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SEAFARERS LOG

July 23 1965

OFFICIAL ORGAN OF THE SEAFARERS INTERNATIONAL UNION . ATLANTIC, GULF, LAKES AND INLAND WATERS DISTRICT . AFL-CIO

FOREIGN FLAG SHIPPING

97.7%
OF
U.S. OIL IMPORTS



Voting Rights Legislation Advances To Conference

WASHINGTON-Members of a joint Senate-House conference committee have been named to iron out differences in the Administration-backed voting rights bill which has passed both houses in slightly different versions. The bill, which is designed to wipe out

discrimination at the polls, * ranks high on the legislative in states where discriminatory to register with state authorities priority list of the AFL-CIO tests have been used to keep and the Johnson Adminstration.

President Johnson praised the House for rejecting, 248-171, the Republican substitute which, he said, "would have seriously damaged and diluted the guarantee of the right to vote."

House Republican leaders shot back a statement attacking Johnson's civil rights record as a senafor from Texas. But the President had the last word.

He told a news conference that times have changed, his responsibilities have changed "and I'm going to provide all the leadership that I can notwithstanding the fact that someone may point to a mistake or a hundred mistakes that I made in the past."

The House bill is similar to the Senate bill in its provisions for federal examiners to register voters and suspend literacy tests required applicants to seek first

Negroes from the polls. It provides examiner. strong guarantees against intimidation of voters and persons attempting to register.

While the Senate bill finds that poll taxes have been used to discriminate and directs the Attorney General to challenge them in court, the House bill would flatly ban all poll taxes as a requirement for voting. This difference between the two bills is expected to be the thorniest problem for House and Senate conferees to resolve. While poll taxes are prohibited under the Constitution in levy them as a requirement for voting and local elections.

The bill which was backed by the House GOP leadership had no automatic "triggering" device for appointment of federal registrars, did not suspend literacy tests, and before coming to a federal

While most southern Democrats followed the advice of Virginia's Representative William M. Tuck, who expressed the hope that all opponents of voting rights legislation would vote for the GOP substitute, 20 of the southerners voted both against the GOP substitute and for final passage of the stronger bill.

Representative Hale Boggs (D.-La.), assistant majority leader, brought the debate to a climax when he rose to answer a colleague federal elections, four states still from Louisiana who complained that his state was "maligned" by the presumption in the bill that there has been discrimination.

> "I wish I could say," he told a hushed House, "that there has not been discrimination. But unfortunately it is not so."

> He told of areas of Louisiana where only a handful of Negroes are able to vote, and concluded:

> "I shall support this bill because I believe the fundamental right to vote must be part of the great experiment in human progress under freedom which is America."

Other voices from the South were also raised for the bill. The bill might be "drastic," as critics charged, Representative Charles Weltner (D.-Ga.) said. But, he stressed, "the problem is drastic, and the need is drastic."

Before voting down the Republican substitute bill, the House amended it to incorporate a poll tax ban identical to that in the Judiciary Committee bill-a move which lost the support of some southerners from poll tax states.

On the key vote, only 115 Republicans and 56 Democrats supported the substitute bill. It was opposed by 227 Democrats and 21 Republicans.



The proposed 30 percent oil import quota recently recommended by a special subcommittee of the President's Maritime Advisory Committee could be of great help in improving American-flag shipping. Such a quota, if adopted by the Government, would simply provide that 30 percent of all crude oil and petroleum products imported into this

There is an urgent need for the adoption of such a recommendation. The American-flag tanker fleet has dwindled to an alarming point. Tankers under the U.S. flag must seek grain cargo, which has an impact on other segments of the U.S.-flag merchant fleet, particularly the dry cargo vessels, which would otherwise have a better chance to participate in the grain trade if they were not faced with the additional competition of tankers in that trade.

International President's

REPORT

By Paul Hall

country be reserved for American-flag ships.

Of the 123 million tons of crude and refined petroleum imported into the U.S. last year, American-flag tankers carried slightly more than two percent.

This situation, as the SIU has pointed out many times in the past, requires immediate attention. The SIU has continuously fought for the adoption of an oil quota, pointing out what could happen in a national emergency when foreign-flag tankers would be diverted from U.S. foreign trade, thus preventing our nation's petroleum transportation requirements from being met. In addition, we have shown that the chief beneficiary of foreign-flag tanker participation in the import of oil to the United States is the runaway ship operator.

The runaway ship operators have attacked the proposed oil import quota, by maintaining that the proposed oil import quota would be discriminatory and that it would invite retaliation by other nations against U.S. shipping.

We have heard the hollow cry of discrimination by foreign maritime nations before. And we've heard our own State Department allege that if U.S. shipping were favored, foreign nations would retaliate. In the case of our nation's petroleum transportation trade, the following facts present a shocking picture:

Fifty-five percent of United States oil and petroleum products are imported on the runaway Panamanian and Liberian-flag ships.

Norwegian-flag ships carry 17.8 percent of this country's total oil imports and 17.3 percent of all U.S. imports, Remember, too, that U.S.flag ships carry only 8.5 percent of this country's total foreign trade. At the same time, Norwegian-flag ships carry 42.7 percent of Norwegian trade,-and a considerable portion of the trade of other nations-or more than five times as much of their own national trade as Americanflag ships do. Considering the trade only between the United States and Norway, the figures are even more startling. American-flag vessels carry only 1.9 percent of the trade between the United States and Norway, while Norwegian-flag vessels carry 82.1 percent of this trade, or more than 40 times the amount carried by American vessels.

In view of all these facts, the SIU has stated before the Advisory Committee that it would be interesting to learn from the State Department, for instance, just how much more a country like Norway could retaliate against us. To say that the proposed oil import quota ought to be scrapped, as has been urged by its opponents, on the grounds that there might be some form of retaliation is sheer nonsense. The quota program remains a simple solution to a vital problem, the rejuvenation of the U.S.-flag tanker fleet.

Meany Urges ICFTU Action

In Fight For World Freedom AMSTERDAM-Free world union delegates attending the Eighth World Congress of the International Confederation of Free Trade Unions, held here recently, heard AFL-CIO

President George Meany call mankind from poverty and to clared. free the more than one billion He said further "we must never people livng under dictatorship.

SIUNA President Paul Hall, who is an AFL-CIO Vice President, attended the ICFTU World Congress as a member of the delegation from the U.S. labor federation.

Freedom A Necessity

Speaking for North American workers, Meany said, "we firmly believe that any social system which is maintained at the price of degrading human dignity and debasing living conditions is too costly from the human point of

He told the leaders of labor organizations from throughout the free world that "when the ICFTU helps workers anywhere in the world to build effective free unions, we are Free unions are the hallmarks of International Affairs.

upon the organization to free a free society," Meany de-

forget that what unites us in this historic Congress is far stronger than that which may at one time or another divide us."

The AFL-CIO delegation to the ICFTU Congress was headed by Meany and included AFL-CIO Vice Presidents Walter P. Reuther, Joseph D. Keenan, Paul L. Phillips, James A. Suffridge, Joseph Curran, A. Philip Randolph, Herman D. Kenin, Richard F. Walsh, Paul Hall, Lee W. Minton and Karl F. Feller.

Also in the delegation were Hunter P. Wharton, president, Operating Engineers; Edward F. Carlough, president, Sheet Metal Workers; Max Greenberg, president, Retail, Wholesale & Dept. Store Union; John McCartin, assistant to the president, Plumbers making a definite contribution to & Pipe Fitters; Jay Lovestone, diworld peace. Permanent peace can rector, and Ernest Lee, assistant only come where men are free. director, AFL-CIO Department of



The death of Adlai Stevenson "shocked and saddened" union members, AFL-CIO President George Meany said as he praised Stevenson as "one of the great Americans of our generation" and as "a true friend of workers everywhere."

He noted that in the presidential campaigns of 1952 and 1956 "the labor movement clearly expressed its warm admiration and affection" for Stevenson.

The U.S. ambassador to the United Nations, Meany said, "truly believed in freedom and democracy; he had a complete hatred of oppression and tyranny; he had a true love for his fellow man."

From President Johnson and world leaders down to the man in the street came tributes to Stevenson.

He imparted "nobility to public life," Johnson said, calling on the nation to "weep for one who was a friend, who was a guide to all mankind."



AFL-CIO delegates to the Eighth World Congress of the International Confederation of Free Trade Unions in Amsterdam listen attentively to discussion in Amsterdam, Holland. The American delegation included (I-r) James Suffridge, president, Retail Clerks; Joseph Keenan, president, Electrical Workers; Richard Walsh, president, Theatrical Stage Employees; Paul Hall, president, SIUNA; Hunter Wharton, president, Operating Engineers; Edward Carlough, president Sheet Metal Workers; A. Philip Randolph, president, Sleeping Car Porters; and Jay Lovestone, director, AFL-CIO International Affairs Department. SIUNA president Hall, who is an AFL-CIO vice president, served on the Finance and Administration committee of the Eighth ICFTU Congress.

House-Senate Conferees OK Medicare Draft

House and Senate conferees have concluded work on a final draft of a medicare bill which will include social security benefits and nursing home benefits, a supplementary medical

insurance program, and higher + monthly social security pen- cluding tips as wages for social sions.

Approval of the final text of the medicare bill has already been announced by the conferees.

Every indication points to prompt ratification of the conference agreement by the Senate and the House, which would then send the bill to President Johnson for his signature by the end of next

No major obstacle to final agreement was expected in the wake Senate. It passed the House three months ago in slightly different need for a conference committee to iron out the final draft.

President Johnson hailed the Senate action as "a great day for America." It means, he said, that "older citizens will no longer have to fear that illness will wipe out their savings, eat up their income, and destroy lifelong hope of dignity and independence."

Persons already on the social security retirement rolls are assured of a 7 percent increase in monthly benefits retroactive to Jan.

Conferees voted to provide part payment for an additional 30 days of hospital care after a patient exhausts the 60 days allowed for each illness. The patient would pay \$10 for each day of the extended care, with the government paying the difference. The House bill had no provision for more than 60 days of hospitalization; the Senate bill had allowed unlimited hospitalization at the \$10-a-day rate.

labor-supported provision for in- opposed.

security taxes. However, the compromise agreement stipulates that only the employees share of the tax would be payable. The employer will be exempt from paying half of the tax on tip earnings.

Specialist Costs Deleted

While the final version of the bill is reported to conform in all fundamental aspects to President Johnson recommendations, members of the conference committee were said to have deleted from of the bill's 68-21 passage by the the bill an amendment adopted by the Senate which would have included as part of the basic hospital form, 313-115 thus prompting the insurance benefit, payment of physician specialist services normally billed by the hospital, such as a radiologist. The administration and labor had strongly supported the adoption of this amend-

> The most direct attack on the health care program as the Senate passed the bill was an amendment proposed by Senator Carl T. Curtis (R.-Neb.) to kill the medicare sections of the bill. It was decisively beaten, 64-26.

The closest major vote was on another Curtis amendment-to tle the deductible amount which each person must pay toward his hospital expense to his previous year's Income. Under the House and Senate bills, there is a \$40 deductible for hospitalization. The attempt to set a "means test" for social security hospital benefits was beaten,

On final passage, 55 Democrats and 13 Republicans voted for the Senate medicare bill; 14 Republi-Also included in the bill is a cans an seven Democrats were

SIU Urges Govt. Action On Oil Import Quota Plan To Aid U.S. Tanker Fleet

WASHINGTON, D.C.-The Seafarers International Union of North America sharply challenged assertions by international oil company spokesmen that an oil import quota for American-flag merchant vessels would be discriminatory and

would invite retaliation by ! foreign maritime nations.

A proposal that 30% of all crude oil and petroleum products imported into this country be reserved for American-flag ships was presented to the President's Maritime Advisory Committee at its last meeting on June 21 by a subcommittee consisting of Theodore W. Kheel, New York City labor-management arbitrator; Lane Kirkland, executive assistant to AFL-CIO President George Meany, and J. Paul St. Sure, president of the Pacific Maritime Association.

The proposal had been attacked as discriminatory by Joseph Andreae, general manager of the marine department of the Humble Oil Company, which is the chief domestic affiliate of Standard Oil of New Jersey.

Esso is the largest operator of runaway tankers which are owned or controlled by American interests but registered under the flags of Panama, Liberia, or Honduras.

The SIU rebuttal was set forth in a statement sent on July 12 to all members of the Maritime Advisory Committee, which was created by President Johnson a year ago to recommend solutions to the problems besetting the American maritime industry.

The committee consists of Secretary of Commerce John T. Connor, chairman; Secretary of Labor W. Willard Wirtz, and 15 non-Government representatives of maritime management, labor and the public. The SIU representative on the Committee is its international president, Paul Hall.

Copies of the SIU statement were sent to the Department of the Interior, which administers the

present oil import program, as well as to members of the House Merchant Marine Committee, Senate Commerce Committee, Joint Economic Committee and other Government agencies.

The SIU noted in its statement that Panamanian and Liberianflag vessels, according to the latest Maritime Administration statistics, carry 55% of all of our imported oil and petroleum products, and that the only legitimate maritime nation transporting a significant volume of these imports is Norway, which carries 17.8%. American-flag tankers carry only 2.3%.

The SIU pointed out that American-flag ships now carry less than 2% of the trade between the United States and Norway, and none of the tanker cargoes moving between these two countries, and declared that "in view of these facts, it would be interesting to learn from the State Department, for instance, just how much more a country like Norway could 'retaliate' against us."

The State Department has consistently supported the position of the oil companies in holding that an oil quota for American-flag vessels would invite discrimination again American shipping.

"The simple fact," the SIU declared, "is that an oil import quota aside possibly from Norway would fall primarily on those vessels which are owned by Americans but registered under spurious flags in order to evade American wages, working conditions, taxes and other legal obligations. Such action against ships which are really

American vessels can hardly be said to constitute 'discrimination' against the flags of legitimate maritime nations."

The SIU, in its presentation, also made the following points:

- · Runaway operators have frequently threatened to transfer their ships from runaway flags to the flags of other foreign countries, completely beyond the reach of American authorities. This, the SIU said, makes a mockery of the theory of "effective control" which is supported by our departments of State and Defense, and which holds that these runaways will be available to the United States in time of war or national emergency.
- . The ability of the the runaway operators to evade the 52% tax on corporate earnings, paid by domestic American companies, not only enables these operators to escape making a full and fair contribution to the American economy, but gives them an unwarranted competitive advantage over domestic ship operators and domestic oil
- · Whereas American-flag vessels reduce our balance of payments deficit by \$1 billion a year, the runaways help to create a deficit of a billion a year in the petroleum trades, thus wiping out the contributions of the Americanflag fleet in this area.

The SIU urged in its statement that, in addition to advocating an (Continued on page 18)

Major Gains Won In SIU Taxi Pact

CHICAGO-Taxi worker members of Democratic Union Organizing Committee Local 777 of the SIU-Transportation, Services and Allied Workers District, voted overwhelmingly

to end their 23-day strike and + return to work after winning and survivor benefits. The cost of sions, pensions and medical benefits. The 6,000 DUOC cab drivers and garage workers hit the bricks on June 26 in front of Yellow and Checker cab company garages when the owners refused to negotiate a satisfactory contract.

The cab union's new three-year contract pushes commissions for drivers up to a maximum of 471/2 percent and achieved an important break-through on pensions, establishing payments of \$82.50 per month for drivers and inside men. The new pension plan represents an increase of \$45 per month over the old pension agreement.

The two cab companies also agreed to contribute toward the establishment of a diagnostic clinic which will offer complete medical services to taxi workers and their dependents. DUOC members also gained a 50 percent increase in hospitalization benefits as well as major gains in sick pay, surgical the election.

a new three-year contract the improved welfare program in with substantial gains in commis- the new contract will be paid for by the employers.

> The new agreement provides that garage workers will now work a reduced work week with no loss in pay.

> Other contract gains include breakdown pay on the basis of \$17.50 a day and \$17.50 per day in accident pay.

Drivers and inside men will be eligible to collect all increases in commissions, wages and other payments retroactively to April 1 under the terms of the new con-

Contract talks with the cab companies began right after Local 777 overwhelmingly turned back a raiding attempt by the Teamsters Union. In an NLRB representation election in May, the SIUaffiliate whipped the Teamsters by a three-to-one margin. More than 5,000 cab workers took part in



Striking taxi drivers and garage workers of DUOC Local 777 of the SIU-Transportation Services and Allied Workers District picket outside Yellow Cab Company Garage No. 3 in Chicago in support of better wages and working conditions. DUOC members who work for the Checker and Yellow Cab companies recently voted to accept a new contract with important gains in commissions, wages and benefits. The new pact ended a 23-day walkout by the 6,000

Union Pensions Awarded To 13 Veteran Members











Fuller

Thirteen additional SIU veterans have joined the growing ranks of Seafarers whose retirement years are protected by a lifetime of \$150 monthly pension checks. The thirteen additional pensioners are Samuel Tate, 63, Theodore Popa, 56, John Bridge,

61, Brougham Savage, 65, John + S. Zec, 65, Vincente Remolar, Jersey with his wife Phoebe. He point, Virginia. He last sailed for Fuller, 51, William G. Callis, 61, tral Railroad. Daniel Zeller, 65, Paul Brady, 65, Calixto Montoya, 65, Zygmunt B. Bratkowski, 52.

Tate joined the SIU in the port of Savannah, Georgia, sailing as





a messman in the steward department. Born in Morgantown, North Carolina, he still makes his home there with his wife Dora. He last sailed aboard the Kyska.

Popa sailed as a bosun in the deck department after joining the SIU in the port of Philadelphia. Born in the state of Ohio, he now makes his home in Cleveland. He last shipped out aboard the Wild

Bridge signed on with the SIU pany. Inland Boatmens Union in the port of Houston, Texas where he sailed as a member of the deck department. Born in Philadelphia, he now makes his home in Corpus their home in the town of New-Christi, Texas with his wife June. He last sailed for the G&H Towing Company.

Savage sailed as a member of the deck department after joining the SIU Railway Marine Region in the port of New York. A native of Great Britain's Isle of Man, he now lives in Cliffside Park, New



Seafarer Theodore Popa (left) receives his first \$150 monthly pension check from SIU Cleveland port agent Stan Wares. A veteran member of the deck department, Popa is planning to retire to his home in Cleveland. His last ship was the Wild Ranger (Waterman).

Zec joined the SIU Inland Boatdepartment. He and his wife Mary Born in New York, he lives in continue to make their home in Chicago. He last sailed for Hannah Inland Waterways.

Remolar sailed as a member of the steward department after signing up with the SIU in the port of Savannah. A native of the sunny Phillipine Islands, he now makes his home in New York City with his wife Juliana. He last shipped out aboard the Azalea City.

Bell joined the SIU in the port of Norfolk, sailing as a member of the engine department. Born in North Carolina, he still makes his home there in the city of Moorehead. He last sailed aboard the De Soto.

Fuller signed on with the SIU Railway Marine Region in the port of New York, sailing as a deckhand, Born in Brooklyn, he continues to make his home there with his wife Alice. He last sailed for the Bush Terminal Railroad Com-

Callis sailed as a deckhand after joining the RMR in the port of Norfolk. Born in Redart, Virginia, he and his wife Mary now make

Conference On Safety Held In Puerto Rico

SIU Safety Director Joe Algina participated in a four-day session of the Labor Conference which met in Puerto Rico recently to discuss safety conditions both on and off the job. An impressive array of safety programs and devices were studied and evaluated by the conference which included labor delegations from such widespread home bases as Canada, California, Colorado and Puerto Rico.

The Seafarers International Union and the Puerto Rico Federation of Labor sponsored the Conference in conjunction with the Puerto Rican Department of Labor and other civic and labor organizations.

The Conference passed a resolution extending its congratulations to President Johnson for "his dynamic safety program for federal employees and for his recognition of the role of labor unions in occupational safety."

Conference members also promised to support and cooperate with "all labor unions having federal employee members," in their efforts to achieve safety goals outlined by the President.

65, Gorden Bell, 58, Woodrow last sailed for the New York Cen- the Pennsylvania- Railroad Company.

> Zeller joined the RMR in the mens Union in the port of Chicago, Port of New York, sailing as a sailing as a member of the deck member of the deck department.





Bratkowski

Brooklyn with his wife Catherine. He last sailed for the New York Central Railroad.

Brady sailed as a member of the steward department after joining the SIU in the port of Mobile, Alabama. Born in Maryland, he now makes his home in Lake Charles, Louisiana with his wife Dorothy. He last shipped out aboard the Cabins.

Montoya signed on with the SIU in the port of New York, shipping out as a member of the steward department. Born in the Phillipines, he now lives in New Orleans. He last sailed aboard the Halcyon Panther.

Bratkowski sailed as a barge captain after joining the SIU Inland Boatmens Union in the port of Baltimore, Maryland. Born in Baltimore, he continues to make his home there with his wife Margeret.



Daniel Zeller, member of the SIU-Railway Marine Region, (right) sports a big smile as he receives his first \$150 SIU pension check from SIU-RMR regional director G. P. McGinty. Zeller last sailed as a deckhand for the New York Central, and will spend his retirement years with his wife, Catherine, in Brooklyn.



Receiving best wishes for smooth sailing during his retirement years Seafarer Vincente Remolar (left) accepts his first Union pension check from SIU rep Ed Mooney at New York headquarters. Remolar, who sailed in the steward department, last paid off the Azalea City (Sea-Land). He plans to retire on his SIU pension to his home in New York.



Cabbies Rally At N.Y. Hall

SIU Headquarters in Brooklyn was the scene last week of a mass outdoor rally held by the New York Taxi Drivers' Organizing Committee. The hackmen are engaged in an all out fight to have a union represent them. Seafarers are fully supporting the cabbies in their efforts to win decent wages and working conditions. The TDOC won a majority of the garages contested in an NLRB election held this week.

The rally was a resounding success as a huge turnout of cabbies attended the meeting.

New York

Shipping is exceptionally good in New York, with a shortage in all ratings. The outlook for the coming weeks is very favorable. Gerald Graff has been making the rounds in the New York hall this week after paying off the Robin Goodfellow. While working around the house, Gerry fell through a storm window and injured his right wing. Israel Ramos and his old buddy Ramon Aguiar are both on the New York scene. Israel piled off the Beauregard and Ramon paid off the Bienville. Both are ready to take any good runs that hit the board. In to collect his vacation money was T. Murphy. Murph is renewing old acquaintances after getting off the Express Baltimore.

Boston

Shipping is moving at a fair he's ready to go again. clip in Boston and is expected to pickup in the coming weeks. High on the list of oldtimers around the hall is 20-year Union man John Kulas who last shipped out as a oiler aboard the Steel Navigator. John says those long trips are okay, but this time he's going to wait for a coast hugger. Also off the Steel Navigator is Midge McDonald, another 20-year SIU veteran. Midge, who sails as an AB, is going to try to get on the Island Boats for the summer so that he can be near his family, Everybody around the hall was glad to see that Kenny La Rose, a 16-year man, is out of drydock and anxious to get back to sea. Kenny last sailed aboard the Sea Pioneer as OS.

Philadelphia

The shipping situation in Philadelphia is holding steady and should be picking up in the next couple of weeks. Old timer John Schaller is telling everybody that he's raring to go. John will take the first baker's job available. Richard Sior just piled off the Globe Progress after two years and is now looking forward to taking a vacation with his family. John Shannon reports that he's had some real good poker hands lately. He swears that the Geneva is of Aug. 24, 1912.

But the heat around After cetting of Aug. 24, 1912. the best around. After getting off the Globe Carrier where he sailed

as a bosun, Angel Rosa says that

Balitmore

Seafarers in Balitmore have found that shipping is proceeding on the slow bell but is expected to pick up some steam in the next (Continued on page 23)

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MTD Charges 8 Co's 'Thwart' Contract Talks

The Maritime Trades Department, AFL-CIO, has charged that the efforts to resolve the current collective bargaining dispute in maritime which has immobilized more than 100 vessels is "being thwarted by a handful of willful shipping company officials, representing

just eight companies, who *are now open for renegotiation."

MTD President Paul Hall said in a statement forwarded from Amsterdam, Holland, where he had been attending the International Confederation of Free Trade Union Congress as an AFL-CIO delegate, that "this situation is of sharp contrast to that of the grave concern to the Maritime Trades Department which repre- ping companies both subsidized sents hundreds of thousands of workers who are dependent upon the maritime industry for their livelihoods."

"It is of particular concern at this time when a tripartite effort on the part of maritime labor, management and the government is being made to find ways and means of strengthening and improving the American-flag mer-chant fleet," the MTD president

"It is most unfortunate that this effort is being thwarted by a handful of willful shipping company officials, representing just eight companies who have refused to conclude agreements with any of the maritime unions whose contracts are now open for renegotiation." The eight companies are: United States Lines, Lykes Brothers, Moore-McCormack Lines, Grace Lines, Farrell Lines, Bloomfield Steamship Company, Prudential Lines, and Gulf and South American Steamship Com-

thousands of maritime workers who occassions indicated their readi- and scrutiny."

have refused to conclude are affected, Hall arged the "eight ness to participate in such meetagreements with any of the companies involved in the current ings at any time. maritime unions whose contracts dispute to sit down immediately with the union representatives and to stay with a discussion of the issues until they are resolved."

Sharp Contrast

The MTD president's statement added: "The position of these eight shipping companies is in hundreds of other American shipand unsubsidized, operating some 700 passenger, dry cargo and tanker vessels from the Atlantic, Gulf and Pacific Coast ports which have either concluded agreements with all of the maritime unions whose contracts have been open, or else are in the process of negotiating such agreements while their vessels, meanwhile, remain free to sail.

"The very nature of this situation makes it obvious that this totally unnecessary strike was precipitated and is being perpetuated only because of the refusal of the position. eight companies involved to negotiate the issues.

"The simple fact is that these eight companies have refused, despite the urgings of federal mediation officials, even to meet for meaningful discussions with union representatives. During the past several weeks, as a matter of management and union representatives have totalled no more than a few hours, although the union

"Certainly, no issue can be resolved unless there is an honest, face-to-face meeting, across the table, of the parties involved.

"The companies involved have attempted to cover their unwillingness to negotiate by charging that one of the unions involved - the Marine Engineers Beneficial Association - has a fixed position on three specific issues. The fact is that there are many issues involved in the dispute between MEBA and these companies and the companies have refused to negotiate on any of them.

"These tactics of the shipowners have created a climate of distortion and confusion as to the underlying causes of the dispute, and this distortion has been compounded by the National Maritime Union president who has publicly attacked MEBA as 'irresponsible.' This has encouraged the shipowner to maintain his adamant

"The eight companies involved in this strike are not only all subsidized operators, but are among the largest beneficiaries of the government's subsidy program. As such they have a special responsibility to attempt to resolve the issues which are standing in the way of full operation of the fact, actual meetings between the American-flag fleet. If these officials continue with their 'publicbe-damned' attitude, certainly their subsidization by public money In behalf of the hundreds of representatives have on numerous might well be open to question

SIU Welfare, Vacation Plans

Cash Benefits Paid — June, 1965

	CLAIMS	AMOUNT PAID
Hospital Benefits	8395	\$ 67,626.44
Death Benefits	33	78,982.45
Pension-Disability Benefits	754	113,100.00
Maternity Benefits	44	8,582.06
Dependent Benefits	863	111,435.25
Optical Benefits	482	6,327.35
Out-Patient Benefits	4,114	32,912.00
Vacation Benefits	1,412	472,279.80

TOTAL WELFARE, VACATION BENEFITS PAID THIS PERIOD ...

16,097

\$891,245.35



By Al Kerr, Secretary-Treasurer

SIU Benefit Programs Outlined

This column reviews the various benefit programs for SIU members to help our brothers obtain those which they are eligible for without unnecessary delay. We realize that the wide range of benefits available under the SIU welfare program makes it hard for many of our members to keep track of specific plans. In response to many questions, we will again review the maternity, hospital and optical benefits which are provided for membership use.

MATERNITY BENEFIT. Those seamen who have 90 days of seatime in the calendar year prior to the birth of a child and one day's scatime in the six months prior to the birth of a child, are eligible under the Plan for a \$200 maternity benefit when their wives give birth, provided they present proper proof and claims within one year of the birth. In those cases where there are multiple births (twins, triplets, etc.), there is provision for an individual maternity bentfit of \$200 for each child.

For births occurring on and after August 1, 1962, delivery by ceasarean section shall be reimbursed in accordance with the hospital and surgical fee as specified in the Schedule of Derendents' Benefits. In addition, an applicant must present proof of marriage and a photostatic copy of the baby's birth certificate. The birth certificate must contain the name of both parents. +

An eligible seaman's wife is en- which is known as the In-H spital her husband dies during her preg- with separately below. nancy, and may also claim the maternity benefit if her husband is at sea at the time the child is born. A seaman is eligible for this benefit only if the child is born in the Continental United States or its territories - Puerto Rico and the Virgin Islands. The only exception to this is Canada, which is also covered under this benefit. Lastly, if an eligible seaman dies before his wife gives birth, the benefit shall be paid even though the child is born more than 90 days after the deceased employee's last employment.

OPTICAL BENEFIT. Eligibility for this benefit is the same as for the maternity benefit. The program provides for the following: One pair of eyeglasses every two years, except in cases requiring glasses more frequently due to pathological reasons, in which case the additional glasses may be authorized by the trustees. The understanding is that the frames will be those known as "Shell Ful-Vue." with lenses of the required prescription. The cost of fancy frames, tri-focal lenses, sunglasses, and the like, shall be paid by the eligible. The optical benefit is available and extended to eligible dependents under the same rules as those governing the eligible seaman. Safety glasses for dependent children also may be provided, however.

HOSPITAL BENEFITS FOR ELIGIBLES: Eligibility for hospital benefits is the same as outlined above. The hospital benefit program is actually broken down the hospital, regardless of the into three Items, consisting of a length of stay. In some cases, par-\$1.00-a-day hospital benefit, a \$3.00-a-day hospital benefit, and this period has extended for as

titled to the maternity benefit if Benefit. Each of these is dealt

\$1.00-a-Day Hospital Benefit-Eligibility for this benefit requires one day's seatime in the year prior to admittance to the hospital. This benefit has been in effect from the day that the Seafarers Welfare Plan came into existence.

\$3.00-a-Day Hospital Benefit-The eligibility rule for this benefit requires a seaman to have had 90 days of employment in the calendar year prior to his admittance to the hospital, as well as one day's employment in the six-month period preceding his admission. He will then receive \$3.00 per day for the period of time that he is hospitalized.

\$8.00-a-Day Hospital Benefit-This payment actually falls under the S & A benefit program but is paid in the hospital to the individual. Many eligibles become confused and feel that this is an \$8.00-a-day hospital in - patient benefit. Under the hospital benefit section of the Plan it is, but it falls under the S & A rules.

A patient is entitled to this benefit during the time he or she is a patient in any USPHS Hospital or an approved private hospital in the US, Puerto Rico, the Virgin Islands or Canada. This benefit is payable from the first day of hospitalization but not for a period to exceed 39 weeks.

The hospital benefits of \$1.00-aday and \$3.00-a-day are paid to patients who qualify for as long a period as they remain a patient in ticularly those of chronic illness. an \$8.00-a-day hospital benefit, long as seven and eight years.

SIU Hosts N.Y. Taxi Union Rally



A pre-election rally conducted by the New York Taxi Drivers Organizing Committee (AFL-CIO) was held at the SIU headquarters in Brooklyn last week. These photos show part of the 600 New York cab drivers who heard speakers uge a "yes" vote for the TDOC. The AFL-CIO unit scored an overwhelming victory in an NLRB election held this week. Among those addressing the meeting were SIU rep Ed Mooney, Harry Van Arsdale, Jr., president of the New York City Central Labor Council; Michael Mann, AFL-CIO regional director; Michael Sampson, Utility Workers president; Peter Ottley, President, Local 144, Building Service Employes; and Chris Plunkett, TDOC director.



SEAFARERS ROTARY SHIPPING BOARD



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

July 3 to July 16, 1965

Total job calls during the past two weeks amounted to 1,392 men, virtually unchanged from the preceding period's total of 1,391. Class A and Class B men who shipped out during the past period totaled 1,186 men, and thus represented a slight increase over the earlier period, when 1,176 Class A and Class B men shipped out.

During the same two periods, registrations of Class A and Class B men decreased by 980 seamen. As a result the job situation brightened appreciably.

This decrease in new registrations along with the holding of the high level of men shipped has helped to cut into the number of men registered on the beach. The overall figure for this category dropped from 3,539 to 3,522 seamen. Of this total, 1,412 were in the deck department, 1.079 were in the Engine department and 1,031 in the Steward department.

A department breakdown of registrations shows that all three departments marked a decline when contrasted with the previous period. The Engine department rang up the sharpest drop which was followed by the Deck and Steward departments in that order. The Steward department benefited most from the decline in registrations because at the same time it was the only department to experience a rise in the number of men shipped. The number of members answering deck department calls remained steady, while engine department jobs dropped slightly.

The seniority picture snowed little or no change from period to period. Class A men still account for 49%, of the men shipped. Class B men increased by 1% to 36% while Class C seamen dipped 1% and now account for 15% of the Seafarers shipped.

A port by port analysis shows considerable variation in performance. New York and Houston, both of which have high levels of men shipped indicate little change from last time. Mobile and Seattle shipping became tighter, while New Orleans and Wilmington took up the slack.

Total Shipping-Activity rose again this period, increasing from 209 to 220. Sign-Ons increased by 9 rising from 38 to 47. There were 3 more Pay-offs and 1 less In-transit than there were 2 weeks ago.

Ship Activity

Pay	Sign Ons		OTAL
Seston 1		1	2
New York 17	6	20	43
Philadelphia 5	4		17
Baltimore 6	3	/7	16
Norfolk 3	3	4	10
Jacksonville 0	0	11	11
Tampa 0		. 6	
Mobile 6	3		13
New Orleans 13	10		31
Houston 10	13	20	43
Wilmington 2		5	7
San Francisco. 5	4	6	15
Seattle 1	1	4	6
TOTALS 69	47	104	220

DECK DEPARTMENT

		Regi CLA	stere 55 A			Regi	stere			Ship	SS A				oped SS B			Ship					TAL			Reg	9020MINZ	red O		CLA		
Port		ROT	Tall 1952	1200		ROU	P	, Sepa 2	G	ROU	P	1000	G	ROU		43.4	G	ROUI	P		C	LASS		751000	G	ROUI		ze-ess/	GI	ROUI	P	James
43	_ 1		3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	A	В	C	ALL	1	2	3	ALL	1	2	3	ALL
Roston	4	- 3	3	12	0	1	1	2	0	2	1	3	0	1	1	2	0	1	0	1	3	2	1	6	10	10	4	24	0	3	- 5	8
New York	31	35	9	75	3	10	9	22	12	41	3	56	1	15	14	30	0	8	11	19	56	30	19	105	80	128	28	236	1	26	49	76
Philadelphia	6	6	3	1.5	0	3	7	10	2	3	3	8	0	2	4	6	0	2	4	6	8	6	6	20	13	13	6	32	0	5	20	25
Baltimore	3	11	2	16	0	5	9	14	7	6	1	14	1	4	1	6	0	1	0	1	14	6	1	21	34	69	9	112	5	14	32	51
Norfolk	4	2	0	6	0	8	5	13	2	8	0	10	1	3	4	8	0	0	2	2	10	8	2	20	9	14	2	25	1	4	15	20
Jacksonville	1	0	5	6	1	5	7	13	1	2	0	3	2	1	2	5	0	0	1	1	3	5	1	9	9	9	0	18	2	7	0	18
Tampa	2	0	0	2	0	1	4	5	1	ō	0	1	0	1	0	1	Õ	0	0	Ô	1	1	0	2	1	3	0	4	ñ	1	3	4
t'obile	9	10	3	1 22	2	4	9	15	3	-11	o	14	0	5	2	7	õ	0	1	1	14	7	1	22	30	26	5	61	2	4	21	27
?'ew Orleans	12	23	6	4.6	. õ	17	16	33	20	27	4	51	3	16	21	40	0	1	0	î	51	40	î	92	59	79	9	147	3	32	52	87
Touston	20	34	5	59	Maria San Tale	14	8	33	17	22	3	42	8	18	11	37	0	2	7	9	42	37	9	88		82	15	154	6	25	39	70
Wilmington	3	4	2	9	0	2	2	4	3	- 5	1	9	3	1	6	10	o	ñ	1	1	9	10	1	20	17	19	3	39	0	8	7	15
an Francisco	16	20	3	39	4	11	13	28	15	20	10	45	8	18	6	29	1	10	13	24	45	29	24	98	25	17	2	44	4	8	18	30
Saattle	3	10	5	18	41-	8	7	15	5	7	1	13	1	4	5	10	ô	2	1	3	13	10	3	26	23	23	8	54	2	19	10	31
TOTALS	114	105	46	325	20	89	97	206	88	154	27	269	25	89	77 -	191	1	27	41	69	269	191	69	529	367	492	91	950	26	- 200		14 OW

ENGINE DEPARTMENT

		Regis CLA		50.00		CLA Regi	SS L			Ship	SS A				SS E			Ship					TAL			Reg		red O	n T	he B		
Port	6	ROUI	3	ALL	0	ROU	P ,	ALL	1	ROU	P	ALL	1000	ROU	P ,	ALL	G	ROUI		ALL		LASS	c	ALL		ROU	71	ALL		ROU		ALL
Boston	-1	- 2	- 0	3	-0		- 0	1 1	- 0		- 0	1 1	-0		-0		-1	1	-0	2		0	- 2	1 2	-2	- 0	2	100		~		ALL
New York	17	38	5	60	1	13	7	21	ğ	27	3	39	2	14	7	23	ô	2	9	11	39	23	11	73	51	96	12	159		44	45	97
Philadelphia	0	14	3	17	ô	9	7	16	0	8	1	9	ő	5	1	6	0	1	0	1	9	6	1	16	2	19	2	23	0	10	14	97
Raltimore	6	13	4	23	1	7	8	16	1	10	3	14	0	8	2	10	0	0	1	1	14	10	1	25	12	72	6	90	3	27	19	49
Norfolk	2	8	1	11	0	2	1	3	1	8	1	10	0	4	3	7	0	2	1	3	10	7	3	20	6	16	2	24	1	10	7	18
Jacksonville	0	7	0	7	1	8	1	10	1	1	0	2	0	2	1	3	0	2	2	4	2	3	4	9	1	8	0	9	2	8	3	13
Tampa	0	2	0	2	0	0	0.	0	0	0	1	1	0	2	1	3	0	0	1	1	1	3	1	5	1	3	0	4	0	1	1	2
Nobile	2	15	2	19	0	. 5	3	8	3	10	0	13	1	5	3	9	0	1	2	3	13	9	3	25	8	18	6	32	0	5	7	12
w Orleans	6	20	1	27	3	17	5	25	13	27	5	45	5	20	16	41	0	7	4	11	45	41	11	97	24	64	10	98	5	34	37	76
l'ouston	11	29	5	45	3	23	12	38	5	25	11	41	0	20	19	39	0	4	8	12	41	39	12	92	14	73	2	89	5	39	41	85
Wilmington	4	2	2	8	3	6	3	12	3	3	1	7	2	6	3	11	0	0	0	0	7	11	0	18	9	7	4	20	4	6	1	11
an Francisco	7	19	3	29	3	4	8	15	7	16	3	26	2	5	8	15	1	13	10	24	26	15	24	65	6	31	6	43	3	7	14	24
Seattle	0	9	0	9	2	8	1	11	1	5	1	7	0	6	4	10	1	0	1	2	7	10	2	19	7	29	3	39	2	12	4	18
TOTALS	56	178	26	260	17	103	56	176	44	141	30	215	12	97	68	177	3	33	39	75	215	177	75	467	146	445	55	646	34	205	194	433

STEWARD DEPARTMENT

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	1000	GI	UOS	P	WEST.	GR	OUI	P			G	ROU	P	3000	G	ROUI		12 C 6 T	G	ROUL	•	W.Tava	C	LASS		0.000	-5-	G	ROU	P	1120	GI	ROUE	2	
Port	1-8	1	2	3	ALL	1	2	3	ALL	1-8	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	A	В	C	ALL	1-8	1	2	3	ALL	1	2	7/	ALL
Bos	1	2	0	0	3	1	0	1	2	0	0	0	0	0	-0	- 1	-0	1	0	0	-1	1	0	1	1	1 2	1	3	2	1	7.	1	0	2	3
NY	4	10	4	19	37	0	1	8	9	7	9	9	20	45	0	1	5	6	0	2	16	18	45	6	18	69	24	50	25	59	158	5	9	39	53
Phil	0	5	2	4	11	1	0	5	6	0	2	2	3	7	0	0	4	4	0	0	6	6	7	4	6	17	4	10	5	12	31	1	1	12	14
Bal	0	9	6	9	24	1	0	11	12	0	4	2	5	11	0	0	6	6	0	0	1	1	11	6	1	18	11	29	18	25	83	4	0	45	49
Nor	0	3	0	1	4	0	1	5	6	0	1	2	1	4	1	0	6	7	0	1	1	2	4	7	2	13	2	5	5	7	19	1	5	14	20
Jac	0	1	2	1	4	0	0	3	3	0	0	0	1	1	0	1	3	4	0	0	2	2	1	4	2	7	1	2	4	1	8	0	1	4	5
Tam	1	0	0	2	3	1	0	0	1	0	1	0	1	2	0	0	1	1	0	.0	0	6	2	. 1	0	. 3	3	2	0	4	9	0	0	0	
Mob	2	3	1	4	10	0	0	6	6	0	2	1	5	8	0	0	7	7.	0	0	1	1	8	7	1	16	9	12	11	13	45	0	0	6	6
NO	1	14	7	19	41	3	0	39	42	3	11	10	18	42	- 6	2	39	47	0	0	1	1	42	47	1	90	17	32	18	57	124	5	3	92	100
Hou	6	7	8	- 8	29	4	4	12	20	1	11	8	9	29	7	7	13	27	2	1	16	19	29	27	19	75	12	40	22	22	96	5	14	38	57
Wil	0	1	2	-1	4	1	0	3	4	1	3	1	2	7	0	0	4	4	0	0	0	0	. 7	4	0	11	5	2	7	6	20	1	0	3	4
SF	6	3	8	10	27	2	3	4	9	5	10	6	10	31	0	1	6	7	5	0	15	28	31	7	20	58	5	12	10	12	39	4	4	- 5	13
Sea	3	4	2	1	10	1	0	8	9	1	3	2	4	10	2	. 0	4	6	0	0	1	1	10	6	1	17	7	14	2	11	34	4	- 5	25	34
TOTALS	24	62	42	79	207	15	9	105	129	18	57	43	79	197	16	13	98	127	7	4	61	721	97	127	72	396	101	213	129	230	673	31	42	285	358

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DECK	- 1	ROL	3	ALL	1	44111/11	3	ALI.	1		3	ALL	1		3	ALL	1		3		A		C	ALL	1	demonstration of the	3	Control of the Contro	1		3	ALL
ENGINE STEW ARD	56	178	26	260	17	103	56	176	44	141	30	215	12	97	68	191	3	33	39	75	215	177	75	467	146	445	55	646	34	205	194	433
GRAND TOTALS		100000	Second Patrick	207	_ 1000 CS											127																



By Lindsey Williams, Vice-President, Gulf Area

Gulf Shipping Picture Bright

Shipping has been booming in the gulf area as an increased number of payoffs has sent the statistics soaring. The outlook for the coming weeks is extremely favorable and all rated men are urged to register.

New Orleans

Job calls have been hot and heavy in the port of New Orleans, and the forecast is for more of the same in coming weeks. On the beach after spending a long stretch on the Del Norte as steward, Jack Cobb is spreading the news that he is going to just take it easy for a while on a well-earned vacation. Waiting for a long run after a short stay on the Colorado is George (Lucky) Neyrey. Lucky is telling all the boys around the hall that he wants a real long one. Also on the beach after a quick run on the Colorado is Frank Russo. August (Gus) Brosig is on the ailing list after a run as steward on the Del Valle. Gus is taking treatments for a bum leg. Seafarers around the hall were all sorry to learn that Irwin (Monk) Sherman is having trouble with his hip. Monk last sailed aboard the Del Sud.

Houston

Shipping has been good in Houston and is expected to hold solid for the coming period. Old timer Homer Pashcall is glad to have his FFD and is ready and willing to ship anywhere. His last run was a fine trip

to Bombay, India aboard the Penn Carrier. Homer sails in the engine department. SIU veteran Sal Frank is down from Rhode Island. Sal is bragging about the SIU welfare plan. He says that he can remember the days when a seaman had no protection at all. Sal says that he's ready to ship to any port in his usual deck rating. Mike (The Beard) Doherty is a welcome sight around the hall after piling off the Del Norte where he sailed as quartermaster. Although he likes the run to South America, right now Mike is looking for a berth to India. Another welfare plan apostle around the hall is Steve Kolina. Steve is proud and happy about the plan. Now on the beach after a good run to India, Steve says that he is ready and raring to go

Mobile

Shipping activity is fair in Mobile, but is expected to pick up some steam in the next few weeks. The Midlands and Trans Texas are laid up in port.

Lotus Stone is registered for a deck department job down here. He last shipped as an AB aboard the Maiden Creek on her run to India. Lotus is married and makes his home in Mobile. He has been shipping out of the gulf area for 25 years. Herman Wilkerson is saying hello to a lot of old friends after piling off the Norfolk where he sailed as chief pumpman. When he's not around the hall, Herman is spending all his time with his wife in their Mobile home. He says that he still prefers tankers to anything else. Herman is an engineroom man who has been shipping on the Gulf for the last twenty years. Another long-time Gulf man for residents of the parched area is Charlie Wahl who is waiting for a at a cost of 22 cents per thousand steward's berth. Charlie last sailed aboard the Transindia as chief cook. He's telling everybody about his home in Fairhope, Alabama where he lives with his parents. He says that he hopes to get down there soon.

The boys around the hall were all giving the glad hand to 25-year Gulf sailor Theodore Harris who is off the Maiden Creek after a voyage to India. Ted is waiting for a choice steward's job and spending his spare time at home



SIU Company Christens Huge

J. A. W. Iglehart, the largest cement carrier on the Great Lakes was christened here recently by the SIU-Great Lakes-contracted Huron Portland Cement Division of the National Gypsum Co.

The new cement carrier is the latest and fastest addition to the Huron Portland Cement fleet. The Iglehart, a former tanker was converted by the American Shipbuilding Company of Chicago.

During the remodeling, a new forward deckhouse, including a pilot house and passenger quarters was built. The tanker's midship deckhouse was removed and the aft deckhouse underwent extensive remodeling. Unloading machinery was also installed under the cargo hold.



The J. A. W. Iglehart, the largest cement carrier on the Great Lakes, awaits christening at ceremonies held recently in Cleveland. Operated by the SIU-Great Lakes Districtcontracted Huron Portland Cement Division of the National Gypsum Company, the huge vessel is named after a director of the parent corporation. Jane Purinton of Baltimore, granddaughter of J. A. W. Iglehart, stands ready to do the honors with the traditional bottle of champagne.

Congressman Urges Bar To U.S. Ports

Report Progress On Barring Ships In North Vietnam Trade

WASHINGTON-Representative Paul Rogers (R.-Fla.) reports he is gaining support in his fight to close United States ports to the ships of any nation that permits its merchant fleet to transport supplies to Communist North Vietnam. In addition to introducing a bill

(HR 6154) that would ban; these vessels, the Florida congressman is also calling upon the State Department to declare

a boycott which would forbid the Hanoi government last April, operators of these ships from carrying government-generated car-

Angered by the loss of American fighting men in Vietnam who are killed while attempting to eliminate the Communist Viet Cong's overland transportation system, Rogers has branded the mounting U.S. death toll as "senseless" in the face of the continued ocean movement of supplies by Free World shipowners. Under these circumstances, the arrival of just one Free World ship with cargo for North Vietnam "is one too many," he declared recently.

The Florida Republican now has the support of eight of his fellow congressmen in his struggle to secure House passage of his bill. As a member of the House Merchant Marine Committee, Rogers has the additional advantage of being able to sit in on the hearings when his committee considers his own bill. SIU Backs Bill

The Seafarers International Union of North America, the International Longshoremen's Association and other maritime industry groups are supporting passage of Rogers' bill. Using a list of ships the legitimate government of flying the flags of Free World nations that have visited North Vietnam, the ILA has pledged itself to boycott these vessels should they appear in any U.S. port from Maine to Texas.

Bringing the public and his fellow congressmen up to date on the growing trade of Free World ships with Red North Vietnam, Rogers reported that 41 ships flying the flags of Western nations made 55 trips to ports controlled by the Hanoi government during the first five months of 1965. He asserted that many of these ships were engaged in trade with Cuba during the Russian missile crisis in 1962.

According to Rogers' latest statistics, vessels sailing under the British flag have continued to make the most calls to North Vietnam of any Free World government. When the Florida representative first made public the list of ment officials in arid Southern nearly 50 times as much drinking ships flying the flags of Western nations that had supplied the

Great Britain also stood at the top of the list at that time.

Hanoi Shuttle Service

His list showed that certain British-flag ships were maintaining a kind of shuttle service between Hong Kong and North Vietnamese ports. One such freighter, the Cardoss, was found to have made four voyages between Hong Kong and Haiphong on the Gulf of Tonkin during the last five months.

Rogers assailed the State Department announcement that Free World ship movements to North Vietnam had dropped by 20 percent in the first three months of 1965. The announcement also stated that this traffic was responsible for only 17 percent of the non-strategic goods imported by the Hanoi government. The Congressman declared that these supplies seemed far from insignificant when a count was made of the 191 Americans who were killed while fighting the Viet Cong during the first six months of 1965.

The State Department has formally accused Communist North Vietnam of directing and supplying the Viet Cong rebellion against South Vietnam with men, arms and other necessities. United States planes have been bombing North Vietnam for several months to persuade the Hanoi government to cease its assistance to the Communist insurgents operating in the southern part of the country.

Rogers asserts the recent intelligence reports that work is almost completed on four missle launching sites in the area of the Vietnamese port of Haiphong are evidence of the importance the Communists attach to the continued availability of shipping.

Type Minutes When Possible

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

Cure Seen For Water-Short Areas

Atomic Power Held Key To Low-Cost Desalting

LOS ANGELES-Reports that sea water can be desalted inexpensively through the use of atomic power are being studied hopefully by government officials in drought-stricken areas

across the nation. While many desalting processes are currently in use, government officials are especially interested in one of the country's largest engithe use of atomic power to make neering firms. The U.S. Departfresh water, since a U.S.-sponsored study estimates that seawater can be converted at one-fifth of the normal cost.

with his wife. Osborne M. Brooks

is registered for an engine room

berth after piling off the Maiden Creek with Ted Harris, and Lotus

Stone. Seafarers around the hall

were wondering how come his

billfold was so fat and Ozzie

promptly satisfied their curiosity

by proudly pulling out snapshots of his nine children. Oldtimer

William F. (Dub) Simmons is wait-

ing for a deck job after piling off

the Ocean Ulla where he sailed as

AB. Dub says that he'd like to get

a chance to drop by Mississippi

and see his wife before shipping

According to the report, a \$300 million desalting plant built near Los Angeles could provide 150 million gallons of fresh water per day gallons. Experts from Southern California estimate that this would be the cost that the area would pay for drinking water piped in from its normal inland sources.

Power By-Product

The proposed plant would produce enough water for the daily needs of 750,000 persons. The use of controlled nuclear fission in the desalting plant would generate 1.800 megawatts of power, enough electricity to satisfy the needs of a city of 2 million people. Since only part of this immense power would be used in the desalting process, the report envisions that the surplus could be used to generate electricity at a cost low enough to compete with presently used fuels.

The report, which has aroused so much interest among govern-California and the north eastern

U.S., now in its seventh year of a crucial water shortage, was prepared by the Bechtel Corporation. ment of Interior, the Atomic Energy Commission and the Metropolitan Water District of Southern California commissioned the study at a cost of \$420,000. Southern California was chosen for the study since it contains the largest population living in an area which is chronically short of water.

Utilities Interested

Three large private utility companies have already made known their interest to build a desalting plant in conjunction with the Southern California Metropolitan Water District, following the recommendations in the Bechtel study. The utility concerns have stated that they are ready to engage in the project if the cost estimates in the study are actually borne out.

The estimated 150 million gallons per day capacity of the proposed plant is regarded as highly significant when compared to desalinization facilities now in operation. The largest such plant, which operates on conventional non-nuclear fuels, produces 3.5 million gallons of fresh water per day on the Caribbean island of Aruba. The proposed Southern California plant would produce NLRB Policy Shift Hits Runaway Employers

Runaway Company Ordered To Bargain At New Plant

The National Labor Relations Board, fashioning a new policy for "runaway" employers, has ordered a Miami swimsuit manufacturer to bargain with the union he tried to evade, The new ruling does not require the unions to show proof of a majority at the new location.

The manufacturer was the Garwin Corp., which closed its our order herein," it declared, "the New York plant in 1963, discharged its employees and hired new workers in Miami, where it does business as S'Agaro, Inc.

The Ladies' Garment Workers filed unfair labor practice charges, and an NLRB examiner ruled that the firm had moved to deprive its tion . . . filed for a period of only New York employees of their rights and to avoid dealing with tion" of a new contract. the union. He issued an order, following customary NLRB practice, that S'Agaro would have to bargain when the union could "reestablish its representative status" at the Miami plant.

The ILGWU, objected, saying this would permit the firm to reap the fruits of its illegal activity. The board agreed with the union that the New York employees probably would not accept reinstatement at the Miami plant.

Besides, the NLRB declared, the "continuing coercive effects" of the firm's unfair labor practices "renders it highly probable that the issuance of a conditional bargaining order will enable the respondents [management] to achieve their primary illegal objectiveto escape bargaining."

Abandoned Workers' Rights

On balance, the NLRB said, the rights of the new employees in workers in New York. Therefore it charged the examiner's recommended order to require the employer to recognize and bargain with the union, on request, wherever the company locates.

Since the new employees have a continuous interest in their working conditions and effective collective bargaining, the NLRB voted to approve a "minor relaxation" of its normal contractbar rules.

union can reestablish its majority at the Florida plant, the normal plant in Queens, N.Y. Its owners contract bar rules shall apply. If tablish its majority, we shall deem | 000 worth of swimsuits a year from any collective bargaining agreement resulting from our order to ing 1963, Garwin produced garbargain as a bar to a timely petione year from the date of execu-

The Garwin Corp. formerly made ladies and junior swimsuits at a formed a new corporation, S'Agaro, the union is unable to rees- Inc., which makes more than \$400,a new plant at Hialeah, Fla. Durments under its own name and under the labels Nettle Rosenstein, Tall Girls and Costa del Sol, according to the examiner.

DDT Traces Found In Bleak Antarctic

WASHINGTON-Seafarers who have regarded Antartica has the last natural refuge in a world saturated by the chemicals and pesticides which have changed man's environment

so much since World War II, are in for a rude shock. A scientist recently returned from the globe's southern-most continent has announced that Antarctica is no different than any other part of the world in bearing traces of DDT contamination.

Dr. John L. George of the Pennsylvania University reports that he has found traces of DDT in seals, Miami should not take preference penguins and fish in the Antarctic over the rights of the abandoned region . The questions arising in the minds of Dr. George's scientific colleagues were how did the pesticide get there since the continent is separated from other land masses by hundreds of miles of open ocean in addition to the fact that there has never been any use of DDT in the region's frozen

The National Science Foundation (NSF) gave Dr. George a grant to help answer this riddle. The Pennsylvania University scientist "If . . . upon compliance with has been studying appearances of

DDT for years in odd corners of the world. He has previously reported finding it in the waters of both the northern Atlantic and Pacific Oceans.

Travel Exposure

Dr. George found there were no traces of DDT in the snows of Antarctica or in its invertebrate creatures, such as starfish, shellfish, etc. This raised the possibility that the seals, fish and penguins contaminated by the pesticide might have picked it up in their migrations away from the continent.

Research by Dr. George lends support to this theory. According to the scientist, DDT sprayed on crops washes into nearby streams and eventually finds its way to the sea. Here it is picked up plankton, the microscopic organisms living in the ocean, which are fed upon by various forms of marine life. In the savage life of the undersea world, traces of DDT are passed on as one kind of sea creature devours another. In this way, the poison could end up at the bottom of the world in Antarctica, far from the usual track of man.

While Dr. George's research shows that sea life might be responsible for the spread of DDT to the unpopulated areas of the world, the NSF was quick to reassure the increase her length from 488 feet agency say that all DDT residues unloaders. American operates the that have been discovered have been quite low.

Steel Recorder Still Safest Ship In Fleet

The SIU-manned Steel Recorder (Isthmian) made a clean sweep as it won its third straight fleet safety award. Seafarers on the Recorder have won high praise for maintaining the highest standards of safety in the Isthmian fleet by capturing the semi-annual award for the third time in a row. The Recorder first won the crown as safest ship in the 25-vessel Isthmian fleet when it took the title for the last six months of 1963. SIU crewmembers followed this victory up by winning the award for both halves of 1964.



and Fred Farnen, Secretary-Treasurer, Great Lakes

Lakes Reports Good Shipping

Shipping remains good in the port of Detroit. Over the July 4th holidays many requests came into headquarters for vacation reliefs creating a shortage of firemen and ABs. It is expected that after the hot spell has subsided there will be more normal shipping for rated men. As it is, we are still experiencing a shortage in certain key ratings.

Negotiations are still going on with representatives of GLAMO. From all appearances we expect no difficulty in arriving at a good settlement for the contract covering the next two years. The membership will be kept informed as negotiations proceed.

Shipping as usual is at a peak with vacation relief requests coming in. We are experiencing some difficulty in obtaining relief men in the rated capacities. Again we urge all members to upgrade their classifications as soon as they have enough sailing time. Members are urged to better themselves in their work and take advantage of the higher rated man's pay.

Buffalo

This port, as well as Cleveland, witnessed the christening of a Great Lakes vessel this past week, The Steamer Uhlmann Brothers, owned and operated by Kiasman Marine Transit Company, received the usual bottle of champagne. The cere-+

monies were attended by SIU representatives and various notables from shipping and government circles. In a brief speech to those in attendance, George Steinbrenner, President of Kinsman Marine Transit Company, stressed the fact that it would be greatly desirable to get more grain in American bottoms. This would certainly tend to improve the employment situation on the Buffalo waterfront for many of the maritime unions, Steinbrenner said.

Shipping from this port remains good and we are always hopeful that more rated men will make themselves available for shipping.

The Buffalo Maritime Trades Department Port Council is actively engaged in seeking a solution to the closing of the General Mills plant and elevators here in the port of Buffalo,

It was recently reported in the Buffalo Evening News that the American Steamship Company, identified with Boland & Cornelius, plans a \$2,000,000 expansion program of it's self-unloader fleet. Adam E. Cornelius, President of the American Steamship Com-pany, said the self-unloaders Detroit Edison, and Joseph Young will be lengthened next winter to increase their carrying capacity per season by 300,000 tons each. The Detroit Edison will receive a new 72 foot long mid-section at the Fraser Shipyards in Superior, Wisconsin. The Joseph Young will also receive a new mid-section to in this process. Officials of the Company has in operation 13 selflargest fleet of self-unloaders on the Alpena area. the Great Lakes.

Duluth

Shipping remains good in the port of Duluth. ABs, firemen and oilers jobs have been slow to fill. Firemen and AB registrations on the board are few. All members are again advised to remain on board their vessel until their relief arrives.

Frank Sheehan has been around the port of Duluth awaiting the first permanent OS vacancy on a salt water ship. If nothing comes up on the board in the immediate future, Frank will in all probability grab a temporary entry rating job on a Lakes carrier.

John Grant was recently released from USPHS after being confined for several weeks undergoing leg treatments. John is not quite ready to ship out as yet due to the slow healing of his leg.

Cleveland

This port proved again that it is the capital of the Great Lakes shipping companies with the holding of two christening ceremonies in the Cleveland area during the past month. First, the Steamer Paul Tietjen, which is now designated as the flag ship of the Kinsman fleet; second, the Steamer J. P. W. Iglehart, which is now the largest cement carrying vessel on the Great Lakes, went through its christening ceremonies. Both of these ships are manned by SIU

Shipping is still good in this port; AB jobs moving at a very steady pace. We presently have a good supply of entry ratings. All entry ratings on the beach with sufficient sea time are urged to take Coast Guard exams and upgrade themselves.

Shipping remains good in this port. We have had several shortages of rated men in the deck and engine departments due primarily to the hot weather we have been experiencing as of late.

As usual, shipping has been good in this port. Still short rated men. Shipping looks at this point very bright and will undoubtedly remain so until the end of the

Chairman of the Public Works Committee, Senator Patrick McNamara (D-Mich.) recently announced the approval by Congress of appropriation of \$806,000 for the Alpena Harbor Navigation Improvement project. This has been a long awaited program which public that no danger was involved to 672 feet. American Steamship will undoubtedly mean additional employment for members of the various maritime trade unions in



SIU Veteran Receives Pension



SIU deck department veteran Charles Goldstein (right) receives his first Union pension check and hearty congratulations from SIU rep Al Santiago at New York headquarters. Brother Goldstein, who last sailed on the Robin Hood (Robin Lines), is planning to spend his retirement at his home in Weehawken, N.J.

HE magic glitter of sunken treasure is luring hoards of scubadivers and other treasure-seekers to Florida's official "Treasure Coast"-a golden stretch of shore midway between Palm Beach and Cape Kennedy where shallow waters and far-flung reefs have combined to tear the bottoms out of countless vessels over the centuries. Spurred on by a recent salvage find of \$1.6 million worth of 18th century Spanish treasure, the modern-day "gold rush" has picked up so much momentum that the once lonely shore is crowded with hopeful beach combers and wouldbe salve e divers hungry for the "big score."

Amateur treasure hunters abound. They rush off in all directions in a never-ending quest for a "new find," "an old map," and even "the bearded old beach hermit who knows the location of precious cargo, half eroded and buried in Atlantic sand and coral long ago." Predictably, the amateurs are rarely successful. Most of the significant finds have been made by seasoned professionals using the latest techniques and scientific equipment.

The Florida "Gold Rush" started back in 1928 when local fishermen dredged up three ancient cannons and a huge time-eroded anchor. Discovery came upon the heels of discovery, and the rush was on. Necklaces, rings, jewels and coins trickled and sometimes poured into the surrounding towns. Flocks of tourists swarmed into the surf, swimming, diving and even wading after treasure. Maps of suspicious origin began to appear-for a price. At one point, the city of Fort Pierce was flooded with counterfeit doubloons. After the historic 1964 \$1.6 million find, the traffic became so great that a vast tourist industry sprang up along the newly-titled "Treasure Coast."





This salvaged necklace is valued at \$30,000. The solid gold links of ornate petal design measure more than 70 inches in length.



This recovered pile of silver pieces of eight was worth about 12½ cents. In the background is a modern day treasure map of Florida.



Part of household and hardware cargo shipped to American Colonies over 200 years ago includes silverware and specs.



Diver examines objects he discovered along the keel of Captain Blight's legendary ship. The Bounty, scuttled in 1790. An oarlock and hull fittings turned up.



This Spanish gold escudo ('heads' on rt., 'tails' on left)
was part of \$2 million Florida treasure find uncovered
by scuba divers.



The two-plastic-enclosed royal eight escudos at upper left are worth \$10,000. In center, a clump of silver coins fused by ocean. At right, pieces of eight.



Diver brings up sledge hammers from ship believed sailing from England to Colonies in the early 1700's.



Vice-President, Contracts, & Bill Hall, Headquarters Rep.

We have received a number of interesting questions recently, one of which concerns the painting of quarters, another which calls for clarification of grain loading procedures aboard tankers, and one which takes up the problem of dividing overtime.

In a recent inquiry from the ship's delegate aboard the Transhatteras, the following question is raised:

Question: Please advise which department paints Engineer's quarters. Answer: It is the Deck Department's job or duty to paint out not only the engineer's officer's quarters, but also the Captain's and Deck officer's quarters.

Reference: Standard Freightship Agreement, Article III, Section 34, which reads as follows: "Additional Work. (a) In all ports, members of the Deck Department may be required to chip, sougee, scale, prime and ments. paint the vessel over the sides.

(b) Overtime shall be paid when sailors are required, either in port or at sea, to chip, sougee, scale, prime or paint galley, pantry, saloon, living quarters, forecastles, lavatories and washrooms, which are not used by the Unlicensed Deck Department. This shall also apply to all enclosed passageways with doors or bulkheads at both ends.

The next question, dealing with

the division of wages of the chief

Edwards, ship's delegate aboard

Question: "The Captain has made the Chief Cook Steward and

says the wages of the Chief Cook

is to be split between the Chief

Cook, the Baker and the Third

Cook. Now, I am under the im-

pression that the Galley Man

should share in this spilt of wages

and not the Baker. Please advise

who should share in this spilt of

Answer: Only those men who

perform the missing man's duties

would be allowed a division of

Reference: Standard Freight-

ship Agreement, Article V. Sec-

sails without the full complement

in the Steward Department as re-

quired by this agreement, then the

men who do the missing men's

work will receive, in addition to a

division of wages of the missing

men, the overtime that the missing

Money Due

Overtime; Readus R. Wheelington.

Overtime; Edward Jensen, Robert

Valiant Hope - Transportation:

St. Lawrence - Subsistence:

Niagara - Disputed Overtime -

Richard Heckman, Francis M.

Greenwell, Lodgings: John Ben-

net, William Knapp, Warren Weiss.

Boone, Spiros D. Cassimis, Howard

W. Gibbs, Joseph Ortiguerra, Frank

Transorleans - Disputed Over-

Penn Carrier - Disputed Over-

Scatrain New York - Disputed

time: Earl Beamer, Walter Smith,

Lodging Allowance: Pedro Agtuca,

Luis Cepeda, William Dooling,

James Gleason, Ruben Negron,

Pred Patersson, Earl Resmondo,

Francisco Rodriguez, Alfonse Val-

S. T. Elena Lisa-Transportation

Differential: Byron C. Broadus,

Arnoldo Guevara (or Guenara),

James W. Higgens, Anthony Nix,

Natalie - Wages: James N.

- Transportation:

Smith, George Stanley.

inger, Donald Kershaw.

Nicholas Sakellarides.

Ames Victory

Ralph L. Jones.

G. Valerie.

time: Seymour Sikes.

R. V. Robert Conrad-Disputed

Hercules Victory - Disputed

the Natalie.

these monies.

(c) Non-permanent transient or irregular foreign shore labor shall not be employed to perform any of +the work in the licensed or un- in lieu of the regular overtime licensed quarters, store rooms, rate. passageways, galleys and mess rooms, except in those instances where the Company uses established shore labor. Companies on regular trade routes who, prior to June 7, 1954, used established shore labor in foreign ports may continue such practice.

(d) At sea or in port, the deck department may be required to sand and varnish all outside rails, storm and screen doors.

We had a recent inquiry from a tanker carrying grain, which is as follows:

Question: As you know, the Seafarers are required to work around the bridge area while the ship is at sea and on the iron "mike." When we load grain, this ship will come under the Freightship agreement. I would like to know whether the Seafarers will be re- tion 7, Paragraph (b): "If a vessel quired to work around the bridge area under the Freightship Agreement or not, as on all freighters, this is not permitted.

Answer: The Freightship Working Rules will apply, therefore, the man on the wheel will perform no men would normally have made on work on the bridge while on the a Saturday, Sunday or Holiday." wheel.

Reference: Standard Freightship Agreement, Article III, Section 7, which reads as follows: "Men Standing Sea Watches. (a) Men standing sea watches shall be paid overtime for Saturday, Sunday, and Holiday watches and for all work in excess of 8 hours between | Thomas E. Hanson, Edward E. Edmidnight and midnight each day. No work except for the safe navigation of the vessel is to be done after 5 p.m. and before 8 a.m., Monday through Friday, and on Saturdays, Sundays, and Holidays without payment of overtime.

(b) If a man standing regular watch at sea or in port on Saturdays, Sundays, and Holidays for which he receives overtime is required to work, he shall be paid overtime in addition to the overtime he receives for standing the regular sea watches on Saturdays, Sundays, or Holidays with the following exceptions:

- 1. Routine work for the safe navigation of the vessel.
- 2. Cleaning quarters.
- 3. Docking, undocking.

(c) If a man standing sea watches on Saturdays, Sundays, or Holidays is required to do longshore work, tank cleaning or handle explosives during his watch, he shall not receive the regular overtime but he shall be paid the overtime rate as specified in this Willie E. Smith, John David Vidagreement for that type of work rine.

WASHINGTON-The McCarthy-Mills bill now before Congress will make the first major improvements in unemployment insurance legislation since the system was enacted in 1935, Ray Munts, assistant di-+-

rector of the AFL-CIO Depart- gram to learn a skill for a new ment of Social Security, Job. declared in a network radio

The changes have been long needed, Munts asserted, because unemployment continues undenied adequate benefit pay-

"For a while after the program was adopted," said Munts, "state programs were more or less of equal and good quality, but after the war, state legislatures did not raise the benefits commensurate with the increase in wage levels. For example, today the typical worker receives a benefit of less than a third of his lost wage."

Would Hike Benefits

The new Administration-backed legislation would require most cook has been sent in by Clarence states to pay higher weekly amounts, with maximums raised in steps until they reach two-thirds of the state's average weekly wage.

> Munts, speaking on the AFL-CIO public service program Labor News Conference, heard on the Mutual Broadcasting System each week, noted that the new legislation would also provide extended federal benefits for long-term jobless. Payments would continue at the state weekly amount for up to six additional months for eligible jobless workers who exhaust their state benefits.

The McCarthy-Mills bill, Munts added, would also correct inequities in some states.

"For example, we encourage workers to look for jobs," he said. "The government makes surveys of where jobs are available and encourages workers to go look for them. However, some states actually reduce the worker's unemployment benefits if he goes outside the state. If he leaves Ohio, where he has been drawing a benefit of \$43 and goes to West Virginia, he may drop to as low

Retraining Aid

The AFL-CIO spokesman also pointed out that some states cut off unemployment benefits when a worker begins a retraining pro-

The new bill, he continued, would in fact disqualify a jobless worker if he is referred to training and refuses it.

As a further feature, Munts usually high and the unemployed said, the McCarthy-Mills bill and their families are currently would be extended to cover small businesses with one or more employees and workers in non-profit institutions, such as hospitals, universities, and foundations.

> The House Ways and Means Committee has scheduled hearings to start Aug. 2 on the AFL-CIO supported Administration bill to extend and improve the unemployment compensation program.

Seaway Sets **Record For** June Traffic

DETROIT - The St. Lawrence Seaway chalked up an all-time record for tonnage carried during the month of June, reports Joseph McCann, administrator of the water-

of cargo moved through the seaway in June, as contrasted to 5.3 million tons during May, 1964 when the previous record was set. The seaway administration reports that the 14.3 million tons of cargo moving during the April-May-June period puts it almost 600,000 tons ahead of the same three months in 1964.

Traffic upbound through the seaway rose 35 percent to more than 3 million tons in June over the previous period in 1964. Downbound traffic failed to show an increase again, standing at 2.6 million tons at the end of June. This figure represented a 9.5 percent decrease which has been caused by lower wheat shipments this year.

rocketed to 818,000 tons in June, over the 458,000 tons recorded a year ago.

A total of 5.7 million tons

General cargo tonnage

SIU-UIW Members At Work



Demonstrating their skills at assembling sofas and couches, Wilbur Pearman (left) and Calhoun Claxton (right), members of the SIU United Industrial Workers, are pictured working on the production line at the Haven Manufacturing Company in Baltimore, Md. The UIW-contracted firm is a well known manufacturer of sofas and convertible couches.

AFL-CIO Urges Hike In Jobless Insurance SEA

QUESTION: What interesting superstitions about the sea have you come across in your sailing experience?

Jimmie Heyliger: There are so many sailing superstitions that I

really don't know where to begin. One of the most widely held beliefs is the one about whistling on board bringing bad luck, Another famous sailor supersti-

tion is that seamen are never supposed to shake hands when parting.

1 t

Bert Winfield: There is a belief among seamen that if you don't pay your "bills"

> in your last port, you are sure to have bad luck for the rest of the voyage. This superstition was probably started by the "shopkeepers" to make certain that they

got their cash. I've heard that killing a seagull brings bad luck. * * *

Perry Martin Petersen: The oldest superstition of them all is the

one about rats leaving a sinking ship. I first heard that one from my grandfather who was a sea captain on wooden sailing barques. I've also heard that if a pelican sits on



the rail it means nice weather,

* * # Louis N. Cirignano: Porpoises always mean good luck for the

> Seafarer. This belief dates back to the torpedo days of World War II. Sailors learned to love the purpoise because this fish kept the sharks away from the

lifeboats after a vessel had been sent to the bottom by German U-boats.

t

John Kari: Many, many seamen believe that whistling on board

brings bad luck. Some sailors even believe that bringing women on board a vessel is a sure way to court disaster. Then there are those that believe that the appearance of dol-



phins or porpoises is a sign of impending good fortune.

\$ 4 Jerry Zinn: I can tell you from personal experience that there is

> no surer sign of bad luck than a full moon. Every time mothermoon shows her full face, I know I'm in for trouble. It means bad luck for the ship, bad luck

for me, and bad luck for everyone else. I'd rather see a pack of sharks.





ANTI-LABOR BILLS REVOKED-A package of bills repealing the harsh, union-busting provisions of the Hutchinson Act and providing collective bargaining rights for Michigan public employes has been passed by the Michigan House.

One bill eliminates the Hutchinson Act provision that calls for immediate firing and loss of benefits of any public employe who participates

The same bill grants public employes the right to organize into unions and to bargain collectively and requires public employers to recognize this right. Collective bargaining agreements between government agencies and public employe unions are also sanctioned in the bill.

Another bill passed by the Michigan lawmakers authorizes the State Labor Mediation Board to conduct representation election for public employes and sets up a system of handling charges of unfair labor practices.

A third measure would restore to state employes many of the political activities enjoyed by private industry employes which are now prohibited by order of the Civil Service Commission.

The bill's chief sponsor, Representative Dominic Jacobetti (D-Mich.), called the measure "a citizen participation bill." The measure has the support of the Michigan State Employes Union, AFL-CIO. "We believe state employes should not be second class citziens," said MSEU Director Robert C. Grosvenor.

IMPORTANT ELECTION'S National COPE Director Alexander E. Barkan this week urged union members to "give a dollar to COPE now to help re-elect our friends in Congress next year who have gone down the line for Great Society programs."

Barkan said, "On roll call after roll call on key issues, the men and women whom union members' dollars helped elect to Congress in 1964 have voted for the welfare of working people and for progress for the nation."

He cited the vote on medicare in the House of Representatives as a prime example of how the COPE Dollar helps lead to liberal legislation.

"Last year, we were able to elect 51 new liberals to the House. Medicare passed the House by only 48 votes. It doesn't take a slide rule to figure out that without the men and women our votes and dollars helped elect we wouldn't have medicare."

The COPE Director warned that many of the liberal congressmen voting for these programs "will be vulnerable next year and will need all the help working people can give them."

jet-General plants in Sacramento and Azusa, California won a threeoff a management attack on contract gains won in past years. Aerostrike after assurances that company "take-away" demands would be withdrawn. The new pact includes a 24-cent general wage increase plus improvements in dental, hospital, major medical insurance, pension and retirement benefits. The IAM also won the right to retain cost-of-living escalator clauses in the new agreement.

1 * * The national convention of the American Veterans Committee has urged Congress to repeal section 14(b) of the Taft-Hartley Act. The veterans' association charged that using the umbrella of 14(b), states have passed "right-to-work" laws which are intended to weaken the labor movement and which have the effect of keeping wages lower bers to support a "don't buy" camin the states which enact them. The paign. TWUA employees at the AVC declared that section 14(b) should be repealed to "restore full ding are in the third month of a freedom of collective bargaining in strike caused by management's ineach of our 50 states."

000 to a Red Cross flood relief Thomas Pitts, secretary-treasurer promising "permanent" jobs.

Members of the International of the state labor federation, re-Association of Machinists at Acro- ported that these donations were in addition to the substantial contributions by California unions to year, 51 cent per hour wage and the annual Red Cross appeal in benefit package recently, beating March. The California AFL-CIO began its flood relief drive in January after flood waters killed 24 jet-General employees voted to ac- state residents, injured 1,653 and cept the new contract and end their left thousands homeless in the northern section of the state.

> * * * U.S. Secretary of Labor W. Willard Wirtz has reappointed Assistant Director Richard E. Shoemaker of the AFL-CIO Department of Social Security and Secretary Wilbur Daniels of the National Board of the Coat and Suit Industry, as labor members of the Federal Advisory Council on employee welfare and pension plans.

> > 4

Sealy mattresses, manufactured by the Empire State Bedding Co., Inc., have been added to the "Unfair to Labor, Do Not Buy" list. The Textile Workers Union of America has asked all union mem-Albany, N.Y. plant of Empire Bedsistence that it be given the unilateral right to change wages, hours Unions affiliated with the Cali- and other conditions of employfornia AVL-CIO contributed \$83,- ment. In addition to charging management with the refusal to bargain drive to assist survivors of the in good faith, the union also redisastrous floods which occurred ports Sealy has been recrutting in the state earlier this year, strike breakers in newspaper ads,



The U.S. maritime industry is still "kicking" today, despite the best efforts of runaway flag operators and their supporters in Washington who have done their best to cast the U.S. fleet completely adrift.

The establishment of the SIU's proposed oil import quota program would lead the way toward righting this situation and getting the U.S.-flag merchant marine back on

Recognizing the shot in the arm which an oil import quota program would mean to the sagging U.S. fleet, the runaway-flag operators, a majority of whom are the nation's largest petroleum companies, are relying on their friends in various U.S. government agencies to defeat the Union's proposed 30 percent quota on all crude oil and petroleum products.

U.S. State Department officials, for instance, have consistently echoed the oil companies' line that the establishment of an oil quota for the U.S.-flag tanker fleet would only cause retaliatory discrimination by foreign governments. This argument is nothing but a clever smokescreen to defend the greedy operations of the runaway flag opera-

The runaway operators register their vessels under the flags of Panama, Liberia and Honduras to evade U.S. taxes, safety and working conditions. It is far from a coincidence that Panamanian and Liberian flag ves-- mont of all oil and

petroleum imported into the U.S. As usual, the runaway-flag operators are looking after their own interests.

The U.S. maritime industry, however, has learned not to be surprised at governmental policies which operate to its complete disadvantage. The dismal record of the Agriculture Department in granting waivers to foreign-flag vessels from the nation's cargo preference laws is all too plain.

In addition to this agency, the Defense Department continues to dedicate itself to

perpetuating the American maritime industry's decline by making the myth of "effective control" of runaway vessels its official policy.

There were no protests from Defense officials when runaway operators threatened recently to transfer their vessels from those of the "Pan-Lib-Hon" nations to countries completely beyond the reach of American authorities These threats serve to illustrate the mockery which "effective control" has become-a mockery which bears an ugly resemblance to blackmail by the runaways.

In the face of statements such as these, how can the State and Defense departments continue to say that the vessels of runaway operators will be available to the U.S. in the event of a national emergency or outright

The establishment of an oil import quota system would definitely require a change of attitude by the bureaucrats in Washington

ment agencies and departments which seem dedicated to defending the operations of the runaway companies would have to start devoting their efforts to upgrading our rapidly aging fleet.

The SIU has urged the Government to support a four-point program which would reject Washington's toleration of the continued existence of the runaway fleet. The program calls for the renouncing of the theory of "effective control," the imposition of corporate taxes on runaway operators which they now escape, and the use of the revenues from these taxes to rebuild the American-flag fleet. Last, but not least, the Union has asked that the runaway ship crews should have the opportunity to select the unions of their choice, a right guaranteed by U.S. law to every American working man.

Adoption of this program would give evidence that our Government was no longer discriminating in favor of the runaway operators at the expense of the country's own merchant marine:

Canada SIU Mans New Ship



QUEBEC-A spanking new Canadian-built bulk carrier, the Don de Dieu, was christened here on June 9, and will shortly go into service as part of the SIU of Canada-contracted fleet.

The Don de Dieu, built for the Papachristidis Company, Ltd., of Montreal, cost \$7.5 million. The vessel displaces 26,375 deadweight tons and is 730 feet from bow to stern.

The shipbuilder was Vickers of Canada. Because the company could not construct the entire vessel at its Quebec facility, the bow section had to be built at Lauzon, further down the

The Don de Dieu is the sister ship of two other vessels built in the same manner, the Quebecois and the Montrealais. A tanker, the 42,000-ton Emerillon, was built for the Papachristidis interests several years ago.

In all, Papachristidis has spent more than \$32 million for new bottoms in recent years. The company now operates nearly 200,000 tons of shipping, with assured contracts for iron ore and grain cargoes in the American market.

Ocean Science Studies Facing New Challenge

WASHINGTON-The startling discoveries made by oceanographers and technologists in recent years are now encountering a period of growing pains which call for much hard work to make the dreams of today actually turn into the realities of tomorrow. This capsule de-

scription of the state of ocean; science was made at the first ing address at the conference. Washington, D.C.

Ocean science and technology B. Stewart, Jr., chief oceanographer for the U.S. Coast and processes and services which will Geodetic Survey, in the conclud-



which was sponsored by the conference on ocean science Marine Technology Society and and engineering held recently in the American Society of Limnol-Oceanography. He emphasized that marine engineers will have many was described as in an "awkward years of hard work to make the lite which would feed the data into scientists into the products, benefit man in his every day life.

Way Behind Land

As an example of this lag bedata on the various stresses which by Captain underwater structures must withstand. In his opinion, marine engineering is "way behind anything that is on land."

Examples of progress, both visionary and real, were exhibited and described throughout the Washington conference. One fascinating illustration was the suggestion that an atomic powered submarine could swim with tuna schools to learn where they go after they leave coastal waters. The U.S. Bureau of Commercial Fisheries is now holding talks with the Electric Boat Division of the General Dynamics Corp. on building such a boat at a cost of \$25 million,

Global Weather Data

on a vast system of bouys on or pulling the plug.

oceans around the world that would report on the height of waves, water temperature, air temperature and humidity. ogy (fresh water science) and Powered by radioactive isotopes, these bouys would broadcast their information to an overhead satelstate" of knowledge by Dr. Harris visionary discoveries of the marine a centrally located computer. The speed with which this information would be available would permit ships to choose their best courses, saving valuable time and money.

> Not everything that was detween scientific vision and hard envisioned the future as rosy. scribed at the conference practical utility. Dr. Stewart Some of the difficulties of deep pointed to the absence of organized water exploration were reported Jacques Cousteau famed undersea explorer, and Commander Don Walsh, who was aboard the bathysphere Trieste when it dropped into the deepest hole in the ocean.

Troubles Are Cubed

Costeau warned that there are definite limits beyond which man cannot go without the protection of pressure gear when exploring the ocean depths. Commander Walsh's wry warning on deepwater explorations was that for every new step downward, the scientist must multiply his difficulties by three times.

An example of the more practical aspects of some of the exhibits was what looked like a simple The conference heard plans for electrical cord and plug conneca world-wide information center tion. This simple electrical conthat would give a complete run- nection turned out to have the down on sea conditions and advantage of being able to operate weather at any point on the globe. under water without electrocuting The weather center would depend or shocking the person inserting

Maritime Group Warns Of Soviet Fleet Buildup

NEW YORK-The American Maritime Association has declared its concern over Russia's "burgeoning maritime strength" in comparison with the rapid deterioration of the

United States' merchant fleet. the U.S.S.R. Foreign Trade Fleet."

The report tells the detailed story of how the Soviet merchant fleet has grown from insignificance In 1939 when it had only 354 vessels to its imposing size of 1,746 ships today. Also included in the study are the size, tonnage, propulsion and design of the vessels within the Russian fleet.

U. S. Policy Needed

The Association warned the Johnson Administration of the need for the development of a national Secretary Connor, which accompanied the report, the Association asserted that failure to build this philosophy will mean the emergence of the Soviet Union as the "victor" in the race between the European powers and Russia to gain control of the world's oceans.

the Soviet tanker fleet will in- under construction or on order as crease five times from its present of May 1, 1965.

The AMA expressed its alarm status. Russia's seven-year plan called for a 240 percent increase in in a report called "Growth of tanker tonnage, and this goal was reached at the end of 1963. The AMA emphasized that these statistics illustrate the importance that the Russians attach to their maritime industry when drawing up their national planning goals.

2 Ships Per Week

In describing the Soviet shipping build-up, the AMA points out the Russians are commissioning merchant ships at the rate of two or more per week. These ships include the technological advances and designs which have been deshipping philosophy. In a letter to veloped by the Western nations, the report declares.

In the all-important bulk carrying segment of its fleet, the Soviet Union fleet rose from 20 in 1956 to 163 at the end of last year. The AMA also reports that freighters, which now make up the largest part of the Russian merchant The AMA report predicts that fleet, number 780 with 327 more



Navy Plan Detrimental To Maritime

With American shipyards now running at approximately 55 percent capacity, it seems ironic that the U.S. Navy recently submitted a plan to purchase \$50 million of non-combatant naval ships from England. The plan has already drawn sharp criticism from members of the House of Representatives.

It seems even more ironic when we consider that the government plans to close down the Brooklyn Navy Yard, supposedly because the country has an excess of shipbuilding capacity. In other words, the U.S. Navy is now proposing the purchase of ships from a foreign power while the closing notice is being posted in the Brooklyn Navy Yard, which has always been used for to build support ships and vessels. The ships built by the 9,600 men at the Brooklyn Navy Yard have always been subject to the highest U.S. inspection standards, while in contrast, the U.S. would not have any effective control over inspection, procurement and bidding if the vessels were built outside the United Stats.

Edwin W. Hood, president of the Shipbuilders Council of America, charged recently that the action on the part of the Navy Department demonstrated a complete lack of awareness of the plight of both private and naval shipyards in this country.

He reminded the Navy that its own chief of Naval Operations, Admiral David McDonald had said in a 1964 speech that the U.S. must be vitally concerned with "preserving and maintaining our repository of trained manpower resources found in our shipyard facilities.

Hood declared that the British shipbuilding industry could not build better ships than those constructed in American yards. He added that "they have no experience with precise standards of quality control and assurance reliability which U.S. shipyards are required to maintain."

Several members of the House of Representatives including Representatives Emanuel Celler and Hugh L. Carey of New York and Representative Paul Rogers of Florida have attacked the Navy's plan. Representative Carey demanded to know why this country seemed intent on giving this bonanza of jobs and contracts to British labor and business firms when the U.S. Shipbuilding industry desperately

The Navy's projected deal with the British shipbuilders also drew the fire of Representative Celler because it would make the U.S. balance of payments problem more difficult, in direct contravention to President Johnson's request for action to curtail the outflow of dollars from the U.S.

needs this type of work.

The motive for the Navy's proposal to build the vessels abroad is obvious-it is to save money at the risk of an inferior product. This motive is essentially the same as the shipowner who registers his ships under a runaway flag. There are no U.S. laws to prohibit these practices. The net result will be the same. The continued decline of the U.S. maritime industry that jopardizes both the economic health of this country and the employment of its citizens.

TO TELL THE TRUTH

AFL-CIO President George Meany, in a recent article in the Virginia Law Weekly, spelled out the thinking behind the AFL-CIO's decision to mount a campaign against the growing use of so-called lie detectors. Labor's primary objection, Meany pointed out, 'is to the invasion of privacy-a right of American citizens we believe to be most precious" and he cited the use of the lie detector as one of the many wide-spread and uncontrolled invasions of individual privacy" besetting the country. In addition, Meany emphasized that labor has no faith in the accuracy of the machines or the competency of its operators. The AFL-CIO President also added that the labor movement historically and presently "is devoted to the protection of basic human rights and that its concern is not limited to union members alone." A full and comprehensive study of the abusive ways in which the lie detector is used and scientific opinion on its unreliability are presented in this special LOG feature.

Expert opinion is pretty much unanimous on one aspect of the polygraph, or lie detector—it's not reliable—not by a long shot.

Says F.B.I. Director J. Edgar Hoover—"It should be pointed out that the polygraph, often referred to as 'lie detector,' is not in fact such a device. This instrument is designed to record under proper stimuli emotional responses in the form of physiological variations which may indicate and accompany deception. The F.B.I. feels that the polygraph technique is not sufficiently precise to permit absolute judgments of deception or truth . . ."

The Warren Commission wrote—"... In evaluating the polygraph, due consideration must be given to the fact that a physiological response may be caused by factors other than deception, such as fear, anxiety, neurosis, dislike and other emotions. There are no valid statistics as to the reliability of the polygraph..."

Yet each year, more and more U.S. employers are using these so-called lie detectors to screen both prospective employees and long-term employees as well. Employers have been using the results of these tests for many purposes—from thinning pro-union men from their staffs to de-

The undependable lie detectors are being used by employers in a continuing effort to screen out pro-union job applicants.

nying employment to members of minority groups. In doing this, they feel they have the perfect out. What they say, in effect, is "go argue with the machine."

The AFL-CIO is mounting a drive aimed at doing just that. As the anti-labor abuses inherent in the use of these machines in hiring becomes increasingly apparent, the American labor movement is taking measures to abolish their use through both legislative action and by means of collective bargaining agreements.

WHAT IS A POLYGRAPH?—It is a machine which detects and records bodily reactions. It does not detect lies—just bodily reactions—and this is an important point to remember. These reactions include blood pressure, pulse, breathing rate and perspiration rate. Supporters of the polygraph contend that telling a lie will greatly activate responses and by detecting this fact the machine will have detected a lie. Their thinking goes—1. Telling a lie causes the person to become emotionally upset. 2. This will bring about bodily changes which will be detected by the machine. 3. These physical reactions cannot be controlled. 4. Therefore the machine is infallible and its use justified.

In contradiction to this thinking, three Harvard University professors wrote in an article titled "Don't Trust the Lie Detector," — "In short, there is nothing to document the claims of accuracy or effectiveness (of the lie detector's ability) . . .

The truth is that each of the claims made by the polygraph's supporters can be refuted scientifically—as well as morally and legally.

First of all lying does not necessarily bring about emotional reactions in the liar, while certain "loaded questions" are very likely to cause emotional upset in completely honest, innocent persons.

The pathological or "professional" liar for instance, is not likely to show any response upon telling a lie. Either because he is mentally sick or simply has told so many lies that the act no longer means anything to him, he might as well be hooked up to a fire hydrant as a polygraph The subject must also, obviously, believe he is telling a lie for any emotional upset to take place. If he really believes, for instance, that he was born in 1928 when actually he was born in some other year, nothing will register. By the same token, the so-called infallible machine will give a clean bill of health to an insane person who really "believes" that he is George Washington and commanded the American troops at Valley Forge. According to the machine, then, the pathological liar, the well-practiced liar or the totally insane person would be given a clean bill of health.

Another fact in the case against the lie detector is that bodily reactions to emotion occur differently in different people and for different reasons. Even when a question is asked and a reaction noted by the machine, there is no way to be sure that the reaction was triggered by the telling of a lie. The individual being tested may need his job badly and fear that a "wrong" answer to any question could result in his being fired-or not hired at all. This nervousness would be enough to cause a reaction on the machine. Depending on the individual, a question may touch on some disturbing incident of the faraway past, or from childhood perhaps, which would cause a response which the machine could not tell from a lie. The machine measures responses, not lies, and is not a lie detector but a response detector.

In short, many things besides a lie will send the machine into a fit resulting in the meaningless squiggles which some people insist they can "read."

Another point which must be accepted if the results of the machine are to be relied upon is the belief that emotional reactions cannot be controlled by the individual. If these reactions are controllable, if a person can keep himself from reacting, then the lie detector is useless. Asked if the human nervous system is entirely automatic and therefore unable to be controlled at will by the individual, a noted research scientist has stated "I think it is so clear that it is not." Therefore the machine is in fact useless.

Even if it were worth something, the machine would be only as reliable as the people who operate it—who must "read" and interpret" what the machine purports to "measure"—and for the (Continued on page 21)



"Lie detector" measures pulse and breath rates. Experts have found the devices highly inaccurate and unreliable.

SIU-UIW Organizing Drive



Stepping up its organizing drive in the Baltimore area, the SIU United Industrial Workers distributed organizing leaflets to employees at the Sheraton Manufacturing Company in Baltimore. Distributing the leaflets are UIW reps Warren Leader (left) and Jack Johns (center). The organizing drive at Sheraton was a successful one as the employees chose the SIU United Industrial Workers as their bargaining agent in an NLRB election held recently.

Explorer Starts Fifth Trip Find Noah's Ark Remains

SAN FRANCISCO-An undaunted explorer from this city has set out for a remote secon of Turkey to make another attempt to find the vessel belonging to history's most famous eafarer. John Libi, whose efforts to find Noah's Ark have brought him world-wide fame.

as embarked on his fifth ex-+ edition to Mount Ararat to case of pneumonia on his previous tions this time to inspecting three nd the remains of the biblical expeditions.

xplorer hasn't let bad luck deter im from his self-chosen mission. o date, he has suffered falls from edges, been injured in an auto ccident, chased by wild bears and

According to the Old Testament, Libi's four previous experitions Noah's animal-laden ark was find the ark in the wilds of beached on Mt. Ararat, following urkey have won numerous trib- the flood which God caused to tes to his persistence, even though cover the earth. Twentieth cene has yet to achieve success, tury maps place the 16,946-foot Mt. lowever, the 69 year-old California Ararat in eastern Turkey, near that country's border with the Soviet Union.

Mysterious Corrals

Lib! reports that he wants to een put flat on his back by a devote the major part of his explora-

corrals which have been mysteriously built 500 feet from the mountain's peak. He theorizes that the stone fences which form the corrals were erected either by the ark's inhabitants or their offspring to signify the place where the vessel landed after the flood.

In order to find out if this theory is true, the expedition's workers will have to excavate beneath the covering blanket of snow on the mountain and into the sandstone under it. Libi is hoping to uncover the ark's remains in the form of petrified wood.

One thing that may block these plans is the destruction caused by a mighty eruption which occurred when Mt. Ararat was a volcano. Libi admits there is no hope of finding the ark if the volcanic explosion took place after Noah set down on the mountain. It is his opinion that the ark landed after the eruption.

Pays Own Way

July with his 25-man expedition. The group plans to establish a base camp at 3,000 feet and another outpost at 7,000 feet. The \$5,000 cost of the expedition is borne by Libi, himself.

Libi's last attempt to find Noah's ark came to an impasse because of an internal political upheaval in Turkey. As a result of an un successful attempt to overthrow the government, officials in Istanbul refused to permit the Callfornian to travel to eastern Turkey, and the expedition never even reached Mt. Ararat. Libi hopes that his year's mission will prove a success.



By Frank Drozak, West Coast Representative

'Landmark' Decision For Calif. Court

The Supreme Court of California has ruled here in a 6-1 decision that workers who receive severance or dismissal pay under a union contract are not disqualified for state unemployment insurance.

Reversing a lower court ruling, the California Supreme Court found that the legislature intended to exclude severance and dismissal pay, as well as supplementary unemployment benefits, from consideration as wages when it amended the state law in 1959. The amendment was sponsored by the California AFL-CIO.

Secretary-Treasurer Thomas L. Pitts of the state central body, called the decision a "landmark" in establishing the rights of laid-off workers. The decision culminated a 15-year battle by the Newspaper Guild and other unions in cooperation with the state federation.

Striking machinists of the Aerojet General Corporation here have ratified a three-year contract by a vote of 2,220 to 906. The new pact calls for a 24-cent an hour wage hike over the next three years and also provides for grievance procedures, seniority clauses and shop steward representation, which were the main obstacles toward an early settlement of the strike. The machinists bargaining team had recommended rejection of a previous contract proposal before the current ratification voting was held.

Local No. 3 of the Operating En-1 gineers here also recently ratified a new contract with Associated General Contractors.

San Francisco

Shipping has been extremely good in the Port of San Francisco during the past few weeks for all entry ratings in the three departments, and the future looks just as bright. Ships that paid off recently included the Transhudson. Northwestern Victory, Topa Topa, Choctaw, Whitehall and the Deleware. Ships that signed on recently included the Ridgefield Victory, Choctaw, Morning Light and the Whitehall. Ships in transit included the Penmar, San Francisco, Yorkmar and the Elizabethport.

Ships that are due for payoff in San Francisco shortly include the Express Baltimore, Wild Ranger, DeSoto, Columbia Victory, Iberville and the St. Artesian.

M. Cross, a bosun off the Topa Topa visited the San Francisco Hall the other day and said that he had a real good trip. J. W. Martine who just signed off the Transhudson said that he'd like to make some more trips on the ship before it heads for India with a load of

A. S. Wang, third cook and H. Alexanderian, chief cook were around the San Francisco Hall the other day and said that they would try out the Choctaw for a trip to Korea. C. C. Smith, who just signed off the Choctaw, said that we would like to make another trip to Korea aboard the vessel. E. R. Ray, chief steward aboard The California explorer expects the Natalle, just pulled in from to be on Mt. Ararat at the end of the Gulf after being laid up there.

Wilmington

Shipping activity has picked up in Wilmington during the last few weeks and the outlook for the next two weeks looks good.

During the past several weeks we have had the Penmar, Steel Artisan, San Francisco and Seamar in-transit, with the Antinous and the Ocean Spray having paid off.

A good time was had by many Seafarers and members of SIUNA affiliates at a testimonial dinner held here several weeks ago in honor of Andrea Gomez, the retired president of the SIUNAaffiliated Cannery Workers Union of the Pacific, Los Angeles. The testimonial dinner was given in appreciation for the thirty years that Sister Gomez has devoted to the Cannery Workers and the labor movement.

Augustin Morales is registered on the beach in Wilmington and is anxious to ship out right away. He said that he will take the first, steward's job that comes up. Ray

Austria, just paid off as chief cook aboard the Alcoa Master and plans a vacation with his family before shipping again. He says that every time he comes home it seems that his little boy has grown three inches.

Shipping in the port of Scattle has been fair and the next several weeks should bring quite an im-

We recently paid off the Pilot Rock and signed on a new crew aboard the Express Virginia. Intransit vessels were the Summit, Anchorage, Walter Rice and the

Some of the oldtimers on the beach in Seattle include Louis L. Meyers who sails as a chief cook or steward. He had to get off his last ship, the Cottonwood Creek. in India, due to an illness.

Henry (Harry) Connolly, who sails as baker, is another oldtimer who's on the beach in Seattle. His last trip was to India, aboard the Wild Ranger, and he now plans to take it easy for a couple of weeks and then take a bakers job going anywhere. He is a 22 year veceran of the SIU and would not change his life as a Seafarer for any other profession.

Coast Seafarers All Safe After Oakland Crash

OAKLAND members of the SIU-Pacifie District-manned Hawaiian Packer were reported all safe after the Matson freighter suffered a collision as it was loading military cargo in the outer harbor of Oakland,

The Packer suffered minor damage above the water line when it was struck by the freighter American Hunter. Damage to the Hunter was confined to a bent bow. No injuries were reported as a result of the collision,

This is the second time in the last four months that the Packer encountered ba. uck. The Matson vessel was hit by a salt barge near Pittsburg, Calif., last spring, suffering a long gash in its starboard side.

The American Hunter also made headlines six years ago when she collided with the Cunard liner Queen Elizabeth in New York harbor. The Hunter lost the "skin" on the starboard side of its "nose" in that crash.

Astronaut 'Walks' Inspire New Sport - Space Diving

Not too many years ago scuba-diving was the rage with wellheeled, sports-minded individuals. Then, as scuba-diving became increasingly popular, they took up a new sport-sky divingfor even greater thrills. Now, after the spectacular "space walks" of a Russian and an American astronaut, a new thrill sport is being suggested-space diving.

"New re-entry expandable foam materials will permit individual emergency re-entry, if the space station or spacecraft cannot be reached, before the portable life support system gives

out," a space scientist predicted recently. What he is suggesting is a fiery dive by the individual from outer space-bursting through the earth's atmosphere from 50 or more miles up, blazing like a meteoric fireball against the star-studded night sky, to land-presumably gently - on the green earth with the aid of a parachute, opened at the last minute.

> For the truly adept, the time may come when beneath his spacesuit the

sportsman will wear sky-diving gear, beneath which he will have his scuba gear all in place and ready for action. After his flaming fireball entry into the atmosphere, he will quickly shed his spacesuit and soar like a gull on fabric wings. Then, with the sea rising rapidly beneath him, he will quickly shed the wings of the sky-diver, assume a perfect half-gainer position and plunge into the sea to swim gracefully down the depths inhabited only by the denizens of the deep.

For the dedicated sportsman, the door is now open wide.

VA CA B

SEAFARERS PORTS OF THE WORLD

The port of Le Havre, located at the mouth of the worldrenowned River Seine, is one of the most beautiful as well as one of the most busy harbors in France. A familiar stop to Seafarers on the North Atlantic and Northern Europe run, Le Havre lies almost directly across the English Channel from the active British port of Southampton.

Among the SIU-contracted vessels which may be found leaving or taking on cargo in Le Havre on any work day are those of Waterman and Bloomfield Lines. The port is also a regular stop for large U.S. liners.

Le Havre was founded in 1517, surviving as a center of trade until 1944, when the port was almost totally devastated during the Allied invasion of France. A new city - an acknowledged work of art - has risen above the rubble of the old, however. A spectacular attraction in the new city is the tunnel that runs between High and Low Towns.

Leading north from the dock area is the Rue de Paris, one of the city's major arteries. At the top of the street is the Normandy Hotel, one of the best hostelries in town. Nearby is the main post office. South of the post office, on the opposite side of the Bassin du Commerce, is the Museum of Ancient Havre, containing artifacts of the old city, many of them dating back to medieval times. To the north, in the area around Rond Point, the city's main amusement area is located. Here are theatres, clubs and other entertainment attractions.

The Graville Abbey, begun in the 11th century and now housing an archaeological museum, is worth visiting in the Rond Point section. Moving in a westerly direction across the city, the visitor will reach the Boulevard Albert I, which runs north along the coast. Fishing, boating and swimming are all available here during the summer months. The nicest restaurant in the area is Le Grand Large.

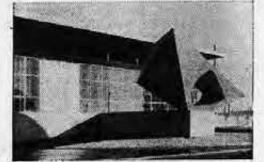
The local drink in Le Havre is Calvados, a strong apple brandy. Cider is also popular with the local residents. Two of the best nightclubs are the Habana and the Europ' Cabaret, both located in the Cours de la Republique. The city has more than a dozen movie houses, many of which show English-language films. For those who have the time travel outside the town, Paris is only two hours away by train, and even closer is the beautiful fishing port of Fecamp, home of the famed liquer Benedictine.

Further along the coast are high society sea resorts of Trouville and Deauville. For seagoing golfers, there is a good course at Octeville, about six miles from the heart of the city.





Furled sails at dusk are a familiar sight in the calm waters of Le Havre's golden harbor.



A modern museum houses medieval relics of old city.



Tomb of the Unknown Soldier remained intact through War.



The SIU-manned Ocean Evelyn (Ocean Transportation) includes Le Havre on its regular list of stops.



Metropolitan Le Havre provides an impressive example of clean, modern architectural construction. The city has come a long way from the renaissance trading center originally built in 1517.

Unionists Play Key Role In Anti-Poverty Program

WASHINGTON-The Labor Advisory Council of the Office of Economic Opportunity has reported to OEO Director Sargent Shriver that 150 labor union representatives are participating in 130 anti-poverty projects in 25 states.

Advisory Council Chairman David Sullivan and Miles C. more than 1,500 central body of- grams which have been enlisting Stanley, assistant to AFL-CIO President George Meany, told Shriver that state and local central bodies and other union groups have acted on Meany's request for all-out involvement in the drive on poverty but that more can be

Labor, said Sullivan, "will have to find ways to get more people and more activities involved in the over-all poverty program."

Sullivan, president of the Build-Ing Service Employes, is one of the 11 union representatives named to the Council by Shriver last December 23. He was elected chairman at the Council's first meeting January 29. Stanley was named by poverty program,

All Out Support

Sullivan and Stanley related that, as Meany had testified before the House Anti-Poverty subcommittee, labor intends to support "with all our vigor" the Adhelp the 35 million citizens who live in poverty, and the 15 million on the edges of destitution.

Through the advisory group and through its representation on the overall National Advisory Com- months of existence, has committee, labor has been heavily in- mitted 90 percent of the funds volved in the relief of poverty made available by Congress for its since the OEO program's incep-

ficers at 12 conferences in major an increasing number of labor U.S. cities.

Sullivan led a labor delegation which viewed a Community Action went to Camp Kilmer, N.J., for a and approving projects on a tour of an OEO job training "crash" basis in recent months. tour of an OEO job training center where 900 young men are being trained in living, health, recreation and work,

Shriver told the union advisors that labor's interest and support for the drive against poverty is "absolutely essential" to its

Won't Admit Need

He noted that in wars with a military enemy, the will to win comes easily and naturally to unite Meany April 1 to help stimulate all groups of citizens but the drive labor involvement in the anti- against poverty has psychological difficulties because some Americans refuse to admit there is a need for such a war.

Some Americans feel, perhaps subconsciously, that the existence of poverty indicates a weakness, and a failure on the part of the ministration's plans to expand and American economic system, Shrlimprove the program designed to ver said. But labor, he added, has long been enlisted in a war on poverty and is "psychologically attuned to participating enthusiastically."

> The poverty program, in its nine activities, the meeting was told.

Progress reports were given on In addition, Sullivan declared, the work of the Job Corps, which AFL-CIO staff members imple- seeks to help impoverished young mented labor's involvement in people prepare themselves for action programs at meetings with jobs, and Community Action prorepresentatives.

Both Shriver and his deputy, Jack Conway, hailed the success project in Washington, D.C., and of OEO in setting up procedures

View Varied Program

The labor delegation met with neighborhood workers at a basement in southeast Washington, and at a credit union office in another neighborhood where the poverty fighters have launched a program for consumer education, cooperative buying, housing, social work services, legal aid, and ways to make use of the public welfare

Housing Bill Moves Closer To Passage

The Senate moved towards passage of the Administration's high-priority \$6 billion housing bill after turning down a Republican attempt to kill a rent subsidy program for lowincome families.

The legislation would generate an estimated 750,000 units of low-income housing over the next four years-compared to less than 200,-000 units built under government programs during the past four

As in the House, the GOP centered its fire on the new rent subthe housing available to low in- 40. come families, many of whom are on the end of long waiting lists for a limited number of public housing units.

The subsidy plan, which would be limited to housing built by non-

A similar bill has already profit groups under FHA programs, been passed by the House, would enable low-income families to pay 25 percent of thir income for rent — with the government paying the balance. Under the Senate bill, up to 10 percent of the subsidy funds would be earmarked for housing for the elderly

An amendment by Senator John G. Tower (R-Tex.) to kill the rent sidy provision, designed to expand subsidy section was defeated 47-

> Both the House and Senate rent subsidy provisions are limited to persons whose incomes are low enough to qualify them for public housing. This is a departure from the original Administration proposal to make rent subsidies available to moderate-income families who couldn't qualify for public housing and couldn't afford adequate private housing,

Other portions of the Senate housing bill:

- Authorize 60,000 low-rent public housing units each year, with an estimated 35,000 to be new construction and the balance to be rehabilitated from existing housing or leased from private
- · Provide FHA mortgage insurance for land development in subdivisions consistent with comprehensive area plans.
- · Limit the interest on direct housing loans for the elderly and handicapped and for displaced families to 3 percent, as compared with the present, 4 percent.
- · Extend the urban renewal program for four years, with a \$2.9 billion authorization.
- · Provide matching grants to sewer facilities, up to \$700 million over four years.
- · Subsidize the cost of rehabilitating homes of low-income families in urban renewal areas to save them from the bulldozer.

In other congressional develop-

· The House passed a rapidtransit bill for the metropolitan Washington area-financed partly by the federal government, partly by the District of Columbia government, and partly by a bond is-

In a letter to House members, AFL-CIO Legislative Director Andrew J. Biemiller had given labor's support for the program, terming it "essential" to meet the transportation problems of the nation's capital. He noted that the bill provided "assurance that the rights and interests of existing employees would be adequately

. The Senate Judiciary Committee put off for a week a showdown vote on the "Dirksen Amendment"-the proposal to change the Constitution to allow one house of a legislature to be apportioned on a basis other than population.

· Chairman James Roosevelt (D-Calif.) told newsmen there is a "general consensus" in his House Labor subcommittee that the minimum wage should be increased in Labor Standards Act. The subcommittee held its first executive session on FLSA amendments after completing public hearings.

Wirtz Urges Laws Aiding Farm Labor

The spread of majority rule and the end of rural domination over legislatures mean farm workers soon will enjoy the same labor and social welfare protection as other workers, Labor

Secretary W. Willard Wirtz told Congress as he urged a bill which would put an age limit passage of a legislative pro- of 14 on work in agriculture outgram to aid migrant labor.

Wirtz, testifying before a Senate Labor subcommittee, expressed Administration support of a bill to end child labor in agriculture and of other bills aimed at providing substantially year-round work for farm

He gave his personal backing for a farm minimum wage and collective bargaining rights for farm workers, explaining there was no Administration position on these Issues at this time.

"So far as the application of the labor laws is concerned," said Wirtz, "the exemptions of farm labor appear now to be largely an anachronistic carryover from the period of disproportionate political influence by rural vot-

"The national acceptance of the principle of one man, one vote foretells the end of the exclusion of agricultural employment from the coverage of state and federal laws regarding minimum wages, health and sanitation, unemployment insurance, workmen's compensation and collective bargaining."

side school hours and empower the secretary of labor to ban hazardous farm work for children.

Wirtz declared. "The only believe that it happens. It does."

400,000 Children He pointed out that a special Census Bureau survey in 1961 showed that nearly 400,000 children, 10 to 13 years of age, were employed in farm work that year.

On the proposal aimed at stabilizing the employment of farm workers, the secretary asserted that underlying the human problem of migrant families "wandering hopelessly - and almost helplessly" around the nation is the economic fact that much farm production requires labor only part of the year.

To develop "substantially yearround work opportunities," he continued, either year-round programs can be devised for those who follow the crops or industry could be

sion are the most serious diseases afflicting today's Americans, according to a back specialist who attended President John F. Kennedy. Dr. Hans Kraus, Associate Professor of Physical Medicine and Rehabilitation at New York University Medical Center, hopes Americans and their doctors will wake up to the serious health hazards caused by underexercise. After coming to this country from Vienna in 1938, Dr. Kraus began his campaign to educate the medical profession about the need for more physical activity. A few years ago, he wrote Hypokinetic Diseases and later Therapeutic Exercise, two medical books pointing out the role of exercise in the practice of medicine.

As reported in HEALTH BULLETIN, insufficient exercise and ten-

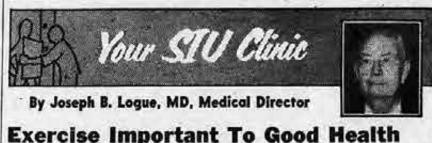
Practicing what he preaches, the 59 year-old physician actively participates in vigorous sports including mountain climbing, skiing and running. He told Health Bulletin, "I haven't been keeping up with my personal exercise program lately, so I tried the low-carbohydrate, high-polyunsaturate diet to control my weight and found it beneficial." Although on a relaxed exercise program, his schedule is still rigorous enough to embarrass young men half his age. Prompted by an interest in exercise and sports, he and Jack Kelly sold the cities and towns for water and need for fitness to President Eisenhower in 1953. Later the President appointed him to the President's Council on Youth Fitness.

Dr. Kraus feels physical fitness is getting nothing more than lip service from the leaders of the American Health community. After years of appealing to the medical profession with only lukewarm response, he decided to take his case to the public with a new book, The Cause, Prevention and Treatment of Backache, Stress and Tension (Simon and Schuster, \$4.50). His main point is that hypokinesis (underexercise) plus tension can lead to emotional and physical problems. The back muscles are the first casualties of urban inactivity, but lack of proper exercise also can cause ulcers, diabetes and heart disease, he says.

Dr. Kraus disagrees with the idea that golf, football and little "The hiring out to others of chil- league baseball are good exercise. These sports either generate too dren 10 to 13 years old, and even much tension, create risk of injury or don't provide enough exercise, younger, violates everything we be- he believes. The book contains exercise diagrams and a novel calorie chart for weight watchers. Prepared by Dr. Jean Mayer, Professor reason this is permitted to go on is of Nutrition at Harvard School of Public Health, the chart shows that most people don't know or the number of calories used in performing various activities. Wrestling, rowing and swimming require the most calories. The housewife gets the most benefit from polishing and the handyman's most vigorous chore is sawing wood, according to the chart. Although stating that people should avoid starches and sugars, Dr. Kraus feels that physical exercise, and not diet, should be emphasized.

"Millions of government dollars are being spent for cardiovascular disease research, but practitioners who want to solve a great part of protected." the solution to this problem by increased exercise programs receive no support," Dr. Kraus told Health Bulletin. "In Russia, Eastern Europe and West Germany, the government sets up physical reconditioning institutes including 'night sanatoria' for the under-exercised citizen. Such a program should be part of President Johnson's campaign against heart disease and stroke," he sald.

Dr. Kraus says an over-concern with status is a prime reason for the medical and educational professions' lack of interest in exercise. "The trend today is to surgery and research, therefore, doctors hesitate about prescribing detailed exercise. Yet many neurological and orthopedic operations could be avoided if more exrcise were prescribed, Dr. Kraus explained. Physical educators in schools are also too concerned with status. "They would rather supervise games than pending amendments to the Fair conduct useful exercise sessions." The family physician or general practitioner can help cure hypokinesis by recommending exercise to developed in farm areas to occupy his patients and informing the community of the problems of under-On child labor, Wirtz endorsed farm workers in the "off season." activity, Dr. Kraus concluded.





This month, the Seniority Upgrading School will accept a new group of Class B Seafarers who wish to upgrade themselves to Class A status.

The training course, which was inaugurated by the Seafarers Appeals Board, is a move to assure the availability of qualified Seafarers to meet current manning needs in the face of the lessening availability of Class A men due to retirement on pension, and longer vacation time on the

Among the many areas to be covered at the Upgrading school will be safety measures. For example, the Seafarer will be instructed on the danger of loose gear and equipment obstructions, slippery decks, the use of goggles, the use of electrical appliances, the effect that various solvents have on the body, the proper firefighting methods and many other important safety area.

Above all, he will be taught the importance of good discipline. By this, we mean the ability to discipline himself in such a manner that he performs his functions on board ship in the best manner possible.

Instruction on the proper use of the ship's gear will also be an important part of the upgrading course.

In addition, the following areas will be stressed during the course of the training program:

THE KNOWLEDGE OF CONTRACTS-This is a very important area for every Seafarer. A full knowledge of a Seafarer's rights aboard ship and the responsibilities which he must carry out is essential to the welfare of the Union and the individual Seafarer.

HOW TO CONDUCT A UNION MEETING-The shipboard meeting must be conducted in the proper manner, in order to give each Seafarer a chance to express himself on any beefs he may have and also as a means to alert the union of any conditions aboard ship which may need immediate attention and correction.

RESPONSIBILITIES OF THE SEAFARER-The union contract spells out very clearly the responsibilities that the shipowner has to the Seafarer. It is also very important for the Seafarer to know what his responsibilities are as regards his job on board ship.

STANDARD WORK PROCEDURE-An understanding of the functions of each job will be outlined at the upgrading course in order that every Seafarer taking the course will be able to perform his job in the best manner possible.

The necessity for a seniority upgrading program as we explained before, is more important than ever. In addition to training for job proficiency, more and more is being done to encourage the Seafarer to qualify for advancement by special study and to pursue programs calculated to broaden his general outlook.

Large-Size Ships Boost Panama Canal Receipts

BALBOA, C. Z.—The Panama Canal reported that its toll receipts climbed 7.4 percent during the 1965 fiscal year which ended June 30 as more king-size commercial ships transited

the waterway. Vessels using+ the canal had an average in- enues, as compared to the \$62.5 crease in size of 7 percent and million received in 1964. carried 8.4 percent more cargo than in the previous year.

that these figures demonstrate the waterway is not yet obsolete, although they admit that a bigger canal at sea level will eventually have to be built.

1965, increasing to 11,834 over 11, 808 the previous year. In addition, the crown as Florida's foremost as 284 U.S. government-operated ships an additional 2.3 million tons of and 83 vessels classified as "free cargo moved across its piers durtransits" transited during 1965, ing 1964, according to official making a grand total of 12,201 figures. hulls that passed throug the "Big

Marks Fourth Year

The canal authorities report that 1965 marked the fourth year in a row that more than 11,000 merchant vessels used the waterway. These officials point out that every year the Panama Canal handles more and bigger ships which pass through the waterway at a faster rate of speed. Even when shipping was heavier than usual in March and April and one of the waterway's two lanes was undergoing repairs, the officials say there were only minor delays.

the load potential of a vessel struction of a 500,000 gallon tank rather than actual cargo, the larger | for storing caustic soda is planned size of the ships is reflected in at the terminal. This chemical will

Several canal officials assert Tampa Keeps The number of merchant ships using the canal also rose in fiscal

TAMPA - This city still wears

Statistics released by the city's port authority show that 16,540,732 tons of cargo moved through the port. Imports accounted for 8.9 million tons of the total, and exports were 7.5 million tons. Barge traffic registered a substantial increase during the year, rising by 400,000 to 2.2 million tons.

Port officials are optimistic over Tampa's future since construction is proceeding on a liquid phosphoric acid terminal, the first such facility in the nation. Barges will bring acid to the new \$500,000 terminal which is located at Kreher Terminals, a 60 acre industrial site Since canal tolls are based on owned by the port authority. Conthe \$67.1 million collected in rev- also be shipped by barge.



Two Russian fishing trawlers from the large Soviet fleet operating on the Georges Bank, hunt for fish schools off Cape Cod. The Russian fishing fleet, which is giving New England fishermen serious competition, consists of larger, newer and more modern vessels than those operated by the U.S. fishermen. SIUNA-affiliated fishing unions have protested the presence of the Russian fleet in the waters traditionally fished by Americans.

New England Fishermen Blast Size Of Soviet Herring Catch

BOSTON-New England-based fishermen, who have long protested the invasion of the Soviet fishing fleet into traditional U.S. fishing grounds off Cape Cod, have asserted that their catches are suffering because of the huge numbers of herring taken by the Russians each year.

In voicing their protests, representatives of the SIUNAaffiliated Atlantic Fishermen's Union and New Bedford Fishermen's Union, explain that their catches are diminishing because the fish that they hunt for feed on the herring schools which are becoming rapidly scarcer. The New England fishermen generally set their nets for cod, haddock, sole, black-backed flounder, pollack, yellow tail and wolf fish.

These fish, U.S. fishermen point out, feed on the herring taken in such large numbers by their Soviet counterparts. In addition to herring, the Russians also concentrate on whiting and red and silver hake.

Home Waters Depleted

U.S. fishermen angrily comment that the Russians began their incursions into the Georges and Grand Banks in the North Atlantic, only after they over-fished their traditional grounds in the Caspian, Black and Baltic Seas. Since the two famous North Atlantic fishing grounds are in international waters, any nation can fish them.

An idea of the extent and efficiency of the Russian operations in the two areas can be seen in the almost complete absence of sea gulls around the Red fleet. Normally, the gulls are attracted by the remains which are dumped overboard after the catch is processed, however, the Soviet vessels are so efficient that nothing is left for the birds to feed upon.

Officials of the U.S. Navy and the Bureau of Commercial Fisheries who keep tabs on the Soviet fishing operations, estimate that the Russian fleet has 43 stern trawlers, 94 side trawlers, which are slightly smaller; 10 base or "mother" ships with facilities for processing and refrigeration, and a tanker which supplies water and

Floating Factories

The Russians are using trawlers of the Pushkin class in their operations off Cape Cod which are equipped to both catch and process the fish they take. These floating factories carry a crew of 100, and are equipped to can and render fish, using the remains to make fish meal as a substitute feed for animals. Their processing plants can freeze, 50 tons of fish in 24 hours.

their deep sea fishing fleet. Amertean experts estimate that the Soviets hauled in an approximate ing the 1963 fishing season in the North Atlantic. This figure represents about four times the total catch of U.S. fishermen that year. These are a few of the reasons why the Soviet Union is now ranked as the fourth among the fishing nations of the world, behind Japan, Peru and Communist

Red Age Advantage

One of the major reasons the Russian fishing fleet is so strong is its relative youth. Most of the Red trawlers seen off North America are between five and ten years of age. The typical American boat, by comparison is 40 to 50 years old and is made of wood. The Soviets use modern steel construction on their craft, and, as noted previously, often equip them with complete processing plants.

Another distribing element of the Russian invasion of North

The Russians are reportedly American fishing grounds is the pouring \$320 million per year into training program the Soviets are operating for Cuban fishermen. According to a recent treaty between the Kremlin and Havana, the catch of 1,679,093 metric tons dur- Russians are using Havana as a base of operations for a portion of their fishing fleet.

In return, the Soviet trawlers provide on-the-job training for a number of Cubans. Russian trawlers operating under this arrangement have been seen not only in the Gulf of Mexico, but also at Georges Bank and the Grand Banks. American fishermen say they expect Cuban fishing boats to also start operating in these areas in the future.

UN Convention Affirms Right

UNITED NATIONS, New York -Landlocked nations have a right to have access to the open sea, an international convention composed of 62 countries declared here on

When ratified by a sufficient number of countries, the principle "free access" will provide the basis for bilateral treaties between states and will give a welcome boost to the promotion of freer

The principle of "free access" was adopted by the convention by a 46 to 0 vote, with seven nations abstaining for various reasons. The United States voted in favor of the principle and is expected to initial the convention in the near

The first three nations to ratify were Laos, Afghanistan and Yugoslavia. The first two are landlocked, and the last is a so-called "transit" nation, through which cargoes to and from landlocked European nations are shipped.

The convention is most immediately expected to help the trade of 21 landlocked nations, most of which are in Africa. To be fully implemented, the convention will require approval by the legislative bodies of the signatory nations.

Hawser Heaver



Taking dead aim with a hawser, SIU-Railway Marine Region member Harry Joyce (left), gets ready to heave a line to Frank Steward, waiting on the deck of New Haven Railtug Transfer No. 23.

Channel Tunnel Backers **Predict Project Success**

LONDON-Plans for a 32-mile tunnel across the English channel are ready to move off the drawing boards and into the hands of construction contractors. While the idea of a tunnel under the stormy channel between England and France has cropped up countless

times during the last 150 years, + supporters of the project are ments of the two countries really which calls for boring three tubes gin in the very near future.

The chief difficulties which have in the past have been doubts about strength of the rock structure betries and the always-present probin all three of these problem areas has moved planning for the tunnel to the actual work stage.

An extensive geological survey has proven that a tunnel beneath the channel is definitely feasible. The English and French governments put up \$5 million for the survey which was conducted by the Channel Tunnel Study Group, a combination of U.S., French and British companies.

Favorable Report

Using two converted landing craft and several drilling platforms, the geologists obtained core samples from the rock beneath the channel bed. Scientists attached to the project were impressed with the results of these borings and seismic tests which have shown the rock to be fairly free of fissures or cracks.

Despite the fact that France's President Charles DeGaulle rebuffed England when she tried to enter the European Common Market, the French are giving active cooperation to the tunnel project. The English, who have been beset by severe financial problems, are also enthusiastic about the idea. Although there have been protests in the past that Great Britain's comfortable isolation from the Continent would be disturbed by the easy access provided by a channel tunnel, there have been few outcries from the British public on the subject.

Upcoming Decision

Proof of whether the govern-

Oil Imports

(Continued from page 3)

oil import quota, the Maritime Advisory Committee recommended to the appropriate Government officials the following actions:

- 1. A declaration by the President that the existence of an American - owned runaway - flag fleet is inconsistent with the purposes expressed in the Merchant Marine Act of 1936 and inimical American-flag merchant to the marine.
- 2. Renunciation by the Departments of Defense and State of the concept of "effective control."
- 3. Passage of legislation subjecting American runaway operators to the same corporate taxes now paid by domestic American companies, with the increased Federal revenues to be used for building new American-flag vessels, particularly bulk carriers.
- 4. Appropriate steps to provide the National Labor Relations Board with definitive jurisdiction over runaway-flag vessels in American commerce, so that the crews of these vessels would have the opportunity to be represented in collective bargaining by the union of their choice.

PORT O'CALL

confident that digging can be- want the tunnel link will be forth- through the rock beneath the coming in the near future. The Channel Study Group intends to barred work on the tunnel project place its formal report in the 21-feet in diameter, would be used hands of lawmakers in London and Paris by the end of this year or neath the channel floor, political early 1966. If the two parliaments service equipment. The smaller differences between the two coun- give the go-ahead, the first construction contracts are expected lem of money. Substantial progress to be let shortly after the decision.

Financial problems connected with the project haven't appeared to have fazed its supporters. Both countries are expected to chip in to help raise the necessary \$400 million for the construction of the tunnel. Private bankers have also indicated they are ready to help.

The survey work has served to show the feasibility of the various plans of what form the channel link should actually take. The idea of a bridge across the waterway, for instance, has just about ruled out, while a proposed dam clear across the straits has been almost completely ignored.

Tunnel Wins Out

lems, they have settled on a plan winds and tides of the channel.

channel parallel to each other. The two outside tubes, which would be to carry traffic. A smaller middle tube would handle drainage and central tube would also serve as a pilot tunnel in the actual construction to give engineers a chance to find cracks in the rock structure and other unknown problems.

The tunnel planners propose to use special electric trains to handle traffic through the tubes. These trains would be capable of carrying cars, trucks, passengers and rail freight cars.

In planning for a tunnel drilled out of the rock beneath the channel, the project engineers discarded the popular proposal of a tube laid on the floor of the waterway. In rejecting this idea, the engineers cited the difficulties presented by sabotage, damage by passing ships and the problem of cutting a path through the numerect face extremely difficult prob- been claimed by the treacherous

Protest Ladies' Room Eavesdropper

Company Spy Plan Misfires; **NLRB Orders New Election**

WASHINGTON - An electronic firm's high-powered antiunion campaign, which included planting a spy in the ladies' rest room and the organization of a "freedom" committee that

made anti-labor signs out of+ company materials, backfired out of Indiana when union memrecently when the National bers discovered her double-dealing. Labor Relations Board used these facts to throw out the results of a representation election. An NLRB board examiner said these incidents constituted illegal interference with a 1963 election lost by the International Brotherhood of Electrical Workers at Sarkes Tarbian, Inc., a big TV and radio parts manufacturer in Bloomington. Ind.

Reversing his own previous rulings in the face of new evidence submitted by the IBEW, Trial Examiner Phil Saunders listed these further findings of miscon-

- · A woman employer who helped the union sign new members, offered to switch her allegiance and reported regularly to management officials on union activities.
- · Management paid for an unlisted telephone installed in the he called "ridiculous and untrue." Although engineers on the proj- ous wrecks of vessels that have female spy's home, instructed her to report regularly to company officials and paid her \$743 to move

- · Another woman worker testified that she was instructed by management to lurk in the ladies' room, listening and reporting employee conversations.
- · The same worker told of reporting to Vice President Mary Tarzian, wife of the company president, that "all of us girls" are using an awfully lot of material from the tool crib" to make antiunion signs and that Mrs. Tarzian replied:

"That's all right, You use any-thing you need." The witness added: "Which we did."

'Most Endowed' Worker

Management denied that the pretended union supporter was given unusual consideration, but the examiner declared that she was undoubtedly the most endowed and unique employee" in company history. Further company denials

As to the check that management gave its double-agent when she prepared to move to the West Coast, Saunders said the "so-called loan was nothing more than compensation" for her spying on the union.

The evidence, the examiner said, adds up to the fact that Sarkes Tarzian management unlawfully interfered with employee rights. The election should be set aside and a new one held, he recommended.

A protest against activities of the company labor consultant in the spy case was filed with Labor Secretary W. Willard Wirtz by IBEW President Gordon M. Freeman. Wirtz said he would withhold an investigation until completion of the NLRB proceedings.

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

By SIDNEY MARGOLIUS

Price Of Baked Goods Going Up

You can expect a pound loaf of bread soon may cost you 2 cents more-a price hike of over 9 per cent-as the combined result of a new wheat bill now moving through Congress, and bakers' plans to capitalize on this bill. Other baked goods also will cost more soon.

The bill itself, by reducing the present Government subsidy on the price of wheat, will increase the price of the flour going into a pound of bread by just about two-thirds of a cent. But the flourmilling and bread-baking industry has warned that the price will go up 2 cents. That's about three times the increased cost of the flour.

The Cooperative League of the U.S.A., which includes both consumer and farm groups, supports the increase in the price of wheat as helping to stabilize farm income. But the League says there is no reason for bakers to raise the price of bread more than a cent a loaf, and not even that much for other baked goods, according to David Angevine, its information director.

The National Farmers Union asserts that the milling and baking industries are fighting the wheat bill because they want to put the blame on the Administration for the coming increase in bread prices

You're in the middle of this battle over the price of wheat. Even a penny increase in the price of bread will be a burden on working families in this year of rising food prices. A two-cent hike can mean an extra cost of about \$25 a year for a working family with several children.

Thus the pending bread price hike will wipe out almost half the estimated savings to moderate-income families of the recent reductions in excise taxes. (The Treasury Department figures that the excise tax cut will save families an average of about \$57 a year.)

In considering the new wheat bill, Congress has an opportunity, if it acts on it, to help both consumers and farmers by investigating what makes a loaf of bread cost so much when the ingredients are so relatively cheap.

Angevine points out that the average one-pound loaf of bread sellis for 211/2 cents, but the value of the wheat in it is just about 21/2 cents. Ten years ago, when the average pound loaf sold for 141/2 cents, the farmer still got 21/2 cents for the wheat. Today consumers are paying 7 cents more, while the farmer is geiting approximately the same return for his

The worst feature of the new bill may be that it gives the baking industry a chance to raise prices

again. Significantly, there were no decreases in the price of bread when flour prices declined in 1963.

If Congress and the Administration don't try to do something useful about suggesting ways the baking industry can reduce its present high selling expenses you'll have to be your own price policemen. Within the limits available, this means trying to make every penny spent for bread, other baked goods and flour, bring home full value.

Most families don't. A leading bakery corporation recently reported that the average supermarket shopper spends just three seconds buying her baked goods. That's not enough time even to glance at the net weight on the wrapper, to see if the loaf is a "balloon" loaf, which looks bigger than it weighs, or a regular loaf.

More Bread for Your Money

First step in getting your money's worth in bread is to check the net weight. So-called "balloon bread" is a one-pound loaf baked in a 11/2-pound pan so it puffs up and looks big. In a few states, balloon bread is not permitted or must be plainly labeled such, but in most places, you won't know unless you look.

Next step is to buy the simplest form of bread. Extension home economists have pointed out that you can pay as little as 21 cents a pound for ordinary bread (even less in some cities), 30 cents for special breads and as much as 50 to 70 cents for party-sliced rye and rolls.

Special types of bread sometimes claimed to have extra nutrition or special "health" properties, actually differ only superficially from ordinary bread, Government authorities have found.

In buying crackers too, the price per pound goes up inordinately for simple soda crackers, as against those with glazed coatings, or small additions such as sesame seeds. Ordinary saltines cost 31 cents a pound; glazed round crackers, 41; thin sesame, 69, experts point out.

You save further by buying supermarkets privatebrand breads. The big markets are kind of cagey about the way they price their own brands of bread. They manage to stay within two or three cents of the the mysterious phenomenon while advertised brands, raising their prices along with the national brand bakers. Still, the savings are a good 10 to 15 per cent of the cost of this basic, oftenbought food item.

Fourth way to save is to buy the larger sizes. In a few cases this writer has found the same brand of Piccard, who is the son of famed bread costing the same per ounce as between onepound and two-pound loaves. But often you can save about eight per cent of the cost by buying the the Gulf Stream in a specially two-pound loaf.

Scientist Spots Mystery Object

FORT PIERCE, Fig.-A mysterious pear-shaped object, moving along quickly at a constant rate of speed, has been detected at the bottom of the Gulf Stream off the coast of Florida by a marine scientist preparing for a full-scale underwater expedition beneath the full length of the warm water

In telling how he sighted the strange object from a one-man submarine, Dr. Dmitiri Rebikoff reported that although it gave off no signals, he was able to photograph it. The success of Dr. Rebikoff's camera work is not yet known. He suggested that the fastmoving object could have been run by a robot pilot.

The marine scientist observed gathering data for Dr. Jacques Piccard who plans an underwater exploration expedition of the Guif Stream from Florida to Newfound land and the Continental Shelf. ocean scientist Auguste Piccard, intends to drift along the bottom of constructed observation submarine.

Notify Union On LOG Mail

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

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

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

TRANSHARTFORD (Hudson Waterway), June 26 — Chairman, Frank Cainer Secretary, J. Calhoum. Brother J. Bryant was elected to serve as ship's delegate. Beefs concerning ice-water fountains squared away prior to sailing. Some disputed OT in deck and engine departments. Discussion on sign-on procedures.

DEL SANTOS (Delta), May 36 — Chairmen, John T. Robinson; Secre-tary, Herman Mielke. New ship's delegate to be elected. 59 in ship's fund. No beets reported by depart-ment delegates. Motion made to write letter to Union re new contract and proposed merger with NMU.

PENN TRANSPORTER (Penn Navi-gation), June 5 — Chairman, W. R. Simpson; Secretary, R. E. Ayers. No



beefs were reported by department delegates. Ship's delegate to see the mate about medical chest being adequately stocked and checked by patrolman. It was suggested that the ship be fumigated. Also that a first-aid kit be placed in galley.

ALAMAR (Calmar), June 8—Chairman, Wm. J. Smith; Secretary, Charles N. Ratcliff. Everything is running smoothly except for some disputed OT in deck and engine departments which will be taken up with patrolman. Medical supplies are inadequate. Vote of thanks extended to the Steward department.

OVERSEAS ROSE (Maritime Overseas), May 9 — Chairman, Tom Martineau; Secretary, Stanfey Schuyler, Brother Lee Wills was elected to serve as ship's delegate. Everything is running smoothly, \$50 in ship's fund.

OVERSEAS ROSE (Maritime Overseas), June 29 Chairman, Lee Wills; Scoretary, Stanley F. Schuyler. Disputed OT in deck and engine departments, otherwise everything is running smoothly. Port side gangway to be repaired. Vote of thanks to the steward department.

COLUMBIA VICTORY (Columbia), June 19 Chairman, Donald Nelson; Secretary, Francesco Fraone. One man hospitalized in Southampton, England. Vote of thanks to the stew-ard department for doing a good job ard department for doing a good job even though they are short handed.

PONCE (Sea-Land), June 27—Chairman, J. M. Foster, Secretary, J. R. Utz. Ship's delegate reported that everything is running smoothly. Ship's fund will be made up from voluntary contributions. Members aboard decided to postpone voting on acceptance of new retirement plan until more information concerning same is received from New York half.

JOHN B. WATERMAN (Waterman), June 20—Chairman, D. E. Charroni; Secretary, W. E. Morse. Some repairs have been taken care of but some still remain to be done. No beefs were reported by department delegates. A new ship's delegate was elected.

TAMARA GUILDEN (Transport Commerciet), June 29 — Chairman, K. Gahagan; Secretary, "Duke" Gardner. Brother W. Powell was elected to serve as ship's delegate. No beefs were reported by department delegates. Patrolman to be informed that the commercial com gates. Paroliman to be intonned about having emergency space parts put abourd ship for air-conditioning repairs. Also to have fresh water tanks cleaned and cemented while ship is in drydock at Mobile, at the end of this voyage.

GLOBE TRAVELER (Maritime Overseas), June 17-Chairman, L. Har-gesheimer: Secretary, Frank Van Dusen. \$3.07 in ship's fund. No beets reported. Brother L. Hargesheimer was elected to serve as ship's delegate. Vote of thanks to the steward department.

LA SALLE (Waterman), June 26 — Chairman, Les J. Webb; Secretary, Leo J. Gomes. Everything is running smoothly. No beefs and no disputed OT reported. Brother Leo J. Gomes was re-elected to serve as ship's delegate, and was extended a vote of thanks for a job well done. Vote of thanks to the steward department.

HUDSON (Victory Transport), June 6—Chairman, Fred Lynum; Secretary, N. Robert Weissman. One man was hospitalized in Honolulu. No beefs were reported by department delegates, and everybody is happy. The Bosun called it a good trip and helped retain as many of the crew as possible. Vote of thanks to the steward department. The crew also expressed appreciation to the crew's messman, Hamed.

STEEL VENOOR (Isthmian), July 4
—Chairman, Fred Shaia; Secretary,
R. Morgan. \$22.31 in ship's fund.
Some disputed OT in engine department. Motion to have petrolman look
into problem of insufficient medical
supplies.

ALCOA MASTER (Alcoa), July 4 — Chairman, John Cantrell; Secretary, Robert Goldy. Delayed sailing beef to be taken up with patrolman, other-wise no beefs were reported by department delegates.

TRANSGLOBE (Hudson Waterways), July 5—Chairman, A. Palino; Secre-tary, H. R. Dombrowski. \$28 in ship's fund. Repairs taken care of. New medicine cabinets to be ordered. No beels reported by department delegaes. Brother James Balmy was elected to serve as new ship's delegate, and treasurer. Vote of thanks to the departing ship's delegate, Brother A. Quinn.

STEEL VOYAGER (Isthmian), June 27—Chairman, None; Secretary, None. No beefs or disputed OT reported by department delegates.

MADAKET (Waterman), June 28 — Chairman, Thomas Lilea, Jr.; Socre-tary, Leo A. Schwandt. Disputed OT in deck and steward departments.

When it's chow time on the high seas, members of the SIU stewards departmentsbakers, cooks, messmen, know that they have one of the most demanding clienteles in the world to please. The skills of the SIU galley staffs are known and appreciated the world over. The following steward ! members, have been given this thing proceeds more smoothly," period's Seafarer's Golden Galley declares Brother Padgett. Award of Honor for chow and service above and beyond the call of duty:

Steel Flyer (Isthmian), Monarch of the Sean (Sea-Land), Hudson (Victory Transport), La Salle (Waterman Steamship), Globe Traveller (Maritime Overseas), Robin Kirk (Robin Lines), Transbay (Waterman Steamship), Hudson (Victory Steamship), and the Oceanic Cloud, (Transworld).

Steel Scientist (Isthmian) Ship's delegate William H. Harrell re-

> ports that from now on Dinner will be a "full dress" affair aboard the vessel. "I'm not saying that the boys have to wear white tie and Brother Harrell,

Harrell

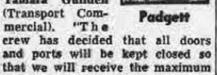
"What I am saying is that members of the crew have decided that everyone must be properly and neatly dressed when using the messhall. Seafarers sailing aboard the Steel Scientist are all agreed that SIU standards must be lived up to in all phases of a voyage."

Seafarers sailing the Transbay (Waterman Steamship) partook in a give and take round-table type discussion recently. The subject of the debate was the coffee-break period and, according to delegate H. W. Roberto the boys had a lot of good suggestions. Suggestions were made as to the needs of those members of the crew who wanted tea instead of java. The point was also raised that now that summer is on the scene, more cold drinks ought to be served during the coffee-break time. "All and all it was a very satisfactory meet-

ing," Brother Roberto says. t t

Resourceful Seafarers are doing their best in an all out struggle to

beat the heat of summer sailing. The latest report from the front lines of this struggle comes from Bill Padgett aboard the M V Tamara Guilden (Transport Commercial).

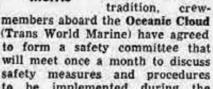


* *

Ship's delegate Rudolph Lane of the Hudson (Victory Transport) Inger (Reynold's Metal Com- reports that the bos'n was so impany), Los Angeles (Sea-Land), pressed with the efforts of the crew that he issued a special statement of praise for them. "The bos'n called it a 'fine trip' " reports Brother Lane, "and he said that he hoped that the entire crew would remain with the vessel." Stewards delegate Harry Dean passes along another vote of praise, this one by the entire crew. 'The crew was very appreciative of the efforts made by Brother Hamed, the crew's messman," says delegate Dean, "He did a really bang-up job in the true SIU galley tradition." Deck delegate D. M. Masses passes along one sadder bit of news, reporting that one of the crew took sick and had to be hospitalized in Honolulu,

Safety is always a matter of tails," announces grave concern to Seafarers and

the men who sail under the SIU banner are among the most safetyconscious on the seas. Time and time again, SIU crews have walked off with coveted safety awards. In this tradition, crew-



Morris

safety measures and procedures to be implemented during the voyage. Ship's delegate Edward W. Morris says that he is confident that the committee will be 100 per cent successful. "Safety counts," says Brother Morris. "And," he insists, "we aim to guarantee that

SIU standards are met."

Deck delegate Robert Callahan passes along the sad news that Brother Hal Ellis died on May 28 and his body was sent back to the mouths of babes'." states from San Juan. The crew sent radio-grams about Brother Ellis' death to his family and to headquarters. "The boys also contributed \$25 to purchase a funeral wreath," Brother Callahan says. Brother Leroy Rinker, ship's movie director, reports that the movie projector and inverter are back and in ship shape condition. "The boys are all looking forward to returning to some fine film viewing," he says.

* *

Girls in SIU ports all over the world will be rushing home to sit benefits from the air-conditioning by their telephones when they system that services the vessel," learn of the announcement made

departments, earning the he says. "There is no doubt that by Ship's meeting chairman praise of their fellow crew- when the men keep cool, every- Clarence Mandrie of the W. E. Fitzgerald (Gartland), According to Brother Mandrie, the crew aboard the W. E. Fitzgerald has voted to chip in 25-cents per man on every pay day to cover the costs of phone calls, "I just know that's going to make the women happy," Brother Mandrie smiles. "And what's more," he says, "it's unannounced."

> \$ Martin F. Larson, ship's delegate aboard the Alcoa Voyager



of compliments for the SIU crew aboard the ship. "I would especially like to commend Thomas A. Lukas, our ship's reporter," continues Brother Larson. The job he did taking

(Alcoa) has a lot

care of Union business was terrific as was the job he did carrying out his duties as a seaman.

1 1

Summer is just starting to play havoc with sun-weary SIU crews.

However, as usual, Seafarers are proving worthy of the challenge a n d are coming up with some ingenious and time - honored means of putting heat problems on ice. One



Berry

sure and pleasant device for keeping cool when summer puts the heat on is the one requested by crewmembers sailing aboard the Transcrie (Hudson Waterways). According to ships delegate N. M. Berry, the boys are anxiously awaiting the installation of the new ice cream freezer that they recently asked for. "Did you ever watch kids in the summer?" asks Brother Berry. "They've always got an ice cream pop stuck in their mouth. No kidding, those kids know what's good. You know the old saying about 'out of the

Quitting Ship? Notify Union

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











Seafarer Receives Response To Bottles Cast Into Ocean

Seafarer Lenny Zintz, currently sailing as an AB aboard the Chatam, finally met with success when he recently received a reply after fifteen fruitless years of launching bottled messages upon the high seas. Seafaring men and others have been casting bottled notes

upon the waters for centuries, and none but this very special citement that an answer brings.

"I can't tell you how absolutely thrilled I was," says Brother Zintz. "There is no comparison I can use

that appropriately communicates my feelings. I guess the closest I can come is to say it's like finding a treasured childhood possession that you thought was lost forever many, many years ago.

Actually, Brother Zintz never ever be found or answered. He was his missives and replied to him.

"For more than fifteen years breed of man knows the ex- now I have been putting notes into sealed bottles and tossing them into the sea," he says. "To tell the truth, I never once really believed that I would actually receive an answer. Still, with a little prayer, I would toss several bottles from every vessel I sailed upon, no matter what waters we were in. Maybe the Good Lord heard my prayers because they were finally answered and someone responded to one of the notes."

Got Word In NOLA

Zintz was on the beach in New Orleans when he learned of his good fortune.

"I piled off the Manhattan in Portland April 4th and then came to New Orleans to visit my mom dreamed that any of his carefully for Mother's Day. It was a long corked and floated messages would trip to New Orleans and I was plenty tired. But I woke up fast as shocked as he was pleased when I found a letter waiting for someone finally did discover one of me from a British soldier attached to the Trucial, Oman Scouts in Tru-

cial, Oman. Oman is a little indepent state occupying the southeastern part of the Arabian Peninsula. It has been a British protectorate since the nineteenth century. It is best known for its dates and its riding camels which are considered to be among the finest in the world. Corporal John White, who is serving there, found my bottle on the beach between the villages of Sharjah and Dubai. He picked it up on April 13, 1965. I had dropped the bottle into the sea November 22, 1963 from off the Steel Voyager. That gives it 18 months and a few days sea time before it was discovered. It was quite a thrill and quite a surprise to receive an answer after all those

Improved Odds In truth, there is no reason for

Brother Zintz to be so surprised that his note received a reply. The chances of a bottle message being found and answered or returned to its owner are being improved all the time. As nations grow, and more and more beaches lose their "remote" status, the odds of someone picking up a launched bottle shorten every day. For example, SIU member James Balmy who also casts messages adrift as a hobby, estimates that of all the bottles he has thrown over the side, as many as 20 per cent have received replies. Brother Balmy, a veteran member of the engine department who has been sailing with the SIU since 1951, has been tossing at least three bottled messages over the side of every ship he has sailed upon since he began shipping out. He Isn't particular about the type of bottles in which he floats his messages, so long as they're glass, sealed and bouyant. The note inside the bottle states his name, home address, position of the ship, date, time and a request that the finder send him a postcard telling him where and when the bottle was

For the benefit of some of his more cynical crewmates, Balmy announces that of the fifty bottles he has thrown overboard, he has received nine answering cards in return. His latest success occurred when he was aboard the Transglobe bound from Bremerhaven to

Bottled Help

Not all bottled messages have been sent out of curiosity or in pursuance of a hobby. There are many cases on record where shipwrecked sailors have been rescued and their lives saved by rescue crews responding to a bottled SOS message,

As for Seafarer Zintz, he plans continue casting his bottles upon the waters for a long, long time to

"I first started in 1950," he says, "when I enlisted in the Navy. I guess I'm really hooked by now because I've been doing it ever since and expect to keep right on. I even intend to start up a correspondence with John White and maybe someday we'll even get to meet. Who knows . . ."

Zintz joined the SIU in 1958 and since then has been sailing as an AB out of his home port in New

my life."

"The SIU is tops with me," he says. "Bottle-tossing is my hobby, but the SIU is my livelihood and

natted the above string of 84 (count 'em) flounder while casting his lines upon the waters of Florida's Escambria River. "Come on down," says the happy Seafarer.

SEAMAR (Calmar), July 4—Chairman, J. Long: Secretary, M. Herring. Brother R. Maldonaldo was elected to serve as ship's delegate. No beefs reported by department delegates.

Fish were really jumping for Seafarer S. C. Hanks over the

July 4 weekend. Using live shrimp for bait, brother Hanks

Something Fishy

INGER (Reynolds Metals), July 2— Chairman, R. D. Schwarz; Secretary, H. E. Newberry. Ship's delegate re-ported that this was a smooth trip. Few hours disputed OT in deck and engine departments. Vote of thanks to the steward department.

TAMARA GUILDEN (Transport Com-mercial), June 8—Chairman, Billis Padgett; Secretary, M. Beeching. Beef concerning the mate and captain to be taken up with patrolman. Some disputed OT in deck and engine de-partments

DIGEST of SIU SHIP MEETINGS

GLOBE EXPLORER (Maritime Overseas), June 6—Chairman, S. Kraw-czynski; Secretary, John R. Talbot. No beefs reported by department delegates.

TRANSYORK (Hudson Waterways), July 4—Chairman, Harry Limbaugh; Secretary, Leon D. Lucas. OT beef Cape Saint John, to be taken up with patrolman.

ALCOA VOYAGER (Alcoa), June 30—Chairman, L. A. Williams; Secretary, T. A. Lucas. No beefs were reported by department delegates. Ship's delegate extended a vote of thanks to a new member of the Union, T. A. Lucas, who did a fine job of taking care of Union business.

EAGLE VOYAGER (United Maritime), June 6—Chairman, H. E. Bates; Sec-retary, J. Head. No beefs reported by department delegates. Brother Marco Mora was elected to serve as ship's delegate.

YAKA (Waterman), June 23—Chairman, Dick Ware, Jr.; Secretary, R. La-Bombard. Minor beefs and disputed OT in deck department to be straightened out. The matter of inadequate slop chest and medical supplies to be taken up with patrolman. Also have patroiman clarify penalty cargo pay for crew, and to clarify restriction to the ship in Casablanca.

NEVA WEST (Bloomfield), July 5— Chairman, James C. Dial; Secretary, W. R. Geis. Disputed OT in engine department. To see patrolman about

new washing machine. Renew or re-pair screen doors main deck passage-way. Paint recreation hall.

GLOBE CARRIER (Maritime Over-seas), July 4—Chairman, E. Abualy; Secretary, J. McPhaul; Everything is going along smoothly with no beefs. Brother F. Clarke was elected to serve as ship's delegate for next voy-age.

ROBIN LOCKSLEY (Robin Lines), June 27—Chairman, Emil Gretsky; Secretary, Luther Gadsen. Brother Stephen Bergeria was elected to serve as ship's delegate. Every-thing is in ship-shape condition. No beefs and no disputed OT.

YORK (American Bulk Carriers),
June 27—Chairman, Seymour Heinfling; Secretary, Al Doud. \$1.06 in
ship's fund. Disputed OT in deck
and engine departments. One man
hospitalized in Aden, and rejoined
ship in Suez. Beef regarding inadequate launch service in Aden, and
poor mail service to crew, to be
turned over to boarding patrolman.
Resolution signed by crewmembers
was sent to Washington, regarding
the closing of USPHS hospitals.

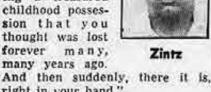
FLORIDA STATE (Everglades), July 3—Chairman, V. C. Smith; Secretary, Ben Prager. \$11 in ship's fund. Ship's delegate reported that all is in order. No beets reported by department

DEL NORTE (Delta), June 38 — Chairman, Robert Callahan; Secretary, Bill Kaiser. No beefs were reported by department delegates. \$224,60 in ship's fund and \$88.38 in movie fund. Brother Stanley Wright was elected to serve as new ship's delegate.

STEEL FLYER (Isthmian), June 13-Chairman, George R. Stanley; Secretary, R. Weaver. \$14.50 in ship's fund. No beefs reported by department delegates. Vote of thanks to the engine department, Brother George Stanley for his donation to the ship's fund, and to the steward department. department.

LOS ANGELES (Sea-Land), July 4— Chairman, Leo Bruce; Secretary, S. M. Simos. \$4 in ship's fund. Few hours disputed CT in deck department to be brought to the attention of the patrolman. Vote of thanks to the steward department for good food and service.

PENN TRANSPORTER (Penn Navigation), June 5 — Chairman, W. R. Simpson; Secretary, R. Ayus. Ship's delegate informed crew that he will ask headquarters to contact company in regard to expediting mail delivery. No beefs reported by department delegates. Ship's delegate to see the mate about the medicine chest being adequately stocked and checked by patrolman. It was suggested that ship be fumigated.



right in your hand."

LOG-A-RHYTHM:

The Ripening Life Of Man

By Roy Lee Hinson .

Out of the home came forth a son, Entering the race where others have run. Learning, accepting, refusing the truth, In infancy, childhood even in youth.

Living on earth which Heaven affords, Enticed by armies with flashing swords. Listening to flattering constructive remarks, Sitting, lounging around in the parks.

At the sounding of trumpets of young manhood, Accepting his place where others have stood. Succeeding, and failing where others did fail, He trod and blazed a brand new trail.

Leading a life where others are free, Leaving a trail that others can see. Never to know what he has done, Except through the mirror, his own dear son.

What wrong he did or good he rendered, Who he blessed or who he hindered. What he did he cannot see, Except through those whom he set free,

The ripening life is man's life, A life or words can entice. Some people whom he knew long before, Or clay he marred or things he tore.

The things he made and words he wrote, Are like a tiny beam or moat. They are casting power upon the sea, Or like the foam upon the lea.

He is an heir of the free, Once in his possession is the key. His every good and bad is hid, All he can see is what others did.

William Control of the Control of th

SEAFARERS LOG. 675 Fourth Ave., Brooklyn 32, NY I would like to receive the SEAFARERS LOGplease put my name on your mailing list. (Print Information) NAME STREET ADDRESS CITY ZONE STATE.

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most part these operators have been demonstrated to be highly lacking in skill, training and motivation. The truth is that the field is shot through with "quack" operators who, with little or no training or experience, buy a polygraph machine and set up shop. For a fee, many are more than glad to find an employee or prospective employee "guilty" or "not guilty" according to the Boss's wishes. The Boss's wishes are often based on whether the employee being tested is pro or anti-union, a member of a minority group, etc.

Many of these machines are being used by departments of the U.S. Government to screen employees, as well as by American business. Half of these departments and agencies require the operator to have no more than a high school diploma and some special training ranging from a five-day course of training to a seven-week course, depending on the specific federal agency involved. However noted scientists, all well-versed in the operation of these machines, have testified that minimum requirements should be a college degree, six months' training in the use of the polygraph, plus six months of closely-supervised internship. Other experts feel that even this much training would prove worthless unless a complete grounding in psychiatry is included. Still others feel the polygraph is worthless no matter how much training the operator brings to this task.

On legal and moral grounds the polygraph or lie detector takes its biggest shellacking from all sides. On moral and legal grounds the use of these machines for any purpose is indefensible. Their results are not accepted by the court and there is wide agreement that the use of these machines violates the constitutional rights of the individual-specifically the Fourth Amendment, which guarantees "The right of the people to be secure in their persons, houses, papers and effects, against unreasonable searchers and seizures . . ." and the Fifth Amendment which guarantees that no person "shall be compelled in any criminal case to be a witness against himself."

However the constitutional guarantees protect only against action by the government or someone acting by authority of the government. They also apply only to forced testimony and to the seizure of evidence, while persons submitting to lie detector tests are asked to give their

This consent is the employer's ace in the hole. Does the job seeker or the employee without a union to protect him have any choice but to consent? If he does not consent to take the test he will be summarily eliminated from consideration for the job or fired if he is already an employee. Thus the Boss has a tool and an excuse for eliminating the pro-union employee, the veteran employee with seniority, etc. This is why, in splte of their demonstrated unreliability, the use of these machines is increasing constantly.

Just as one rotten apple will infect a whole barrel-full, the use of these un-American, undemocratic and un-constitutional polygraph machines has already begun to eat away at the foundations of our freedom and society in a manner resembling the tactics in a police state. The operators of these lie detector machines are themselves guilty of vast amounts of secrecy and deceit, which they claim is "necessary" to conduct their "business."

The first deceit they employ is by spreading the lie that the polygraph is "infallible." This is carefully calcuated to strike fear into the heart of the pubic concerning the powers of the machine-and fear itself is a danger to the democratic process.

Next, unknown to the subject, the operators of these polygraph machines are trained to covertly observe his actions and to report them secretly to the examiner-who must largely rely on the information supplied by this "spy" because his machine, in actuality, can tell him very little.

As if this were not enough, the rooms in which the examinations are given are often supplied with a "two-way" mirror, through which the subject can be observed without his knowledge and further spied upon by hidden microphones. The subject is also often ordered to inform on any of his fellow workers whom he even suspects of wrongdoing, and is threatened that if he does not inform on them, the upon him. machine will trip him up even in his silence.

All this, of course, represents pure police state tactics. If all this is to be allowed, why not injections of truth-serums? The answer is simple. None of this must be allowed to continue.

The AFL-CIO has blasted the use of polygraphs along with other spying devices. In virtually every case where a unionmember has been dismissed for no other proof than the fact that the machine took a dislike to him, the NLRB has supported the union stand and re-instated the worker. The AFL-CIO has been instrumental in getting four states-Alaska, California, Massachasetts and Oregon-to pass legislation outlawing the use of polygraphs in all private employment and (with the exception of Californis) public employment.

Several other states, under strong AFL-CIO pressure, are currently considering similar legislation. The American labor movement will continue to press for legislation in other states.

Summarizing the position of the entire AFL-CIO on this subject, the Executive Council said recently-"Neither the Government nor private employers should be permitted to engage in this sort of police state surveillance of the lives of individual citizens," not only because such devices are unreliable but "because they infringe on the fundamental rights of American citizens."

The Lie Detector Seafarer Discovers Gifts -To Tell The Truth? May Take Strange Forms

The first installment of Scafarer William Calefato's colorful tale appeared in the July 9 issue of the LOG. In this second and concluding installment, Brother Calefato relates his further adventures among the Indian longshoremen of Bahgnavar.

Seafarer William Calefato, whom the native Indian longshoremen had re-named Taign, was getting a first hand education in the working habits and living conditions of the ordinary Indian citizen. As he watched them pursue their daily tasks aboard the Rachel V in Bahvna-

gar, he came more and more * to understand their way of life. Then came the inevitable problem of communication between people who wanted to make friends but did not speak one another's language. They solved the problem through the time honored gestures of pantomime.

When one of the old Indian men pointed to his palm, the Seafarer knew he wanted some tobacco. When the request was granted, the old man put the tobacco carefully into a pouch which was tucked into the folds of his flowing robe. From another pouch he pinched a generous portion of his own tobacco and handed it to the Seafarer.

Among some Indians, the above scene has other meanings. The first gesture indicated, in the language of native custom, that the American had lots of tobacco and was willing to share it with his Indian brethren. The fundamental significance of the gesture was that the American Seafarer had what Indians call "an open heart."

The message spread like wildfire among the native longshore

men that there was a seaman on board who had good tobacco and was not adverse to passing it out. Thereafter, it was not unusual for curious and picturesque characters to appear suddenly



and mysteriously at the Seafarer's

Then, one day, suddenly they stopped asking for tobacco. While the Seafarer wondered about the silence, he sensed that someone nearby was watching. He turned to look. There was a native standing beside him staring steadily and intently, deep in concentration like a hypnotist. The man nodded, beckening with robed arm.

"Taign, come," he said.

Without realizing why, Taign, as the natives called the Seafarer, followed the strange native. Embers from dying fires threw eerie shadows across the deck and over natives that squatted motionless in the flickering light. As Taign passed, faces half hidden in robes were touched by brief flame All eyes were fixed unwaveringly

One cook who seemed influential among the rest sat near the puzzled crewman, a hand darting swiftly from the folds of his robe. In it was a dagger. The Indian was smiling, his eyes silent. No one spoke. All acted as if they were waiting for the seaman to react. The blade was only inches from his face.

Finally the Indian nodded as if to say "take it."

At first glance it looked like an ordinary weapon. But there was something strange and mysterious a needle. The edge honed to a thin, razor sharpness. There were no scimiter. The blade was set into cense, cookies and cigarettes. a small handle that was typical of



The decks of the Rachel V are crowded with native Indian longshoremen. The Indians, who are and slept on deck of the ship, got along famously with the SIU crew.

that the unexpected meeting was with a very slight smile. one of some importance.

similar dagger. The first cook held out his palm and asked jokingly: "One rupee? One rupee? No? Five rupee?"

But his eyes were downcast, as if he regretted having asked a price for his weapon. In the midst of this activity, a silent man stood watching from the shadows. He looked like an acrobat dressed for a pageant. He stood as still as a statue with his arms folded. Two earings glittered like eyes in the firelight beneath the cocked angle of the spangled fez on his head. His face was expressionless and his eyes motionless. He glided toward the Seafarer. His English was

"We do not take out our daggers for any small reason," he said softly. "Sometimes for ceremony," he paused, "and sometimes for blood. Our religion and traditions decree it so. Tonight," he paused again and smiled. "Tonight, it was for ceremony. Those two," he pointed, "only mean to honor you by drawing their daggers."

"Then what the heck is all the wanted to know.

"Hah!" the Indian grinned. "A mistake. He wanted to make it a gift to you. A gift of honor, you whispers that it was "very, might say. You did not accept immediately. And to us, that means

The interpreter was staring. His eyes were small and very dark. Expressionless, they shone darkly, reflecting the flickering ships lights. Nearly all the longshoremen wore golden, jeweled earrings, each one seemingly different and each with its own significance. Not a single native would answer questions about the jewelry and all were equally disturbed when curiosity about them was displayed by an interested foreigner.

The interpreter blinked one eye and nodded toward a small boy. about it. The metal was forged It was the little boy named Hamir. bright and hard. The point was like The crew knew him as the ubiquitous elf who wasn't there-but was everywhere. Hamir handed ornaments on it, but the shape was Taign a small bundle. It contained somehow peculiar, reminiscent of a large package of sandlewood in-

"Please accept this," said the Asiatic swords and knives. In light colorful man with the fez, this daggers.

of these features, Taign suspected time in a soft, musical voice and

Taign was taken back. Here he Suddenly, a second native moved was being offered a gift from peoswiftly forward. In his hand was a ple so poor that all American standards of poverty had no relevance. Like many others, he did not fully understand the poor of other nations and was often too quick to judge them all as beggers. And now the poorest of the poor were offering him gifts.

> Taign came out of his revery as a cook said something to the interpreter who then spoke to Taign.

> "We know how kind you have been to many of us," he said. "We know how generous you have been

Hamir and the group of cooks that he worked with were under the illusion that most of the crew resented these gifts of friendship. An oiler once jokingly shouted, "Don't keep these guys around looking for handouts. No wonder the steward has to keep everything locked up tighter than the windows in Davy Jones' locker."

Unfortunately, the natives must have taken these jokes seriously and when Taign did not appear for a few days, Hamir informed his elders that the crew had doubtlessly handcuffed him in the brig or beaten him very badly for having given things away. In fact, yelling about rupees for?" Taign that was how Taign himself joked with any of the natives who asked him for anything. He would peer with mock caution over his shoulder and communicate in stage dangerous." Then he would pretend that he was afraid the captain or the steward would put him under arrest. The natives took this seriously because not too long before, the British and French merchant marine did keep their erring crewmembers in brigs.

The night that the last of the cargo was discharged and all the natives were leaving the ship, someone was at Taign's porthole calling in a frightened voice.

"Taign. Taign."

Later an AB came and said: where the heck were you? That kid and all those people were looking for you. Looked like the kid had a round package for you. I think it was one of those bread cakes. Hey, what was this all about?"

It wasn't an easy question to answer. All that Taign could remember were a pair of dark, mysterious eyes and two fishing

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:

cola, Florida.

Michael Palumbo, born May 7, 1965, to the Bartolomeo Palumbos, Union City, New Jersey.

William Steven Male, born February 23, 1965, to the Norman Males, Alpena, Michigan.

Jason Andrew Werda, born May 4, 1965, to the John Werdas, Alpena, Michigan.

Nora Jean Lofton, born June 2, 1965, to the Jack Loftons, Chickasaw, Alabama.

Billy Gondzar, born December 18, 1964, to the Stanley Gondzars, Baltimore, Md.

1 Russell Meyers, born May 1, 1965, to the Russell Meyers, Mobile ,Ala.

The deaths of the following Seafarers have been reported Franklin Dewey Shaw, born May 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):

49: Brother Rivera died of heart Gonzalez died of natural causes



failure May 8, 1965 at the San Juan, Puerto Rico USPHS Hospital. A member of the Union since 1948, he sailed as a firemanwatertender in the engine de-

partment. He is survived by his wife Yolanda. Place of burial was in Puerto Rico.

> 4 4

Donald Augustine Ruddy, 51: Bronchial pneumonia proved

fatal to Brother Ruddy May 16, 1965 at his home in San Francisco, California. A member of the Union since 1955, he sailed as a steward. He is survied by his wife Mary. Place

of burial was Gates of Heaven Cemetery, Mt. Pleasant, New

George F. Fahey, 61: Brother Fahey died of natural causes May Brother Becker succumbed to a



17, 1965 at St. Hoboken, New Jersey. A member of the Union since 1963, he sailed in the deck department. He is survived by his sister Florence Dil-

lon. Place of burial was Hoboken burial was Mt. Olivet Cemetery, Cemetery, N. Bergen, New Jersey. Dickinson, Texas.

\$

Herman Davis Carney, 62: Heart failure proved fatal to

Brother Carney May 21, 1965 in Colly Township, North Carolina. A member of the steward department, he joined the Union in 1947. He is survived by his wife Lillie Mae,



He was buried in Marshburn Cemetery, North Carolina.

Jamie Thomas, born May 14, Tami Jackson, born June 3, 1965, 1965, to the Jamie Thomas, Pensa- to the Bobby Jacksons, New Orleans, La.

> Veronica Ann Freeman, born April 2, 1965, to the Richard F. Freemans, Cottageville, S.C.

> Nancy Anderson, born June 8, 1965, to the William Andersons, Pittsburgh, Pa.

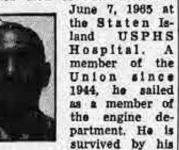
Jeffrey Wayne Willis, born March 27, 1965, to the Perley Willis, Sulphur, La.

Pamela Dawn Clifford, born May 31, 1965, to the Robert Cliffords, Trenton, Mich.

Brian Keith Boyer, born June 6, 1965, to the Stanley Boyers, Claymont, Delaware.

\$ Edwin Kruse, born February 13, 1965, to the Edwin Kruses, Alpena, Michigan.

Concepcion Rodriguez Rivera, Julio Colon Gonzalez, 55: Brother



niece Ana M. Melendez. Place of burial was the Evergreen Cemetery, Brooklyn, New York.

Arthur Felix Sabourin, 61: Brother Sabourin died of pneu-

monia June 2, 1965 at the Galveston USPHS Hospital. A member of the Union since 1964, he sailed an FWT the in engine department. No beneficiary was



designated. Place of burlal was South Park Cemetery, Houston, Texas.

\$

Vincent De Paul Becker, 68:



heart attack June 1, 1965 at the Galveston USPHS Hospital, A member of the steward depart-ment he joined the SIU in 1950. He is survived by his wife Margaret, Place of

Fred Leroy Travis, 63: Brother Travis died of heart disease May

21, 1965, at his home in the Bronx, New York. A member of the Union since 1941, he sailed in the engine department. He is survived by his wife



Pearl. Place of burial was the Forest Lawn Cemetery, Buffalo, New York.

Beatrice Young, born June 4, 1965, to the Jack Youngs, Bay City, Mich.

4 4

Loretta Boone, born April 16, 1965, to the William H. Boones, Pasadena, Texas.

*

Todd Les Martini, born June 14, 1965, to the Leo A. Martinis, Ridgewood, New Jersey.

* * *

Susan Ottofaro, born March 30, 1965, to the Domenic Ottofaros, Newport News, Va.

4

Margaret Ann Monahan, born June 24, 1965, to the Harry Monahans, Jersey City, New Jersey.

*

Vicki Lynn Seldenstricker, born March 26, 1965, to the William J. Seldenstrickers, Baltimore, Mary-

* *

12, 1965, to the Charles Shaws, Toms Brook, Va.

Directory of UNION HALLS

SIU Atlantic, Gulf, Lakes & Inland Waters

PRESIDENT Paul Hall

EXECUTIVE VICE-PRESIDENT
Cal Tanner

VICE PRESIDENTS Earl Shepard Lindsey Williams Robert Matthews Al Tanner

SECRETARY-TREASURER Al Kerr

HEADQUARTERS REPRESENTATIVES Bill Hall Ed Mooney Fred Stewart
BALTIMORE 1216 E. Baltimore St.
Rex Dickey, Agent EAstern 7-4900
BOSTON 177 State St. BALTIMORE ... 1215 E. Baltimore St.
Rex Dickey, Agent ... EAstern 7-4900
BOSTON ... 177 State St.
Ed Riley, Agent ... Richmond 2-0140
DETROI ... 10225 W. Jefferson Ave.
Vinewood 3-4741
HEADQUARTERS ... 675 4th Ave., Bklyn
HYacinth 9-6500
HOUSTON ... 5804 Canal St.
Paul Drozak, Agent ... WAlnut 8-3207
JACKSONVILLE 3608 Fearl St. SE., Jax
William Morris, Agent ... ELgin 3-0887
MIAMI ... 744 W. Flagler St.
Ben Gonzales, Agent ... FRanklin 7-3564
MOBILE ... 1 South Lawrence St.
Louis Neirs, Agent ... HEmlock 2-1754
NEW ORLEANS ... 630 Jackson Ave.
Buck Stephens, Agent ... Tel. 529-7546
NEW YORK ... 675 4th Ave., Brooklyn
HYacinth 9-6600
NORFOLK ... 115 3rd St.
Gordon Spencer, Acting Agent ... 622-1892
PHILADELPHIA ... 2604 S. 4th St.
John Fay, Acting Agent ... Douglas 2-4401
Frank Drozak, West Coast Rep.
SANTURCE PR ... 1313 Fernandez Juneos
Stop 20
Keith Terpe, Hq. Rep. ... Phone 723-3594

Keith Terpe, Hq. Rep. Phone 723-8596

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

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 Scafarers Appeals Board by certified mail, return receipt requested. The proper address for this is:

Earl Shepard, Chairman, Scafarers 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.

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, falls to protect your contract rights properly, contact the nearest SIU portagent.

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 anyons 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

CONSTITUTIONAL RIGHTS AND OBLIGATIONS. The SIU publishes every six months in the SEAPARERS 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 enoughts have always been encouraged to continue their union activities.

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.

should immediately be reported to headquarters.

the benefit of the membership and the Union.

Great Lakes SECRETARY-TREASURER
Fred J. Farnen
ASSISTANT SECRETARY-TREASURER
Roy Boudreau

ALPENA127 River St. BUFFALO, NY738 Washington So. Chlesgo, III. SAginaw 1-0733 CLEVELAND1420 West 25th St. MAin 1-5450

Inland Boatmen's Union NATIONAL DIRECTOR

NATIONAL DIRECTOR
Robert Matthews
GREAT LAKES AREA DIRECTOR
Al Tanner
BALTIMORE ... 1216 E. Baltimore St.
EAstern 7-4900
BOSTON ... 276 State St.
Richmond 2-0140
HEADQUARTERS 675 4th Ave. Brooklyn
HYacinth 9-5600 HOUSTON BYacinth 9-8800
HOUSTON 5804 Canal St.
WAlnut 8-3207
JACKSONVILLE 2608 Pearl St., SE, Jax

Tel. 229-2788 GREAT LAKES TUG & DREDGE REGION REGIONAL DIRECTOR Robert Jones

TAMPA 312 Harrison St.

Tug Firemen, Linemen,

Tug Firemen, Linemen,
Oilers & Wotchmen's Section
ASSISTANT DIRECTOR
Tom Burns
ASHTABULA, O. ... 1644 W. Third St.
John Mero, Agent ... WOodman 4-8532
BUFFALO ... 18 Portland St.
Tom Burns, Agent ... TA 3-7095
CHICAGO ... 9383 Ewing, S. Chicago
Robert Affleck, Agent ... ESsex 5-9570
CLEVELAND ... 1420 W. 25th St.
W. Hearns, Pro-Tem Agent ... MA 1-5450
DETROIT-TOLEDO ... 12948 Edison St.
Byron Kelly, Agent ... 14395 Regina,
Allentown Park. Mich.
DULUTH ... 80x No. 68
South Range, Wis.
Ray Thomson, Agent ... EXport 4-4383
LORAIN, O. ... 118 E. Parish St.
Sandusky, Ohio
Harold Butheatz, Agent ... Main 6-4573

Arthur Bendhelm, Agent RAILWAY MARINE REGION HEADQUARTERS ... 99 Montgomery St. Jersey City 2. NJ HEnderson 3-0104 REGIONAL DIRECTOR

G. P. McGinty ASSISTANT REGIONAL DIRECTORS E. B. Pulver
BALTIMORE....1215 E. Baltimore St.
EAstern 7-4900 NORFOLE 113 Third St. 622-1892-3 PHILADELPHIA.....2804 S. 4th St. DEwey 6-3318

United Industrial Workers

BALTIMORE1215 E. Baltimore St. EAstern 7-4900 JACKSONVILLE 2508 Pearl St. SE ELgin 3-0987 NORFOLK 115 Third St. Phone 622-1892-3 PHILADELPHIA 2804 S. 4th St. DEwey 6-3818

TAMPA312 Harrison St. Phone 229-2788

If at any time a Seafarer feels that any of the above rights have been violated, or that he has been denied his constitutional right of access to Union records or information, he should immediately notify SIU President Paul Hall at headquarters by certified mail, return receipt requested.

Schedule of Membership Meetings

SIU-AGLIWD Meetings

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 YorkAug.	2	Detroit Aug. 13
PhiladelphiaAug.	3	Houston
BaltimoreAug.		New Orleans Aug. 10
Mobile		Aug. 11

t t t **West Coast SIU-AGLIWD Meetings**

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

W	II	m	ir	ıg	to	t
	A	11		1	6	

San Francisco Aug. 18

Seattle Aug. 20

t t

Great Lakes SIU 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 Aug. 2-2 P.M. Alpena, Buffalo, Chicago, Cleveland, Duluth, Frankfort, Aug. 2-7 P.M.

* * *

SIU Inland Boatmen's Union

Regular membership meetings for IBU members are scheduled each month in various ports. The next meetings will be:

Phila	Aug.	3-5	P.M.
Baltimore	(licensed	and	un-
licensed	Aug.	4-5	P.M.
Houston	Aug.	9-5	P.M.
Norfolk	Aug.	5-5	P.M.
N'Orleans			
Mobile			

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	į,					÷		Aug.	9
Philadelphia	V,		4	Ž			٠	.Aug.	10
Baltimore .		ä			Š			Aug.	11
Norfolk							į,	Aug.	12

GREAT LAKES TUO REGION AND DREDGE

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

Detroit	9
Milwaukee Aug.	9
Chicago Aug.	10
Buffalo Aug.	
†Sault Ste. Marie Aug.	12
DuluthAug.	
	P. Tide

(For meeting place, contact Harold Ruthsatz, 118 East Parish. Sandusky, Ohio),

Cleveland Aug.	13
ToledoAug.	13
AshtabulaAug.	13
(For meeting place, contact	John
Mero, 1644 West 3rd Street,	
tabula, Ohio).	
NEUTRACTURE ON THE CASE OF THE	

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 .		. Aug.	2
Baltimore		Aug.	4
Philadelphia		Aug.	3
#Houston		Aug.	9
Mobile		Aug.	11
New Orleans		. Aug.	10
* Meetings held at			
t Meeting held at	Labor	Temple,	Saul
t Monting hald at			



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
JACKSONVILLE, FLORIDA
Brazell B. W. Pierce J. H. Morris

J. H. Morris
USPHS HOSPITAL
NEW ORLEANS, LOUISIANA
John E. Adams
Stanley J. Barras
M. P. Belanger
Houston C. Bell
Ardell Burkett
Byrd O. Buzbee
Clarence A. Christ
Clarence Osborn Houston C. Bell
Ardell Burkett
Byrd O. Buzbee
Clarence A. Christ
Mallory J. Coffey
Allen Collins, Jr.
A. E. Cunningham
C. E. Cummings
Adrain Ease
Jack T. Fillingim
Marshal E. Foster
W. R. Gammons
J. G. Goutreaux
J. George Gierczic
James Cieon Mixon
W. O. Moncrief
F. H. Nobles
Clarence Osborne
Eddie A. Patingo
B. E. Pernell
G. E. Richardson
Robert B. Ricker
David A. Rogers
Patrick I. Scanlan
T. L. Simonds
James Singletary
Ernest Smallwood James Singletary Ernest Smallwood George Gierczic H. H. Hickman George Gierczic
H. H. Hickman
Hughey Hodes
J. R. Holladay
O. J. Kendrick
Joseph F. Lae
J. W. McFarlin
USPHS HOSPITAL
SEATTLE, WASHINGTON
Max Acosta

Ernest Smallwoo
Sam Stanley
Arthur Strong
James J. Swank
Harold W. Sweet
Joe H. Weems
Marion C. Wells

EATTLE, WASHINGTON
Max Acosta
G. D. Marbury

G. D. Marbury George Milo Eddy B. Pascua Lyn O. Sears Henry Presto Max Acosta T. W. Carter M. C. Gibby John S. Hauser William G. Kelly Charles W. Lane A. Loguidis B. Spear

Oguidis

USPHS HOSPITAL

SAN FRANCISCO, CALIFORNIA

I.G. Barr Francis X. Keelan

I.C. Cassimis Pablo R. Ojoru

V. Christensen Carios L. Sx

rles R, Gilbert Ding H. Woo

USPHS HOSPITAL

CALUSTON TEXAS Ruel G. Barr Francis X.
S. D. Cassimis Pablo R. C
E. W. Christenser Carlos L.
Chartes R. Gilbert Ding H. W
USPHS HOSPITAL
GALVESTON, TEXAS
Joe B. Black James O.

Joe B. Black Charles Copeman Joe T. Eder James O. Thomas J. R. Thompson Paul Tullis Hugh Grove G. W. Jones Bernard Turk James T. Walker Edw. C. Yeamans Joseph Prabeck Thomas E. Smith

UNFAIR TO LABOR DO NOT BUY

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

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

> t t t Eastern Air Lines (Flight Engineers)

* * * H. I. Slegel "HIS" brand men's clothes (Amalgamated Clothing Workers)

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

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

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

\$ \$ \$ Kingsport Press "World Book," "Childeraft" (Printing Pressmen) (Typographers, Bookbinders) (Machinists, Stereotypers) * * *

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

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

Pepsi Cola Company (Soft Drink Workers, Local 812) USPHS HOSPITAL
NORFOLK, VIRGINIA
Leslie B. Bryant Egbert C. Palmer
Homer Cross Prescott Spinney
H. M. Fentress John E. Thomas Homer Cross Prescott
H. M. Fentress
Clarence J. Hobbs
USPHS HOSPITAL
MICHIGA MICHIGAN Saleh A. Oudeif James Pardue DETROIT,

Theer Ahmed Comer Burney Jame Walter Duffy John Patters Anselm Kenny John Small Joseph R. Lambert H. E. Thilhorn Clarence Troy Milton Waldroy Milton Waldroy HOSPITAL Joseph R. Lambert H. E. Thilhorn
Lucian Lorenzi Clarence Troy
Otto Miller Wilton Waldrop
USPHS HOSPITAL
STATEN ISLAND, NEW YORK
Vernon Anderson G. P. Marcotte
E. V. Balfaloukas J. Bergeria G. Miller
H. Burgesser A. Niineberg
R. Burton Val Elbert
C. Coumas Wife F. Cland

C. Coumas
D. Couvaney
Jeff Davis
R. Donovan
A. O. Echevarria
N. V. Erikson Kurt E. Cison Julio Quinonez James A. Ray A. Scaturro Olav Seim A. Seraga H. R. Sojak T. Torres M. Velez Dominick Fois Jason Gibbs
L. Hertzog
Alfred Hirsch
W. Hunneycutt
James Lewis E. Waterfield U. Weems J. E. Williams J. Wirtas M. Loretto

John Lynch USPHS HOSPITAL BALTIMORE, MARYLAND Berger Bobby Mangold R. W. Collins Allen Cooper N. Douglias N. J. Duhadaway John F. French Claude Garnett Andy C. Noah James Portway James W. Puckett N. J. Dunadaway
John F. French
Claude Garnett
Norman Jackson
Eric Johnson
Evan Kays
L. J .Konigkremer John J. Yendral
R. McCulloch
ANN ARBOR. MICHIGAN

ANN ARBOR, MICHIGAN Robert Asbahr
USPHS HOSPITAL
FORT WORTH, TEXAS
Benjamin Deibler Abraham Mander
Abe Gordon Mex Olson
Thomas Lehay

SAILORS' SNUG HARBOR STATEN ISLAND, NEW YORK of Gorman William Kenny Daniel Gorman . Gutierrez Harry MacDonald

Edwin Harriman
U.S. SOLDIERS HOME HOSPITAL

WASHINGTON, D.C.
William Thomson
VA HOSPITAL
HOUSTON, TEXAS
Thomas Manion
VA HOSPITAL
WEST HAVEN COLUM WEST HAVEN, CONN.
Paul Kolesnick
VA HOSPITAL
HINES, ILLINOIS

Oscar Kyans VA HOSPITAL LONG BEACH, CALIF.

PERSONALS and NOTICES

Dallas Robertson You are requested to contact Burgaw, North Carolina.

Walter H. Stovell at 25 South Street, New York City. t t t S. Foucistzortzakis

Please contact Bob Milgrom at the Seafarer's LOG office, 675 4th Avenue, Brooklyn, New York.

* * Charles Skidmore

You are asked to contact your mother Mrs. Thomas Skidmore at P.O. Box 322, East Paltka. Florida.

\$

Paige A. Mitchell Mr. A. H. Dewees, 2832 East Grand Boulevard, Detroit 11, Michigan.

W. M. Wagstaff You are asked to contact Ben-sonal importance.

net Wagstaff at Route 2, Box 330,

Charles Buchanan

You are requested to contact your wife Rosa at 1104 Park Avenue, Hoboken, New Jersey.

* * * Larry Haig

You are requested to contact your brother John C. Haig at 23 Old Mill Road, Mount Hogarth, New Jersey.

\$ \$ T. Siegal

You are asked to contact your You are requested to contact father Douglas at 193 2nd Avenue, New York City.

* *

P. Bertone You are asked to contact M. Pece regarding a message of per-

Atlantic Coast Column

(Continued from page 4)

to ship Sea-Land is Walter (Cue- finest ship affoat. ball) Szczepanek. Walter, whose last trip was aboard the Bethflor, ere run, near or far. The boys Joe is holding out for an Isthmian rels of gasoline to the mainland. or far East run after piling off his last floating hotel the Steel Maker. Old-timer Pete Mistretta is spreading it around that he is far east run. Pete is off the Seamar.

Norfolk

is for an even better job situation and San Juan. in the coming weeks. American brand new Oldsmobile is Clarence on the Ponce.

few weeks. Michael Duco is prais- Crowder. Clarence is real proud ing-the new Calmar to all who of his new buggy and will use it will listen. On his last run Mike throughout his present vacation. caught one of the largest fish in Ralph McDaries is exchanging the Gulf of Mexico - a giant greetings and news with his buddolphin. The crew was enjoying dies around the hall. Ralph is real swell fish dinners for the rest of sad about having to pile off the the voyage. Registered and waiting Robin Hood which he claims is the

Puerto Rico

The Cities Service Company has says that he will also consider an announced that it will build a petrochemical plant in Puerto Rico around the Balitmore Hall are if the government will grant it a giving the glad hand to Joe Ryan permit to import 32,000 barrels of who they are always glad to see. oil per day and send 16,000 bar-

The Puerto Rican chapter of the American Newspaper Guild has won an election in the mechanical department of the newspaper El waiting to ship Calmar or on any Mundo. The Guild defeated the Teamsters in the election by a vote of 93 to 33.

Seafarers in Puerto Rico were Shipping has been very good glad to see the MV Floridian chalk in all departments and the outlook up her 150th trip between Miami

One of our real old time stew-Bulk has a ship in the yard being ards, Mario Farulla, is telling converted and it will be taking everybody how badly he felt about on a full crew pretty soon. Bullard having to leave the Floridian be-Jackson, an SIU veteran of 24 cause of a broken arm. The Floriyears, is registered and looking dian is one of Mario's favorite to catch something headed for ships, carrying a fine crew and the Far East. He last shipped officer's staff. Jose Suarez said aboard the Globe Progress. Cruis- goodbye to all his friends in the ing the streets of Norfolk in his hall and caught a fireman's berth

OFFICIAL ORGAN OF THE SEAFARERS INTERNATIONAL UNION . ATLANTIC, GULF, LAKES AND INLAND WATERS DISTRICT . AFL-GIO

HE AFL-CIO has done more good for more people than any other group in America. It helps everyone — young, old and middle-aged. That is my conception of an organization working in the public interest."

President Lyndon B. Johnson

The AFL-CIO has never limited it's concern solely to the members of organized labor. It is also concerned with improving the welfare of all U.S. citizens whether they be union members or not. It's horizons are unlimited and it's goal is a better way of life for all the people of the United States.

President Johnson took recognition of the AFL-

CIO's fight for a better standard of living for all the American people in remarks made at the White House during ceremonies marking the signing of the Older Citizens Act.

The President, in his remarks at the ceremony, credited the AFL-CIO with "doing more good for more people than any other group in America. It helps everyone—young, old and middle-aged. That is my conception of an organization working in the public interest."

The Older Citizens Act, or the Fogarty-McNamara Bill, creates an Administration of Aging in the Department of Health Education and Welfare and authorizes \$17.5 milion in federal funds to promote

cooperative efforts toward enriching the retirement years of elderly citizens.

In a short time, another bill to aid our senior citizens, the Medicare Bill, will become a reality. With it's signing into law, the burden of medical expenses that our aged must now bear will be considerably eased.

These measures will not solve all the problems that beset

the aged, but they do show a recognition by the government for action in this vital area.

The problems of the aged, the problem of unemployment, the problem of poverty, the problem of disease: these are all areas that require prompt attention by the Government in the form of meaningful legislation that will conquer these scourges that afflict a great many citizens in this country.

The role that organized labor has played in supporting important welfare legislation is a matter of record. It has demonstrated the contribution of the labor movement to the continuing effort to ensure a better way of life for all Americans.



President Johnson greets AFL-CIO Social Security Director Nelson H. Cruikshank at White House ceremony after the President signed bill to aid older citizens.