fitte (Waterman).

Thomas Spencer; Secretary, Frank J. Smith. Brother Robert Spencer resigned as ship's delegate but was re-elected to serve again. \$12.00 in ship's fund. No beefs were reported by department delegates. Motion was made to try and speed up mail from Company office in New York.

SANTA EMILIA (Liberty Navigation), May 24—Chairman, Andrew Olivary; Secretary, George Hair. No beefs reported by department delegates. Lots of repairs needed. Vote of thanks to the steward department for a job well done.

WALTER RICE (Reynolds Metals), May 11—Chairman, Manuel E. Sanchez; Secretary, Thomas J. Moore. No major beefs reported. Vote of thanks to the steward department and especially the galley department.

ANDREW JACKSON (Waterman), May 10—Chairman, James George; Secretary, Huminado R. Llenos. Anybody that goes to the pantry at night please put your clothes on. Ship's delegate states that anyone that has a minor beef, please go to your own department delegate and let him settle it with the head of that department, if the beef is still not settled then the ship's delegate will see the Captain about it. No beefs reported by department delegates.

OCEAN ANNA (Maritime Overseas), June 19—Chairman, S. A. Dimaggio; Secretary, W. Cressman. No beefs reported by department delegates. New ship's delegate was elected, W. Fruha. Motion was made to call Union Hall, for on payoff at sea.

MADAKET (Waterman), June 9—Chairman, John E. McGrane; Secretary, None. Everything running smoothly. All repairs needed to be submitted by delegates of respective departments. No beefs reported by department delegates. Vote of thanks for steward department.

WILD RANGER (Waterman), June 7—Chairman, Luka A. Ciambelli; Secretary, Wilbur C. Sink. This is a very good and cooperative crew. We have received a very good reaction from our arrival pools of which \$10 is always put into the ship's fund. We now have \$51 in the ship's fund. Volunteer contributions at the payoff will be added and a TV will be bought for the messhall. No reported beefs by the department delegates.

DEL NORTE (Delta), June 7—Chairman, James L. Tucker; Secretary, Bill Kaiser. We have \$123.17 in the ship's fund and \$443.70 in the movie fund.

PANOCEANIC FAITH (Panoceanic), May 26—Chairman, Sam Drury; Secretary, Kenneth Collins. The \$14.15 which is in the ship's fund will be turned over to someone who is staying next voyage.

STEEL SURVEYOR (Isthmian), June 7—Chairman, J. Duffy; Secretary, Francis R. Napoli. There is \$9.46 in ship's fund. Crew asked to be a little more quiet at night in the passengerways. A vote of thanks to the steward department for a job well done, for good food and service.

KEVA IDEAL (Keva), June 7—Chairman, R. V. Gelling; Secretary, F. Spruill. Vote of thanks to the steward department for doing very good job. Steward made an offer to purchase more deck chairs if each man will donate for same.

MAYFLOWER (Mayflower), June 11—Chairman, John Tobin; Secretary, Robert Sanchez. Some repairs completed. Repair fan in crew pantry wind chutes to be replaced.

Traffic Seen At New High In Canal Zone

BALBOA, C. Z.—Traffic through the Canal Zone may set a new record when the count for the fiscal year ends this month—and with little or no worry about traffic jams—Canal spokesmen have reported.

The record of trips per year is 12,147 vessels, set in 1960, but canal transits set other records the first three months this year. March saw 1,110 ships through the canal, and in a single day that month 47 vessels made the 50-mile trip—record for a single day.

Several improving projects, some begun years ago, have increased the efficiency and traffic-handling capacity of the waterway.

Channel Widened

One such improvement was the widening of Gaillard Cut, the great channel carved across the Continental Divide. Although 309 feet wide when the canal was completed, it is 500 feet wide in many sections now, enabling two-way traffic for big ships. The cut also has been lighted at night so that night transits are now commonplace.

Other time-savers include a new, two-way radio system and 59 new, faster towing locomotives.

The locomotives replace older ones that towed a ship at two miles an hour—two-thirds the speed of the new ones. About 25 of the new locomotives are required on duty, and eight can handle the biggest ship, a job that required 12 of the older engines.

New Radio System

The new radio system is designed to replace hand signals between ship pilots and locomotive drivers, and pilots also will use the radio to talk with the lockmasters, another vital link in the transit system.

With the radio, the speedier transits made possible by the faster locomotives are expected to be as safe as slower ones have been.

Navy Going To Nuclear Run Ships

PENSACOLA, Fla.—Nuclear scientists have produced for sea-going vessels an atomic power plant which will double the power and life of present plants, according to Cyrus R. Vance, Deputy Secretary of Defense.

Noting that the world's first nuclear-powered ship, the submarine Nautilus, was launched 10 years ago, Mr. Vance said the Navy has submarines that can steam under water faster than most merchant vessels can move on the surface. He also pointed out that the atomic-powered carrier Enterprise has maneuverability exceeding that of destroyers.

Power To Spare

"We can note with pride that in the past several months those working on the development program for reactors to be used in surface ships have produced a design which will be twice as powerful and run more than twice as long without refueling as the units of the Enterprise," he said.

Although Mr. Vance made no specific mention of it, the Navy reportedly is seeking to increase its fleet of nuclear-powered surface vessels because of the significant improvements in atomic reactor design and core life.

Pause That Refreshes



Taking a brief break from his duties in the galley, Jose Santiago (r) enjoys a cup of coffee with Cliffon Jackson on the Fenmar (Calmar). The scene occurred when the vessel recently visited New York on its way to Philadelphia with general cargo.

LUCILE BLOOMFIELD (Bloomfield), May 17—Chairman, William Tillman; Secretary, Leo Kleeman. \$21.37 reported in ship's fund. William Tillman was recently elected ship's delegate.

WILTON (Marine Carriers), May 31—Chairman, T. P. Sterlender; Secretary, F. Quintax. One man was hospitalized in Port Said, Egypt. Another man was hospitalized in Bombay, India. Ship's delegate reports trip is running smoothly. Would like to keep it that way. No beefs reported from department heads. Crew and officers give vote of thanks to



the Chief Cook and 3rd Cook for a job well done.

EAGLE VOYAGER (United Marine), June 6—Chairman, W. Johnson; Secretary, M. Merrick. No reported beefs from the department heads. A few times have ran out of various dishes before meal hour was over.

ROBIN LOCKSLEY (Robin Lines), April 26—Chairman, E. E. Lamb; Secretary, James Sullivan. Motion to get new washing machine. Ship's treasurer reports \$2.15 in ship's fund. No beefs reported from department heads. Motion made to start new ship's fund and build it up.

RAPHAEL SEMMES (Sealand Service), June 13—Chairman, Bob Fish; Secretary, Guy Walter. It was reported that \$19.02 was in ship's fund. Bob Fish was elected new ship's delegate. Thanking retiring ship's delegate for job well done. No lost time due to accidents.

PENN EXPORTER (Penn Exporter), May 16—Chairman, Dorell McCarney; Secretary, Z. A. Markis. All major repairs have been taken care of. Pete Galza has been elected as ship's delegate. Vote of thanks to ship's delegate for a job well done.

LOS ANGELES (Sealand), June 9—Chairman, Jasper Anderson; Secretary, Jasper Anderson. Most of repairs taken care of on old repair list. It was reported that \$2.43 is in ship's fund. Clean out wash water tanks as rust has been found.

ROBIN KIRK (Robin Lines), May 31—Chairman, Harry Jayness; Secretary, Louis B. Thomas. Edward A. Fahy was elected new ship's delegate. No beefs reported from department heads. It was reported that \$18 was in ship's fund.

STEEL CHEMIST (Bethlehem), June 7—Chairman, George Pinkstest; Secretary, Eugene J. Saegly. It was reported that \$2 is now in ship's fund. The patrolman to contact the mate in reference to hospital ship. A vote of thanks to the steward department.

ALCOA MASTER (Alcoa Steamship), April 13—Chairman, A. Hanes; Secretary, W. Messenger. A new treasurer was elected. It was reported that there is now \$3.40 in the ship's fund. W. Messenger was elected new ship's delegate. Ship's running smoothly. Clean valve to drain before leaving washing machine.

OLGA (Marine Managers), March 8—Chairman, C. Quinnt; Secretary, J. Moore. Thanking all hands for keeping beefs at a minimum which makes for an easier delegates job. No beefs reported from the department heads. Asking all hands to cooperate to keep doors closed and locked while in India. A vote of thanks to all departments for their interest in running a smooth ship thus far. April 25—Chairman, M. Klibbery; Secretary, C. Quinnt. Considering length of trip everything seems to be running smooth. No reported beefs from the department heads. More attention must be paid to the sanitary condition of the crew's messroom.

DEL SOL (Delta), May 24—Chairman, Pete Valiqtine; Secretary, Mark Moseley. Everyone was reminded to give one dollar to ship's fund. It was reported that there is now \$23 in the ship's fund.

TOPA TOPA (Waterman), June 7—Chairman, H. Schmitt; Secretary, C. G. Brissett. E. R. Saunders was elected new ship's delegate. No beefs reported by the department heads.

ANTINOUS (Waterman), May 31—Chairman, D. Forrest; Secretary, H. Lell. F. Snow the outgoing ship's delegate was extended a vote of thanks for his efforts last voyage. F. Snow reported the ship had a clean payoff with no beefs and no

SENECA (Marine Carriers), June 7—Chairman, R. E. Moldonado; Secretary, F. A. McGrath. Everything going good so far. Washing machine keeps breaking down.

GLOBE CARRIER (Marine Overseas), June 26—Chairman, T. Drzewicki; Secretary, H. Monteton. All repairs taken care of. New washing machine installed.

From the Ships at Sea

Although Pennsylvania's Governor William Scranton was recently criss-crossing the country trying to win friends and influence voters in a last-minute bid to win the Republican Presidential nomination, he didn't seem to have made a dent in the crew on the La Salle (Waterman). At a recent ship's meeting, crewmembers voted unanimously to sign a protest condemning the bill backed by Scranton and G.O.P. legislators, slashing jobless pay benefits for unemployed workers in Pennsylvania, reports William C. Sellers, meeting secretary.

SIU crews, who have been letting their belts out recently, continue to make known their gratitude for fine chow and service from their steward departments. Ships whose steward departments are on this week's honor roll include the Alcoa Roamer (Alcoa); Northwestern Victory (Victory Carriers); Robin Hood (Robin Line); Transeastern (Transeastern); Oceanic Wave (American Oceanic); Ocean Evelyn (Maritime Overseas); Santa Emilia (Liberty Navigation); Chatham and Antinous (Waterman), and the Montpellier Victory (Victory Carriers).

with when they are trying to sleep. Mincing no words, they have demanded that James Ott, the ship's delegate, makes sure that some fellows quit slamming doors while their fellow crewmembers are trying to log some sack time.

A letter to the Log from former Seafarer Gully Silver in Savannah, Ga. contains news of several old



Sellers



Quinnt

SIU members and their friends. Silver is now operating a combination poolroom-luncheonette called the "Q-Stik" on State Street, and Fletcher Williams now is the proprietor of Fletcher's Bar on Price Street. Both men invite any SIU men passing through to drop in and say hello. A sad note from Silver is that Lois Porcher, known to many an SIU man in Savannah, passed away in February after a liver ailment.

The old hands on the Ocean Denny (Maritime Overseas) are determined to put an end to the disturbances they have to put up

LOG-A-RHYTHM: Gift Of Gab

By C. Ange

Some folks have a gift of gab.
If you believe them,
You're been had.
You're no sport if you cut them short.

To them, you're no friend—
Just someone to gab with,
now and then,
To tell you all their troubles
And what they're going to do.

Makes you wish they would go home
Since you have your own troubles too.

If they don't talk about their own,
You can bet your life your name
Will be next on the phone.
Let them have their lark
As they lose their spark—
In your eyes you can see a fake.

And when they make a big mistake,
The best thing to do
Is to tell them to "shoo"
And stay out of your home.

Unless you like to hear them sing the blues,
Put a word in now and then;
And see it start all over again.

So if anyone talks about their own
Just let them alone,
And they might get smarter
Than those dummies who roam
From home to home.

many hands fiddling with the control valve.

Seafarers aboard the Wilton (Marine Carriers) recently expressed their appreciation to the vessel's skipper for his cooperation in caring for a sick crewmember during the last voyage.

Everyone got into the act on the Del Aires (Delta) at a recent ship's meeting. After receiving a rousing vote of thanks from crewmembers, the steward responded by saying he was more than happy to sail with such a fine crew and thanked everyone for the excellent cooperation he received during the voyage, writes W. H. Simmons, ship's delegate.

SIU men on the Aldina (Harrison Traders) have found that it pays to play ball with the steward. Not only does it keep him happy, but it also can pay off in better food and service. Crewmembers in the 4-8 watch were recently singled out for special praise by the steward for leaving the mess hall in such a clean and orderly condition, according to L. P. Haggmann, meeting chairman.

Sometimes a steward finds it's almost impossible to satisfy the particular palate of a Seafarer. On the Seastrain Georgia (Seastrain) one crewmember has demanded less salt and pepper be used in the soup of the day, according to Robert Hannibal, meeting secretary.

The crew on the Sea Pioneer (Pioneer Tankers) had a real rough



Ciamboli



Caudill

time when they sailed from Port Arthur recently. According to Alfred Hirsch, ship's delegate, the Pioneer broke down on the way out of the port and had to be towed back. The crew was pretty unhappy about the incident since there weren't any lights, water or heat until repairs were made.

Crewmembers on the Pan Oceanic Faith (Pan Oceanic) have come up with a suggestion designed to relieve the space problem on the ship. They have urged that all unused topside rooms formerly occupied by passengers be made available for members of the crew, reports Jim (Batman) Batson, ship's delegate.



Del Sud Stewards Feed 15,000

The story of the skillful efficiency and cooperation provided by the steward department on the Del Sud (Delta) which helped insure the success of her voyage as a floating trade fair to Latin America was related in a recent letter to the LOG by Harold Crane, ship's storekeeper.

An account of the Del Sud's voyage as United States Trade Exhibit Conference ship appeared in the last issue of the LOG, and Crane's account gives additional details of the gigantic effort involved in the project.

An idea of the extensive demands, met successfully by the Del Sud's steward department, can be seen from the more than 15,000 extra meals it served up to visiting Latin American dignitaries who came to view the trade

fair. A total of 18,000 visitors came aboard the Del Sud during the trip.

Crane has high praise for the SIU stewards who took on this huge culinary challenge so successfully. "The perfection of all food and hors d'oeuvres served came under the direction of the chief steward, Clyde Lanier and his superb chef, Hans Spiegel, who did an excellent job in all phases of food preparation in all ports," Crane writes.

"The second steward, Leslie Guillot, and his staff of waiters did a magnificent job of catering to the wishes of all the guests," he reports.

At several of the Del Sud's ports of call, government leaders came aboard to see the exhibits and sample the expert cooking of the ship's SIU steward department. For instance, in Montevideo, Uruguay, President Giannattasio and his nine-man ruling council attended a handsome cold buffet with 140 other guests. President Illia of Argentina and leading members of the national congress took part in a special luncheon on the Del Sud when she docked in Buenos Aires.

The Del Sud's floating trade fair was sponsored by the Mississippi Valley World Trade Conference. It featured 41 exhibits weighing over 20 tons and worth more than \$100,000. The exhibits showed the latest developments in products ranging from agricultural machinery and television to drugs and paintings.

Taking part in the project were the United States Department of Commerce, and the ports of Houston and New Orleans. A special feature of the trade conference was a scale model of the new International Trade Mart, now being built in New Orleans.

A ceremony with special meaning for the crew's men from the Gulf Area occurred when the ship reached Rio De Janeiro. A bottle full of Mississippi River water was cracked open and poured over the side to symbolize Old Man River shaking hands with the waters of Guanabara Bay, according to Crane.



Sam Mitchell, Delta Lines port steward, (center) congratulates Hans Spiegel, chef (left) on the Del Sud (Delta) and Domenick Di Giovanni, third cook (right), in front of one of the lavish buffets they prepared at Montevideo, Uruguay.



The Del Sud's galley crew line up before one of the sumptuous buffet spreads they prepared for more than 15,000 Latin American guests that visited the trade fair exhibits on the vessel. Posing for the camera are (l-r, front row) Henry Gonzales, Domenick Di Giovanni, Clyde Lanier, chief steward; Sam Mitchell, Delta Lines official; Hans Spiegel, Mike Ducusin, Eddie Viera, Leslie Blanchard and August Panepinto. In the rear are Richard Ramsberger and Harold Crane.



Service was the by-word from the steward department on the Del Sud as thousands of guests were served when the vessel visited six major Latin American ports carrying the floating trade fair. Waiting for guests to arrive are (l-r) Clyde Lanier, chief steward; Milton Thibodeaux, Joe McCarty, Mike Lonergan, Leslie Guillot, second steward; Sam Mitchell, company official; Jack Burton, John Thrombino and Jerry Correlli.

ROBIN KIRK (Robin Lines), May 31—Chairman, Harry Jaynes Secretary, Levis G. Thomas, Brother Edward A. Fahy was elected to serve as ship's delegate. \$18 in ship's fund. No beefs were reported by department delegates. Discussion held on draws.

GLOBE CARRIER (Maritime Overseas), June 26—Chairman, T. Drzewicki Secretary, H. Monteton. New washing machine was installed. All repairs were taken care of. Motion made to have telephones brought aboard in American ports.

RAPHAEL SEMMES (Sea-Land), June 12—Chairman, Bob Fisk; Secre-

worked on same for four days. Request new one. Motion made to have chief cook, night cook and baker and 3rd cook in galley. Chief cook and baker doing a good job.

HARRY L. FINDLEY (Kinsman Marine), May 15—Chairman, Charles V. Ballard; Secretary, Edward A. Lorenz. Brother Kenneth W. Olson was elected to serve as ship's delegate. \$5.25 was collected for the ship's fund. Deck delegate requests visit by Roy Boudreau to hold meeting of crewmembers. No beefs reported by engine and steward delegates. Cooks and porters are doing an excellent job. Notice was posted on bulletin board requesting all members of watch to attend meetings. Discussion on repairs.

MADAKET (Waterman), June 9—Chairman, John E. McGrane; Secretary, Nona. Ship's delegate reported that everything is running smoothly. Vote of thanks to the steward department.

ANDREW JACKSON (Waterman), May 10—Chairman, James George; Secretary, Illuminade B. Llenos. No beefs were reported. Everything seems to be running O.K.

PENN EXPORTER (Penn Shipping), May 10—Chairman, Durell McCarnay; Secretary, Z. A. Markies. All major repairs have been taken care of. Brother Pete Garza was elected to serve as ship's delegate. Disputed OT on delayed sailing. Ship needs to be fumigated for roaches. Vote of thanks to the ship's delegate who resigned. Brother John Maher, for a job well done.

OCEAN ANNA (Maritime Overseas), June 19—Chairman, S. A. DiMaggio; Secretary, W. Cressman. Brother W. Fruba was elected to serve as new ship's delegate. Motion made to call Union hall for clarification on payoff at sea. No beefs reported by department delegates.

HENRY STEINBRENNER (Kinsman Transit), May 9—Chairman, Carl I. Stevens; Secretary, Charles Simpson. Brother Bill Dean was elected to serve as ship's treasurer. The chairman suggested 25¢ per man be donated to ship's fund for calls, etc. Discussion on repairs.

DIGEST of SIU SHIP MEETINGS

ary, Guy Walter. Brother Bob Fisk was elected to serve as new ship's delegate. Vote of thanks to retiring ship's delegate. \$19.02 in ship's fund.

CITIES SERVICE NORFOLK (Cities Service), July 1—Chairman, John W. Altstett; Secretary, Anthony L. Polumbo. Discussion to be held with patrolman about having to work around the clock to gas-free the tanks before the ship enters into the shipyard in Virginia. Crew would like TV for recreation.

PORTMAR (Calmar), June 14—Chairman, W. J. Smith; Secretary, N. Kondylas. Ship's delegate reported that everything is O.K. \$7 in ship's fund. No beefs reported by department delegates. Motion made that the voting of Union officials be made by voting machines and absentee ballots by mail for the members at sea.

RIDGEFIELD VICTORY (Columbia), April 10—Chairman, Cecil Diltz; Secretary, S. Synan. Crew refrigerator not working although engineer

Drydocked Pair In India Assisted By SIU Crew

A Seafarer who ends up in drydock is never exactly comfortable. However, if a Seafarer is stranded flat on his back in a foreign country far from anything that tastes, smells, sounds or smacks of anything American, he slowly begins to believe that he has been abandoned on another world.

To an SIU member caught in these unfortunate circumstances, any contacts with his home, his Union brothers, or for that matter, any thing or person from his native land, develops into a rare moment to be treasured in his memory long after the actual incident occurs.

Two Seafarers who were laid up for some time in a hospital in a small town in southern India have written the LOG to express their gratitude for the kindness shown to them by another SIU crew. William Padgett and Kenneth R. McAvoy were patients at the Bava Memorial Hospital at Cochin in the state of Kerala, India after having been taken off the Oceanic Tide (Oceanic Ore). Their long stay in the hospital was pleasantly interrupted when a group of Seafarers from the Steel Apprentice (Isthmian) came to their aid.

Padgett and McAvoy begin their praise of the SIU men from the Steel Apprentice by paying tribute to their homeland: "America is known as the 'land of the free and the home of the brave'. To this we should like to add an adjective or two."

"For us, two stranded seamen at the Bava Memorial Hospital in Ernakulam-Cochin, America is the land of the kind, generous and considerate men.

"After our ship, the Oceanic Tide, went on its way, we lay in the hospital, watching the days turn into weeks. American cigarettes soon gave way to Indian straw which is locally advertised as tobacco in this "Land of Romance and Mystery." Our diet of fish and mutton, and then mutton and fish went from boring to monotonous, especially when they



Padgett

McAvoy

managed to serve us fish twice on Sundays.

"All of this took a decided change for the better with the arrival of the good ship, Steel Apprentice. As soon as we heard she was in port, we got word to her skipper through the local agent. The response to our plea can only be described as magnificent. Upon hearing of our plight from Captain Blandford, the steward department took quick and bountiful action in the best SIU tradition.

"The ship's delegate, Bill Clegg, and his worthy companion, Joseph Fidalgo, filled a bunch of market-bags until they overflowed. We don't have to tell you how welcome all those goodies were to us. Losing no time at all, we dug into those groceries like food was going out of style the following morning.

"This, we believe, is all the evidence that is needed of the rich traditions of our American Merchant Marine and the SIU. We can only say 'God bless the men who sail the seas under the Stars and Stripes and the SIU banner.' In our book the Seafarers and Captain Blandford on the Steel Apprentice are the greatest."

Padgett, who has been a member of the Union since 1948, sails in the engine department. McAvoy has been sailing with the SIU since 1958 as a member of the engine department.

'Charlie Noble' Snares Curiosity Of Crew

By William Calefato C-936

If a "Charlie Noble" could talk, the one on the Longview Victory (Victory Carriers) might pass the word that the average seaman pays more attention to the little mishaps that occur at sea than the big disasters that make headlines around the world.

For those of our brothers who aren't acquainted with the term, a "Charlie Noble" is the galley stove pipe on a ship. When a winter storm blew the vent off the Longview Victory's Charlie

Noble, it turned out to be a lucky accident since many of the crew began to wonder why the galley stove pipe had such an outlandish nickname.

The big problem confronting chief cook Bill Frezza was a strong gale that was blowing down the ship's Charlie Noble, nearly killing his oil fires. Not only did this relentless down-draft affect the work of the galley staff, but it also spelled bad news for the crew. Since the cooks couldn't produce any hot meals, as long as the gale blew, it looked like the crew was going to have to make do with sandwiches.

The accident also gave the crew a chance to see a chief cook in a role that could never be duplicated in an amateur theater. It was a scene that probably never had occurred before in the annals of modern maritime history.

The frigid weather forced the chief cook to dress up in a costume that would make the theatrical director with the wildest imagination in the world turn green with envy.

The news of Bill's predicament came from a seasoned AB who couldn't restrain his laughter when



Relaxing before the dinner hour begins on the Longview Victory, M. Orcine, galleyman (l), and Ernesto Lopez, crew messman (r), pose for author's William Calefato's busy camera. According to Calefato, Orcine, who is in his late seventies, loves the sea so much that he won't consider retiring his card.



Bill Frezza, chief cook on the Longview Victory (Victory Carriers), goes into action as he begins to prepare lunch. Frezza startled Seafarers in the crew when he appeared for work dressed up as if he were going on a polar expedition when the galley's "Charlie Noble" was disabled. Freddie Davocol, third cook, is seen working in the background.



Calefato

he told us, "Thirty years of my life in this work, and I've never seen anything like this." After he calmed down, he reported, "It's the chief cook. He's dressed like he wants to climb the Alps—overcoat, ear muffs, and even long johns. And there he stands, cooking for a hot stove. This tops them all."

As soon as they heard of this improbable scene, crewmembers began to find excuses to walk past the galley to peep in and see the spectacle. Bill being a man of a few words, didn't have much to say. He just felt cold, but no matter what, his job was to make sure that the crew got their hot meals. It was for this reason that his opinions and reactions ended up as his own secrets.

Wind Is Villain

The cause of all his troubles, as mentioned, was the smoke stack on the galley stove, which has been called the Charlie Noble for the past 100 years. The principle behind its operation is that a draft enters the stove through the dampers and travels up the galley stack. In order to produce this effect, all doors leading to passageways and the galley were left open to make sure there would be a draft.

When a high wind produced a down-draft through the stack, it meant that the fires in the stove couldn't burn.

Veteran Seafarers like to pass on an old joke which is all too true. One after another will tell you that a Victory ship was badly designed and that the first thing the builders slipped up on was when they put the galley in the wrong place . . . and of course, our old "friend," Charlie Noble.

Since the skipper was forced to share his mastery of the Longview Victory with the hard, cold winter wind, the troubles in the galley and the other so-called peculiarities of the ship's design became more and more noticeable and the subject of much scorn. And so, Charlie Noble became one of the major subjects of conversation on the long trip across the Pacific.

Something To Ponder

At first some of the less-knowledgeable crewmembers thought that Charlie Noble was the round-slotted rotating ventilator which the gale had blown off the ship. However, they were quickly corrected.

As more and more attention was devoted to the disabled stack, one inspired seaman asked how it got its name. Since no one could shed any definite light on the subject, the boatswain, who is supposed to be the expert on sealore as well as on a ship's rigging, was called

upon for advice. Our old, genial "boats," who had spent most of his years at sea, could only answer, "Yeah, I wonder. Why is it called Charlie Noble?"

The crew's curiosity grew and grew, but it wasn't until we hit the States again that I managed to discover that the Charlie Noble was named after—Charles Noble. It turned out that he was a captain in the British Merchant Marine around 1840 who always insisted that the copper stove pipe on his ship had to have a brilliant polish. Captain Noble's ship with its gleaming stove pipe became famous in every port of call it made.

'Shoot Charlie Noble'

Of course other sea phrases were coined many decades ago and have remained part of our language over the years. A related example is the command to "shoot Charlie Noble." Rather than understanding this phrase to mean taking a pot shot at the captain, it is commonly translated to "take a sight." Another way the same phrase is used is to fire a pistol through the stove pipe to clean out the soot.

All this speculation about the care and feeding of Charlie Noble and its origins came about because the galley staff on the Longview Victory faced the disaster of being forced to serve sandwiches rather than hot meals. However, the technical proficiency of the chief engineer, his first assistant and the chief electrician averted this emergency. This skillful trio solved the problem quickly, quietly and with astonishing efficiency. Nobody else on board knew that the job had been done or the difficulties that had to be overcome, so their success was unknown and unrewarded.

Quiet Tribute

When the news of their accomplishment finally leaked out, they, in turn, never knew that they had won the respect and admiration of the whole crew. For the tributes that they received were the kind that were passed on quietly at coffee break time or during the off-watch leisure hours.

Pots and pans and a cookbook are the only interests in the lives of certain cooks. Others, like Bill Frezza who is a "natural" at his job, maintain that things which are too often taken for granted by everyone else have their own important aspects, especially for the people they affect directly.

The Charlie Noble on the Longview Victory was such an example. For it showed that the little things on shipboard have their own vast importance that affect every crewmember on the ship.



The contented expressions on the faces of the Longview Victory crewmembers seen above is largely a tribute to chief cook Bill Frezza's fine cooking. Seated (l-r) are A. Turlington, K. Allen and J. Szentkiralyh. Ernesto Lopez is seen demonstrating the prompt service that the crew can count on. Chief cook Frezza made sure crewmembers got hot chow despite the fact that the galley range wasn't operating properly because of the troubles created by the "Charlie Noble."

Welfare Help Is Appreciated

To the Editor:

I would like to thank the SIU for the \$4,000 benefit check that I received following the death of my brother, George C. Hudson. I really have no words to express my gratitude for your very kind expressions about my brother which appeared in the letter accompanying the check.

I would also like to express my appreciation for the prompt manner in which the Union handled the payment of the benefit. Needless to say, it was, and is a wonderful help to me in a very dire time of need.

I suppose it seems like a

strange idea, but I do hope and believe that my brother knows that this amount has been paid to me, because after he knew

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.

he would be unable to ship again, he was very worried about the future.

I would like to express my appreciation for the Union's

heartfelt offer of assistance and words of sympathy.

Edith Hudson

✠ ✠ ✠

Offers Tribute To Joe Volpian

To the Editor:

I was deeply saddened to learn about the passing away of Joe Volpian. I believe that every Seafarer who knew Joe loved him. Joe Volpian understood the seamen with whom he dealt, and everyone of us knew it.

I know that those who sailed away before Joe's unfortunate passing will all be out on deck to welcome him now. God bless Joe Volpian.

Jim Barrett

Proud Papa



Camacho Fructuoso has good reason to be proud of his two daughters, Josephine, who is a high school senior (l), and Carmen, who has just graduated from Junior High School in Brooklyn (r). Fructuoso, who has been an SIU member since 1939, retired in 1961.

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:

- Mary Sue Ross, born March 12, 1964, to the Ernest J. Ross, Alpena, Mich.
Donna Wrenn, born March 23, 1964, to the Ronald A. Wrenns, Jersey City, New Jersey.
Lisa Pryor, born November 12, 1963, to the Francis B. Pryors, Ogdensburg, New York.
Shonda Jemison, born January 7, 1964, to the William P. Jemisons, Mobile, Ala.
Beth Byrne, born March 31, 1964, to the John P. Byrnes, Chicago, Ill.
Chadwick Turner, born February 16, 1964, to the Paul R. Turners, New Orleans, La.
Steven A. Hebert, born February 25, 1964, to the Vincent A. Heberts, Carriers, Miss.
Linda Farrell, born May 3, 1964, to the Edward F. Farrells, Cliford, N. J.
Ronald O'Tools Jr., born May 6, 1964, to the Ronald O'Tooles, Wyandotte, Mich.
Lisa Utley, born May 5, 1964, to the Richard P. Utleys, Galveston, Texas.
Robert Stacker, born February 19, 1964, to the Vaughn E. Stackers, Detroit, Mich.
Paul Joseph Williams, born May 1, 1964, to the Walter H. Williams, Gretna, La.
Carla Jean Lopeparo, born April 14, 1964, to the Carlo Lopeparos, Chicago, Ill.
Christine Ellen Wright, born March 30, 1964, to the Richard Wrights, Alpena, Mich.
Charles Peck, born February 19, 1964, to the Harvey W. Pecks, Alpena, Mich.
Walter King, born November 4, 1963, to the Paul Kings, Houston, Texas.
Shelly Brenda Powell, born May 20, 1964, to the William H. Powells, Philadelphia, Pa.
Sabrina Bergstrom, born April 17, 1964, to the James F. Bergstroms, Houston, Texas.
Roman Harper, born March 21, 1964, to the Roman Harpers, Jamaica, L. I., N. Y.
Quillian Forrester, born April 29, 1964, to the Marvin S. Forresters, Savannah, Ga.
James Riley, born May 2, 1964, to the James F. Rileys, Ashland, Wisc.
Brian Keith Baker, April 21, 1964, to the Keith O. Bakers, Bear Lake, Mich.
Laura Vazquez, born May 11, 1964, to the Juan Vazquez, Baltimore, Md.
Harvey Brown, born May 1, 1964, to the Harry L. Browns, Ocean Drive, S. C.
Elizabeth Bryant, born December 17, 1963, to the James T. Bryants, New Orleans, La.
Jose Perez, Jr., born May 25, 1964, to the Jose D. Perezs, New York, New York.
Danelle Marie Duboss, born May 15, 1964, to the Vincent A. Tlvidads, New Orleans, La.
Kyle Jones, born October 27, 1963, to the Willie K. Jones, Bogalusa, La.
Peter Lewis Christian, born February 8, 1964, to the Harry E. Christians, Tenafly, N. J.
Michael Joseph Babin, born March 29, 1964, to the Alvin M. Babin, Jr., Plaquemine, La.
Arlie Jay Brown, born April 15, 1964, to the Arlie J. Browns, Houmas, La.
Bonita Ann Pitre, born April 3, 1964, to the Ladits W. Pitres, Oberlin, La.
Lindell Bennett, born April 28, 1964, to the Garland M. Bennetts, Jesup, Ga.
Dwayne Davis, born March 18, 1964, to the Donnell M. Davis, Freeport, Fla.
Cherie Walsh, born April 12, 1964, to the John J. Walshs, Cleveland, Ohio.
Robert Thomas Willis, born February 20, 1964, to the Thomas Willis, Winnsboro, Texas.

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The deaths of the following Seafarers have been reported to the Seafarers Welfare Plan (any apparent delay in payment of claims is normally due to late filing, lack of beneficiary card or necessary litigation for the disposition of estates):

Floyd S. Ackerman, 46: Brother Ackerman died of heart failure on February 17, 1964, in St. Francis Hospital, Escanaba, Mich. He joined the SIU in 1960 and sailed as a member of the engine department. Survivors include his wife, Helen, of Gladstone, Michigan. Ackerman was buried in the Garden of Rest Cemetery, Wells, Michigan.



John Henry Hannay, 58: Brother Hannay died of pneumonia on January 6, 1964, in Baltimore USPHS Hospital. He had been a member of the SIU since 1948 and in the steward department. He is survived by his wife Ruth Hannay of Baltimore. Place of burial was not reported.



Nils Harry Lundquist, 58: Brother Lundquist died of natural causes on January 12, 1964, at the Staten Island USPHS Hospital. A member of the deck department, he joined the Union in 1941. Burial was at the Greenwood Cemetery, Brooklyn. There were no survivors.



Benjamin J. Martin, 65: Brother Martin was the victim of an accidental death on September 29, 1963, in Houston, Texas. He joined the Union in 1952 and sailed as a member of the engine department. Burial was in Arlington National Cemetery, Arlington, Va. No survivors were listed.



Monroe C. Gaddy, 58: Heart failure was fatal to Brother Gaddy in Houston, Texas, on January 22, 1964. He joined the Seafarers in 1952 and sailed in the steward department. Gaddy is survived by his wife, Frances, of Tampa, Florida. Burial was in the Garden of Memories Cemetery, Tampa.



John Zohill, 67: Brother Zohill died of pneumonia in Yugoslavia, Dec. 24, 1963. He became a member of the Union in 1953 starting in the deck department and later transferring to the steward department. A native of Austria, Brother Zohill was placed on pension in 1962. He is survived by a son, Joseph, of Philadelphia. Place of burial was not reported.



Carney Q. Daw, 68: A heart attack took the life of Brother Daw on February 23, 1964, at his home in Norfolk, Va. He sailed as a member of the engine department and had joined the Union in 1961. He was placed on pension in 1963. Surviving is his wife, Florence, of Norfolk. Burial was at the Rosewood Memorial Park Cemetery, Virginia Beach, Va.



Humella Fluence, 50: Brother Fluence died of natural causes on February 29, 1964, in Staten Island USPHS Hospital. A member of the Union since 1952, he sailed in the steward department. He is survived by his wife, Elvie, and five children in Los Angeles. Burial was in Rural Cemetery, Los Angeles.



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**
 - Ermano Arroyo
 - John Buenday
 - Raul Cabrera
 - Henry Callahan
 - Clifford Campbell
 - Antonio Corral
 - Edward Cleary
 - John Collinson
 - Hamilton Dalley
 - John Fanning
 - Phillip Frank
 - William Gillespie
 - Sanford Gregory
 - Charles Haymond
 - Erwin Jennings
 - Walter Kowalozyk
 - Ralph Knowia
 - Joe Laffredo
- USPHS HOSPITAL, GALVESTON, TEXAS**
 - John Alstatt
 - Walter Cutter
 - James Dillon
 - Alphon Fruge
 - Howard Gray
 - Hugh Grave
 - Milburn Halley
 - Robert L. Keiper
 - E. L. Lawson
 - Charles Martin
- USPHS HOSPITAL, NEW ORLEANS, LOUISIANA**
 - Ernest Anderson
 - George Armstrong
 - Dewey Bell
 - Wilbert Burke
 - George Burleson
 - Oscar Cino
 - Salvatore Detrio
 - John Flinn
 - Audley Foster
 - John Gersey
 - Cesar Guerra
 - Walter Johnson
 - George Keneday
 - James Lala
 - Jean Latapie
- USPHS HOSPITAL, BALTIMORE, MARYLAND**
 - Roscoe Alford
 - Carl Beard
 - Carl Biscup
 - Walter Bosman
 - Groover Cobbler
 - Joseph Feak
 - Friedof Fondila
 - Crittenden Foster
 - Charles Hippard
- USPHS HOSPITAL, SEATTLE, WASHINGTON**
 - John Kennedy
 - Henry McCullough
 - Henry Pizatorowski
 - Edward Sager
- USPHS HOSPITAL, NORFOLK, VIRGINIA**
 - William Barber
 - Frank Buck
 - James Deihl
 - Robert Gregory
 - John McLemore
- USPHS HOSPITAL, SAVANNAH, GEORGIA**
 - N. Blanchard
 - George Chance
 - Patrick Grennan
- USPHS HOSPITAL, BRIGHTON, MASS.**
 - Edgar Anderson
 - Alfred Duggna
- USPHS HOSPITAL, SAN FRANCISCO, CALIFORNIA**
 - William Lovett
 - Pastor Ablin
 - Holnard Fowler
 - Charles Gedra
- USPHS HOSPITAL, DETROIT, MICHIGAN**
 - Reuben Bach
 - Edward Carlson
 - Charles Comstock
 - Kenneth Glass
 - B. Gogolewski
 - Robert Green
 - Clarence Lenhart
- USPHS HOSPITAL, FORT WORTH, TEXAS**
 - Charles Coburn
 - Arthur Collett
 - Benjamin Deibler
 - Abe Gordon
 - Burl Halre
- USPHS HOSPITAL, MEMPHIS, TENNESSEE**
 - Joseph Berger
- SAILORS' SNUG HARBOR, STATEN ISLAND, NEW YORK**
 - Daniel Gorman
 - Alberto Gutierrez
 - Edwin Harriman
- PINE CREST HAVEN NURSING HOME, COVINGTON, LOUISIANA**
 - Frank Martin
- VA HOSPITAL, NORTHAMPTON, MASS.**
 - Maurice Roberts
- US SOLDIERS HOME HOSPITAL, WASHINGTON, DC**
 - William Thomson
 - Paul Stovall
- USPHS HOSPITAL, JULIUS THOMPSON**
 - Olav Thorsen
 - Howard Waters
- USPHS HOSPITAL, JAMES MITCHELL**
 - W. C. Murphy, Jr.
 - James Roach
 - William Sawyer
 - Henry Schwartz
 - Robert Sheffield
 - Charles Torgerson
 - Robert Twigg
 - Skinner Waff
- MOUNT WILSON STATE HOSPITAL, MOUNT WILSON, MARYLAND**
 - Hector Duarte
- USPHS HOSPITAL, RICHARD SHAFNER**
 - Harry Silverstein
 - Cliff Wialick
 - Wm. L. Williams
- USPHS HOSPITAL, RAYMOND MILLER**
 - Jessie Painter
 - Lloyd Roberson
 - Julian Wilson
- USPHS HOSPITAL, WILLIAM PADGETT**
 - Arthur Wilfert
- USPHS HOSPITAL, HAROLD ROBINSON**

Describe Hard Life In Depressed Areas

WASHINGTON—"No one has a job. The man lives with his family in a completely dilapidated shack. They have no central heating, plumbing or lighting, and, of course, no one ever heard of a telephone."

The road there is, in most cases, just a foot path. Even a jeep can make it only part of the way. The family usually has a small potato patch; potatoes are their major staple of diet to carry them through the winter."

Franklin D. Roosevelt Jr., Under Secretary of Commerce and chairman of the President's Appalachian Regional Commission, thus began his description of a typical part of the 10-state area that comprises Appalachia.

Interviewed on Washington Reports to the People, AFL-CIO public service program carried on 700 radio stations, Roosevelt said that most of the people in the area "live on food surplus commodities and sometimes a relief check. They are miles from any hospital. Children are often without shoes and cannot walk the miles to school in the winter, and that school is often a one-room shack with a leaky roof and draughty walls."

Roosevelt said that although the

War on Poverty program will aid Appalachia, the region also needs special programs. Before industry and business will come in, he said, roads must be built, sewerage plants and other facilities installed. He recommended replenishment of the once plentiful timberlands, development of the vast recreational facilities of the scenic areas, and aid to agriculture.

Roosevelt declared that Appalachia should be a concern of all Americans for humanitarian reasons and also because the improvement of the area and aiding the people to get jobs will make it more productive. "If we can up-grade the standard of living, the purchasing power, then they will be able to buy more dresses made on Seventh Avenue in New York, more cars made in Detroit, and other goods made all over the nation," he asserted.

At present, said Roosevelt, unemployment in Appalachia is double that in the rest of the nation, and the per capita income is far below the national average.

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
- Philadelphia August 4
- Baltimore August 5
- Detroit August 7
- Houston August 10
- New Orleans August 11
- Mobile August 12

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.

The schedule is as follows:

- | | | |
|-------------------|----------------------|----------------|
| Wilmington | San Francisco | Seattle |
| August 17 | August 19 | August 21 |
| September 21 | September 23 | September 25 |

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 August 3-2 PM
- Alpena, Buffalo, Chicago, Cleveland, Duluth, Frankfort, August 3-7 PM

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 August 10-5 PM
- Norfolk August 6-7 PM
- N'Orleans Aug. 11-5 PM
- Mobile August 12-5 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 August 10
- Philadelphia August 11
- Baltimore August 12
- Norfolk August 13

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 August 10
- Milwaukee August 10
- Chicago August 11
- Buffalo August 12
- †Sault Ste. Marie August 13
- Duluth August 14
- Lorain August 14

(For meeting place, contact Harold Ruthsatz, 118 East Parish, Sandusky, Ohio).

- Cleveland August 14
 - Toledo August 14
 - Ashabula August 14
- (For meeting place, contact John Mgro, 1644 West 3rd Street, Ashabula, 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 August 10
- Mobile August 12
- New Orleans August 11

* Meetings held at Labor Temple, New York.
† Meeting held at Labor Temple, Sault Ste. Marie, Mich.
‡ Meeting held at Galveston wharves.

PERSONALS and NOTICES

A. Da Costa and O. Babb
Antonio Da Costa and Otho Babb are asked to contact Hayt & Hayt, attorneys-at-law, 99 Wall Street, New York, New York, 10005.

✂ ✂ ✂
Floyd R. Johnson

Anyone knowing the whereabouts of the above-named is asked to get in touch with Alice E. Johnson, 1122 Garfield Avenue, Marinette, Wis.

✂ ✂ ✂
Emmitt A. Connell

You are asked to contact your attorney, Herman N. Rabson, 15 Park Row, New York 38, N.Y., telephone WO 2-5250.

✂ ✂ ✂
Jim Davis

Norma has the information you requested about Jeff. She died June 28 and was buried July 1. Norma will give you further details when she hears from you.

✂ ✂ ✂
Norman Costello

You are asked to get in touch with Robert Bennett, 347-20th Street, Brooklyn, N.Y.

✂ ✂ ✂
Richard Feddern

The above-named, now on the San Francisco, is asked to contact Daniel Finnegan about an urgent matter before leaving New York.

✂ ✂ ✂
John Liberato

You are asked to contact J. G. Green, c/o General Delivery, Highlands, Texas. Lynd is very sick and needs an operation.

✂ ✂ ✂
Bill Hutchinson

You are asked to telephone Penny McCarty, person-to-person collect at OS 1-3217, Inglewood, Calif., if you haven't already answered her notice. She would appreciate hearing from you as quickly as possible.

✂ ✂ ✂
Friends of Robert Burdick

Bob Burdick is temporarily out of circulation. His current address is P.M.B. 59025 - Pine 4, Angola, La. Any shipmates owing him money are asked to forward it to him at this address.

✂ ✂ ✂
Raymond Tilley

The above-named is asked to write Tom Sullivan, P.O. Box 185, Ludington, Mich.

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.

Sen. Douglas Hits British Defiance Of US Ship Law

WASHINGTON—Sen. Paul H. Douglas (D-Ill.) has called "extraordinary" and "unprecedented" a move by the British government to oppose what it called U.S. attempts to apply American regulations to British shipping.

The senator, chairman of the Senate-House Joint Economic Committee declared that the British action "may oblige the United States to abolish the conference system of ocean transportation and rigorously control ocean freight rates."

His statements were prompted by the introduction in the British House of Commons a bill which, in effect, would authorize British shipowners to ignore the Federal Maritime Commission's contract requirements. According to the bill, the British regard any such orders as an infringement upon British jurisdiction.

The British action was sparked by efforts of the FMC, under orders from Congress, to obtain documents from 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.

Rates Discriminatory

Senator Douglas, who in the past year has led a probe aimed at ferreting out freight rate practices that discriminate against U.S. exports, said the irrefutable evidence presented to his committee indicates that on 65 to 80 per cent of American exports, ocean freight rates are substantially higher than on comparable Japanese or European exports to this country.

While discrimination is more acute in the Japanese-U.S. trade than in the European-U.S. trade, the senator said that in all trades the U.S. is at a competitive disadvantage.

"After many years of inaction, the FMC finally has taken steps to alleviate freight rate discrimination," he said, "but prior to tak-

ing direct action, it has sought statistical information and documents from steamship carriers and conferences carrying American commerce . . . to make doubly certain that no real justification exists from this discrimination against the U.S."

He further said that the action of the British government indicates that it is willing to order its lines to defy American law rather than produce the information requested by the FMC.

British lines, he added, are so frightened by the consequences resulting from the revelation of additional facts that they have lobbied the British government to take this unheard of action against its most friendly ally.

Celler Speaks Up

Speaking even more strongly, Chairman Emanuel Celler (D-N.Y.) of the House Judiciary Committee called the British action an attempt to encourage defiance of U.S. shipping laws and urged the FMC to "resist to the fullest" any attempt by the British or other steamship lines to violate American law.

He also said that the British action is "fraught with a great deal of danger to American foreign commerce and to the American Merchant Marine."

Sen. Douglas termed "extraordinary" the British government's willingness to risk "an international crisis" rather than reveal information concerning rates charged by British carriers on the transportation of American commerce.

"I am not prepared at the moment to develop in full the implications of such defiance," he said. "That they may be grave is obvious. That this constitutes an

extraordinary event in international law also is obvious."

Sen. Douglas called for a clear understanding that the U.S. Shipping Act is sound and necessary legislation and that the proceedings of the FMC under it have throughout its history been moderate and indulgent, to say the least.

Concessions Made

He pointed out that "concessions have been made in the present controversy at the request of the same government that now seems about to challenge our elementary jurisdiction over our own commerce." These concessions compromise the efficient administration of the law, he added, and even these have not been deemed sufficient, he said.

To go further would be injurious to the national interest and to international principles of fair competition, Douglas declared.

Some of the instances of discrimination cited by the senator involved paperback books which cost \$39 a ton to go to England from the U.S., while it cost \$28 a ton to ship English books to this country.

To ship American electrical machinery to England costs \$57.25 a ton, compared to \$33.11 a ton to ship English electrical machinery to the U.S.

Gt. Lakes District Okays Credential Committee Report

DETROIT—The SIU Great Lakes District Credential Committee's report on nominations for the 1964 union elections was concurred in at all regular membership meetings of July 20. The report was submitted in compliance with the Secretary-Treasurer's Pre-Balloting Report and the Union constitution.

Credential Committee members were John Poliwka (Book No. 3525), Chairman; Frank Szopko (Book No. 12671) and Jack Wiley (Book No. 9966).

The committee's report showed that of those nominated for the posts to be filled, three were disqualified for failing to meet the constitutional requirement that candidates must be in good standing in the six months period prior to nomination. One candidate was disqualified for failing to submit the necessary credentials as called for in the constitution. All other nominees were qualified.

In addition to having been submitted and approved at the membership meetings, the Credentials Committee report has been posted in all Great Lakes District Union halls, in accordance with Article XIII, Section 2 of the constitution.

In determining the eligibility of all candidates, the Credentials Committee checked the seniority shipping records and the welfare plan records, as well as the union records.



Detroit's Local 10, SIU Transportation Services and Allied Workers was saddened recently by the passing of George Battel, president pro tem. Battel (r) is seen as he appeared with John Weaver, secretary-treasurer pro tem, to tell the story of Local 10 on UAW radio program during the successful drive to organize the Checker Cab Company. Checker drivers voted for representation by SIU-TS&AW by a 3-2 margin on June 8-9.

George Battel Dies; SIU Taxi Local Head

DETROIT—Members and officers of Local 10, SIU-Transportation Services and Allied Workers, paid tribute this week to George Battel, president pro tem, who died on July 13, 1964.

Battel, who assumed the presidency of Local 10 in January, was fatally injured in an automobile accident on July 11 and passed away in St. Mary's Hospital, Livonia, Mich. He is survived by his wife, Mildred, and three children.

Employed as a driver for the Detroit Checker Cab Company for 15 years, Battel played a prominent role in organizing his fellow-employees during the last three years. The organizing campaign was successfully climaxed when Checker drivers voted by a decisive 3-2 margin for the SIU-TS&AW on June 8-9.

Despite determined opposition from the Teamsters and the company, Local 10 organizers were able to roll up their impressive majority. However, immediately after the election the National

Labor Relations Board announced there were 312 challenged votes made mostly by its own staff, the Teamsters and the company. The Board has still not made final determination of the challenges.

Company Tactics

Although the Teamsters have a taxi driver local in Detroit, they never had made an attempt to start an organizing campaign among Checker employees.

Throughout the years in which the TS&AW representatives labored to organize the company, management resorted to every maneuver in the book to prevent an election. At one point, the company claimed multi-ownership of the cabs was a bar to a bargaining election. The Supreme Court turned down this claim, and the NLRB then ordered an election.

Bonner Committee Opens Hearings On Rate Regulations

WASHINGTON—The House Merchant Marine Committee has begun hearings in Washington to determine whether the act sponsored by Representative Herbert C. Bonner (D-N.C.)

three years ago on regulating steamship conferences should be changed.

Steamship conferences have condemned the legislation as unworkable and dangerous to the conference system of rate setting. Britain and Holland have made laws which prohibits their companies from obeying certain portions of the Bonner Act.

The first person to appear before the committee was Admiral John Harlee, chairman of the Maritime Commission, the agency responsible for enforcing the act, who yesterday urged continuation of the Bonner Act. He testified that the U.S. must regulate rates to protect its private shipping.

Senator Paul Douglas (D-Ill.), whose committee is presently investigating differences in ocean freight rates, has also asked to appear.

Also scheduled to appear are G. Griffiths Johnson, Assistant Secretary of State for Economic Affairs, as well as the chairmen of the various conferences.

A spokesman from the House Merchant Marine Committee said that rumors of dissatisfaction with the law had been heard and the hearing was called to discuss the bill. The hearings were scheduled three years after the law was enacted to give industry time to adjust to it, the spokesman said.

The most criticized section of the law has been the part that requires all conference records to be made available to the Maritime Commission for checking, whether the records are kept in the U.S. or in a foreign country. Other countries claim the provision is an invasion of their country's jurisdiction.

Checking Out Candidates



Inspecting qualifications of candidates for the 1964 SIU Great Lakes District union elections are credential committee members (l-r) Jack Wiley, John Poliwka and Frank Szopko. The committee's report has already received approval at all regular July membership meetings held in the Great Lakes District.