



Vol. XXVI
No. 26

SEAFARERS LOG

Dec. 25
1964

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

In This Issue:

- **Blast Hits Seatrain N.Y.—
Report No Serious Injuries**
Story On Page 2
- **Johnson Hears U.S. Labor
Legislative Goals For '65**
Story On Page 3
- **At-Sea Oil Transfer Wins
Navy Kudos For SIU Ship**
Story On Page 3
- **SIU Election Balloting Ends
December 31 In All Ports**
Story On Page 3
- **Seven SIU Oldtimers Join
Union Pension Ranks**
Story On Pages 4, 5
- **Dakar—Exotic Port Of Call
For SIU-Manned Vessels**
Story On Page 13
- **FMC Gets Dual Rate Data
In Compromise Agreement**
Story On Page 7

RESOLVED:

...for a
strong
Merchant
Marine!

**No. 1
JOB!**

1965



Explosion Rips Seatrain N.Y.— One Crewman Slightly Injured

SAN JUAN—The SIU contracted-Seatrain New York (Seatrain Lines) was ripped by an explosion and fire on December 9, just 15 hours after she left this port on her regular New York run. One crewman was injured in the blast, which left the 8,067-gross ton freighter without power and dead in the Atlantic for three days.

The explosion came at 7:32 A.M., shattering an engine turbine and sending huge chunks of metal rocketing through the engine compartment. A searing flash fire followed the blast. Flames from the blaze shot out of the stack and the engine room skylight. Its powerplant gutted, without heat, lights or pumps, the Seatrain New York drifted helplessly in the waters off Puerto Rico's north coast until an oceangoing tug towed her into San Juan on December 12.

Disaster Story

The story of the disaster was given to the LOG by members of the Seatrain New York's crew. Bosun Joseph Obreza said he was sitting in the messroom with other members of the 4-to-12 watch who were just preparing to go on duty when the explosion shook the room. James Gleason, an OS who was also in the messroom, said: "The messman bringing my eggs flew about two feet off the ground."

All crewmen agreed that the blast had been preceded by grinding sounds from the engine room.

Oiler Jaime Pantoja was on duty when the noises started. He went above to alert the chief and first engineers. After examining the turbine briefly, the officers ordered the powerplant shut down. As it was slowing, the explosion



Seafarer Felipe Aponte (left), ship's delegate, is shown above describing events before and after the blast aboard the Seatrain New York to a member of the LOG staff.

came with an ear-shattering roar. The two officers, standing on the elevated operating platform, dived for the deck of the engine room at the sound of the blast. Huddled on the deck with fireman-water-tender Juan Rodriguez, they all managed to escape injury.

The explosion hurled jagged hunks of the turbine in every direction. A chunk estimated at six tons ripped into the deck above and remained wedged there precariously. Another two ton mass of metal slammed into the engine room ladder, crushing it and a nearby boiler. The blast touched off an oil blaze which engulfed the engine room and spread to a nearby passageway. Injured in the inferno was Juan Rodriguez, whose shoulder and arm were burned as he climbed out of the danger area.

Messman Antonio Acosta, who was standing in the passageway between the engine room and the galley, had his eyebrows singed by the licking flames.

A Second Fire

Crewmembers working with CO2 fire extinguishers got the blaze under control after 30 minutes. After that they checked over the ship and surveyed the damage. Later that afternoon, an attempt was made to restore power by hooking in diesel oil from a tank car on deck to an undamaged boiler. Another fire broke out, however, bringing the second general alarm of the day, and crewmen fought the new blaze for two hours before it was put out.

By nightfall, the galley gang was faced with the problem of providing hot food for the crew without the benefit of stoves or other appliances. They fashioned three makeshift wood-burning ovens in the galley and set up a grill made from a ship's steel plate on the fantail. Through their resourcefulness, the crew was given a good feeding. Crewmen gave a hearty vote of thanks to the steward department—Ramon Aguilar, Frederick Patterson, Pedro Agtuca, Jose Rivera and Antonio Acosta—for their outstanding job.

A Coast Guard cutter kept track of the Seatrain New York while she waited for the tug to bring her into San Juan. Ship's delegate Felipe Aponte and other crewmen spent the time sawing and chopping wood for the stoves. Deck engineer Luis Cepeda helped to

keep spirits up by playing his battery-powered radio.

On Saturday, the tug Rescuer arrived and made fast a tow line to the Seatrain New York. In three days, the crippled freighter had drifted over 50 miles from her position at the time of the explosion. As they approached San Juan harbor, a second tug put a tow on the ship's stern to keep her straight through the narrow Fort Morro channel.

A stiff wind was coming in from the port side and the tide was strong. The tow line on the stern snapped and the ship began drifting dangerously close to the Fort. The crew was called to another general alarm. The tug nosed her straight again, with three other tugs joining in the effort.

In port, Captain Walter Zyber, master of the Seatrain New York, said damage would run into "hundreds of thousands of dollars." The ship will be towed to New York for repairs, the company reported. All concerned had high praise for the cool courage of the crew members. So many of them acted in such a professional SIU manner that it was hard to pick out heroes.

International President's REPORT

By Paul Hall



The important role the U.S. merchant marine plays in the security of this nation has been making the news regularly in recent weeks. The fine job turned in by SIU-contracted and other merchant vessels during the recent amphibious landing exercises on the coast of Spain won commendations all around—especially from the Navy. The merchant vessels carried the men and machinery which made Operation Steel Pike a success, and took an active part in the landings themselves.

More recently there has been another example of the importance of a strong maritime to our national security. The SIU-manned Western Comet displayed the skill and seamanship which has become the trademark of Seafarers all over the world by the efficiency displayed in transferring a cargo of oil at sea to two MSTs oilers. So smoothly did the Seafarers carry out the operation that the MSTs vessels did not have to slacken their speed by a single rpm to accomplish the difficult maneuver.

This close and efficient support of the U.S. Navy is what has in the past earned for U.S. maritime the reputation of an additional arm of our armed forces. In wartime or during other national emergencies the U.S. maritime industry is called upon to supply the support without which the armed forces could not operate successfully. This is significant, because the continuing deterioration and obsolescence of our merchant fleet could leave the nation without this much needed capability at some future date.

Perhaps it is significant that these examples of the importance of U.S. maritime to the national security should occur at this time. They add heavy support to the SIU position before the continuing sessions of the President's Maritime Advisory Committee.

It is clear that the nation cannot allow government agencies to continue their practice of undermining U.S. maritime at every opportunity and still expect to have a strong, effective merchant marine available in time of emergency to take over the vital job of supplying U.S. forces all over the world. The SIU and other maritime unions have carried out an active struggle throughout the past year to save the U.S. maritime industry and will redouble their efforts during the coming year. SIU protests were instrumental in bringing the President's Maritime Advisory Committee into being, and through the committee, maritime labor has been making its voice heard on the highest levels of government.

The recent resignation of Commerce Secretary Luther Hodges is perhaps also significant at this time. As head of the Department of Commerce, the Commerce Secretary has a great deal to say in the overall problems of the maritime industry. We hope that the new Commerce Secretary, who is a former assistant to the Secretary of the Navy, will display the necessary understanding of the important relationship between the strength of U.S. maritime and the national security.



The United States is entering the new year a fifth-rate maritime nation in terms of its active seagoing maritime fleet. For those who care about the future of the maritime industry and the national security this is a shocking fact. As the U.S. merchant fleet continues to decline, the Soviet Union continues to make massive strides in terms of her maritime capacity. The Soviets are out-building us many times over with no signs of any slackening in what appears to be a determined effort to become the world's leading maritime nation.

The consequences of this tremendous growth of the Soviet fleet is a sobering factor to consider during the coming year. More and more facts are piling up, all pointing to trouble in the future if the U.S. continues its past policies of neglect and disinterest of maritime. A good new year's resolution for the entire nation would be a determination to spend more time, effort, and money if necessary in the future, to revive U.S. maritime.

SIU-Manned Ship Wins Fleet Safety Award



The SIU-manned *Neva West* (Bloomfield Steamship) has won the company Fleet Safety Award for the second consecutive year. Shown above at the presentation of plaque at the Port of New Orleans are (l-r) Seafarers D. G. Harrison and John W. Smith, messmen; third mate H. J. McHargue; chief engineer J. C. Golman; Bloomfield operations manager W. B. Byrne; captain P. J. Gennusa (holding plaque); assistant SIU safety director Bill Moody; and Seafarer J. H. Gleason, second electrician. *Neva West* crewmembers were highly commended for their efforts to make the vessel a safe ship.

Meany Urges Peace Corps Recruiting Aid

WASHINGTON — AFL-CIO President George Meany has urged unions affiliated with the labor federation to give their full support to the Peace Corps which is conducting a vigorous campaign to recruit skilled and semi-skilled worker volunteers for foreign service.

The federation president has announced the appointment of special committee, headed by AFL-CIO Vice President Joseph A. Beirne, president of the Communication Workers, to coordinate the recruiting campaign with international unions, the Building and Construction Trades, and the Metal Trades Departments of the AFL-CIO.

Asked Cooperation

Following a Peace Corps request to the AFL-CIO for assistance last August, the federation's Executive Council issued a statement calling on all affiliated unions "to cooperate with the Peace Corps in its efforts to enlist the interest of skilled and semi-skilled workers in service overseas."

The special committee will coordinate Peace Corps efforts to recruit at industrial plants, local union halls and construction sites, as well as helping in a nation-wide program designed to meet the growing overseas demand for volunteers with mechanical and manual skills.

Committee members will also deal with the problem of protecting workers' rights for those who volunteer for the Peace Corps.



New York balloting committee members carefully examine the credentials of Seafarer Walter Grosvenor to make sure he is eligible to vote in the election of SIU officers. The balloting committee members are (l-r) Curly Barnes, Al Perini and Rudy Leader. Grosvenor, who last sailed as chief steward on the *Esra Sensibar*, voted in the final days of Union election which ends in all ports on Dec. 31, 1964.

AFL-CIO Gives Johnson Legislative 'Must' List At White House Parley

WASHINGTON — The long-term problems of unemployment and automation, the repeal of anti-labor Section 14-B of the Taft-Hartley law, the War on Poverty and medical care for the aged were some of the key issues on the agenda last week when AFL-CIO president George Meany and a group of labor's leaders met with

President Johnson and his key aides in a two-hour White House meeting.

The AFL-CIO had again urged the President to move for repeal of 14-B, which outlaws union-shop agreements in many states. The 1964 Democratic Party platform favored repeal of that section of the law, and President Johnson indicated that he stood by the platform. Meany emphasized, however, that labor did not come to the meeting to "seek commitments" or to "reach agreement," but only to talk about problems which concern labor and the nation.

Labor is opposed to 14-B not only because it is anti-union but because in the states where it has been enacted—the so-called "right-to-work" laws—it has dragged down wages and labor standards generally. The states with such laws, surveys show, rank near the bottom in wages and working conditions for their labor forces. Employers bent on escaping from areas where they must pay decent wages have sought out these states as havens. Instead of raising standards by bringing their industries to the "right-to-work" states, they have pulled them down while denying their employees the right to free collective bargaining.

On the subject of unemployment, Meany noted in a talk with newsmen after the White House meeting that while a rise in the gross national product had served to reduce joblessness somewhat, it still remains at a five percent level. On automation, there was

also a feeling that much more needs to be done.

Prior to the meeting with the President, an AFL-CIO spokesman had warned a gathering of automation experts that the problem must not become "smothered by words and statistics" to the neglect of "policy and action." If we fail to solve the automation problem "soon and rapidly," the spokesman, Nathaniel Goldfinger, said, "the fabric of our free societies can be ripped apart. Displaced and disconnected men are not inanimate machines; they may not always remain passive and silent."

The labor representatives at the meeting with President Johnson were AFL-CIO vice presidents Joseph D. Keenan, James A. Suftridge, George M. Harrison, A. J. Hayes; John J. Grogran; Lane Kirkland, executive assistant to President Meany, and Andrew J. Biemiller, AFL-CIO Legislative Director.

Administration officials were Labor Secretary W. Willard Wirtz; Budget Bureau Director Kermit Gordon; Gardner Ackley, chairman of the President's Council of Economic Advisors, and Presidential Assistants Jack Valenti, Lawrence F. O'Brien and William Moyers.

SIU Vote Ends On Dec. 31

NEW YORK—Balloting in the two-month SIU election for officers ends on December 31. All SIU members are urged to exercise their right to vote for the candidates of their choosing before the deadline rolls around.

Voting began in A&G ports on November 2 for the 64 fully qualified candidates who are running for the 45 elective Union posts.

Under provisions of the SIU Constitution covering voting, the ballot is being conducted on weekdays from 9 a.m. to 5 p.m. and on Saturdays from 9 a.m. to 12 noon from November 2 to December 31. No balloting is held on Sundays and legal holidays. This year's election began on November 2 instead of November 1 because the latter date fell on a Sunday.

In addition to the candidates who nominated themselves and appear on the ballot, space is provided for write-in votes. As an aid to voters, the LOG printed a special election supplement in the October 16 issue. The supplement contains photographs and biographies submitted by all the candidates.

Navy Commends SIU Ship For At-Sea Oil Transfer

WASHINGTON—The SIU-manned *Western Comet* has won a commendation from the U.S. Navy for a "smooth and efficient" job of transferring cargo at sea to two MSTs oilers.

The *Western Comet* was assigned recently to transfer oil to the U.S.S. *Manatee* and the U.S.S. *Kennebec*, both fleet oilers, while they were on ocean station. Nosing between the two ships, the *Western Comet* hooked up hose rigs and began pumping oil into the ships at a rate of 10,515 barrels an hour.

The operation went so smoothly that the *Manatee* reported it did not have to change a single rpm to maintain contact with the *Western Comet*. Reported the *Manatee*: "Western Comet personnel demonstrated a level of over-all knowledge in handling the hose rigs and in accomplishment of the hook-ups and the breakaway. The entire operation went very smoothly."

In a letter of commendation, the Commander of the Military Sea Transport Service said: "This fine performance of the SS *Western Comet* provides information and experience which will assist us in improving and developing the commercial tanker capability to deliver petroleum products to the fullest extent possible."

The *Western Comet* is only one of a number of SIU ships which have won praise in recent weeks for aiding America's defense efforts. Ships under SIU-contract served with notable distinction in Naval exercises off the Spanish coast in October and as research vessels in the Navy's growing ocean exploration program.

Hodges Quits—Connor Named Commerce Sec.

WASHINGTON—Luther H. Hodges has submitted his resignation as Secretary of Commerce and will be replaced by drug company executive John T. Connor, the White House announced last week.

Hodges, a former governor of North Carolina and businessman, was appointed to the cabinet post by the late President Kennedy. In addition to heading up the Commerce Department, Hodges served as chairman of the President's Maritime Advisory Committee.

The 14 member committee includes representatives of labor, industry, the public and the Secretaries of Commerce and Labor. By resigning his secretaryship, Hodges will automatically leave the MAC post, which was set up by the White House so that the Secretary of Commerce would be its chairman.

SIU President Paul Hall is a member of the committee and has been active in its work to provide solutions for the nation's continuing maritime problems.

Connor, the new secretary, was president of Merck & Company until his appointment. Merck is one of the country's major drug manufacturers. The new secretary supported the Johnson-Humphrey ticket and has served in other government posts in the Navy Department and in the wartime Office of Scientific Research and Development.

Quarterly Finance Committee Work Session



The SIU membership-elected Quarterly Finance Committee, which includes one member from each of the major ports, is seen inspecting union financial reports at a work session in New York headquarters. Committee members are (l-r) H. Vincent, Baltimore; Tom Garrity, New Orleans; Charles Moss, Philadelphia; M. B. Garza, Detroit; J. Cohen, Houston, and Edgar Anderson, New York. The committee, which is established by the Union constitution, will submit its report at future membership meetings in all ports.

SEAFARERS LOG

Dec. 25, 1964 Vol. XXVI, No. 26



PAUL HALL, President

HERBERT BRAND, Editor; BERNARD SEAMAN, Art Editor; MIKE POLLACK, NATHAN SKYER, Assistant Editors; ROBERT ARONSON, ALVIN SCOTT, PETE CARMEN, Staff Writers.

Published biweekly at the headquarters of the Seafarers International Union, Atlantic, Gulf, Lakes and Inland Waters District, AFL-CIO, 675 Fourth Avenue, Brooklyn, NY, 11233. Tel. NYacinth 9-6400. Second class postage paid at the Post Office in Brooklyn, NY, under the Act of Aug. 24, 1912.

SIU Boatmen Save Capsized Navy Men

PHILADELPHIA—The SIU Inland Boatmen's Union contracted tugboat Eagle Point (Curtis Bay Towing) rescued two of five technicians whose experimental Navy craft capsized while undergoing sea tests in the Delaware River here. One of the Navy technicians is still missing and presumed lost.

The accident occurred Decem-



Hassel



Jackson

ber 8 while the craft—called a "captured air bubble boat"—was practicing 40-knot turns in the waters off the Philadelphia Navy Yard. The mishap was witnessed by Captain James Hassel and Mate James Jackson of the Eagle Point, who notified the company dispatcher by radio before beginning rescue operations.

The dispatcher then notified the harbor police and Coast Guard while crewmembers of the Eagle Point rescued Walter Simmons, a Navy project engineer who was piloting the craft, and another technician. Simmons, who was injured and suffering from shock, was wrapped in blankets and given first-aid and hot coffee in the tug's galley by relief cook Ed Carey.

The injured Simmons was later transferred to Einstein Hospital in Philadelphia by police ambulance. After Simmons had been removed

from the tug, IBU member Carey discovered that his tie-pin had been left aboard. As it appeared to have some sentimental value to Simmons, Carey took the next day off so that he could return it to him.

The "captured air bubble boat" is familiar to local tugmen, who have watched it undergo tests since last May in the section of the Delaware River known as the "Horseshoe." The boat is 52 feet long, displaces about ten tons, and rides on a bubble of air forced under the hull by a large, jet-powered fan.

Summit Crew Reported Okay After Collision

No injuries and some major damage was reported in a collision between the SIU-contracted Summit (Sea Land) and the American Reporter which occurred recently near Baltimore.

Damage to the Summit was confined to the superstructure and self-loading crane, which according to the company may have to be replaced. The SIU-manned container-ship was outbound from Baltimore for Puerto Rico when the collision took place. She put in at Bethlehem Steel Company's Key Highway yard for repairs.

IBU Veterans Join Growing Pension Ranks

Two members of the SIU Inland Boatmen's Union have been added to the pension roster by approval of the Board of Trustees of the Seafarers Welfare and Pension Plan. The two oldtimers of the IBU will each receive a monthly \$150 pension benefit.

The two new pensioners are Thomas D. Harry, 62, from the



Scarborough



Harry

Gulf Coast, and Ernest Scarborough, 66, from the Atlantic Coast. Brother Harry sailed as cook in the steward department for the Crescent Towing and Salvage Co., Inc. of New Orleans before retiring recently. A native of Alabama, he now makes his home in Algiers, La. He joined the SIU-IBU in New Orleans.

Scarborough became a member of the IBU in the Port of Philadelphia. He has been employed by the Taylor and Andrew Towing and Lighterage Co. for the last 18 years, sailing as mate and captain. A native of South Carolina, he has now retired to his home in Oederricktown, N.J., assured of his monthly SIU-IBU pension benefit.



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

Narrows Bridge Lights Called Menace

The new Verrazano-Narrows Bridge, which we mentioned in the column a few issues back, has become a maritime as well as automobile traffic problem in the weeks since it was built. Both deep-sea sailors and harbor boatmen say that the bridge's lights constitute a hazard to navigation in foggy weather. The high-intensity lights become blinding on overcast nights, so blinding, many sailors say, that they cannot keep a proper lookout when close to the bridge. The Army Corps of Engineers is looking into the problem now.

Shipping has been good in New York and is expected to get even better. Among the oldtimers renewing old friendships at the New York Hall are Rosario Presto, just off the Transglobe, and Tony Palino, off the Hurricane. Also on the scene around the hall are Antonio Schiavone, who sails as chief cook, Clarence White, who sails as steward and Juan Hopkins. William Janisch reports he is now fit for duty again and ready and willing to ship.

Boston

Shipping was on the slow bell in Boston during the last period, with no sign-ons or payoffs and just three ships serviced in transit. It is expected to brighten in the coming period, however, with a ship expected to take on replacements at Searsport, Maine.

Joseph Garello, who last sailed as chief steward on the Transhudson, is making all the shipping calls. He's been on the beach for three months and is anxious to get back to sea again. One of our 25-year SIU men, Joseph Preshong, signed off the Achilles to spend the holidays ashore with his family. He spent six months on the ship, which he calls a "floating hotel."

John Chermesino, who last sailed as an AB on the Transhudson coastwise and on a run to India, is also glad to get home to spend some time with the wife and kids over the holidays. John Farrand, in dry dock for awhile, just got his fit for duty slip and will be ready to ship again after the Christmas season.

Philadelphia

Shipping has been good here and is expected to remain that way over the next period. In the last period, there were six payoffs, three sign-ons and five ships serviced in transit.

W. A. House, just off the north Atlantic run on the Globe Carrier, is looking to get back aboard the "old reliable" Petrochem. He spent five years on the ship, and it's a second home to him. Jack Pierce, also just off the Globe Carrier, will spend the holidays home with the family and ship out after the New Year on a Calmar ship, if he can find one.

P. Navitsky joined the Globe Progress on a coal run to Holland. He's in dry dock now, but will be looking for a west coast run as soon as he gets his fit for duty slip. Andy Flattery, last aboard the Inger, has been in dry dock for a long time. He says he will ship out just once more before retiring.

Baltimore

Shipping picked up considerably in the last period, with three payoffs, four sign-ons and 13 ships serviced in transit. And there were no ships laid up during the period. The outlook for the coming two weeks is good also.

John C. Ramsey, who sails in the black gang, just paid off the Yaka and will take some time for a vacation and to visit his mother in Pennsylvania. He reports that the crew and officers on board the Yaka were some of the best fellows he's sailed with, and he hopes to find another ship as good. Francis J. Haigney, who sails on deck, paid off the Bangor about five months ago and has been fixing up the island home he bought in Maine. Now he'll take a ship just about anywhere to get ahead again. He says being an SIU man is about the best thing that ever happened to him.

Ed J. Hibbard, sailing in the deck department for the last 25 years, has seen the SIU grow to the powerful union it is today, able

to demand and get good working conditions and other benefits for its members. He says he is proud to be a part of it.

Norfolk

Shipping has been good in Norfolk and is expected to remain good during the coming period. Ship activity includes three payoffs, three sign-ons and four ships in transit.

Marion Parker, who sailed last as an AB on the New Yorker, is back at his home in Williamsburg, Virginia, to do a little deer hunting before shipping again. Thomas Hill has fallen in love with the "pineapple run." After spending the holidays at home, he will be looking for another Hawaii-bound ship.

Alfred Sawyer paid off the Norina to spend the Christmas holidays at home. After the New Year he will be ready to sail as a bosun again. Frank O'Malley, last on the Henry, has been in dry dock for some time but is now ready to ship again. He's looking for an oiler's berth.

Puerto Rico

Shipping has been somewhat off on the sunshine island. It is expected to pick up very soon, however. Meanwhile, everyone here is talking about the great job done by the Seatrain New York's crew in saving their ship after an explosion and fire. They kept their spirits high, even when drifting powerless for three days, and are a credit to the SIU.

On the Puerto Rico labor front, a strike is in effect at all three Red Rooster Restaurants here. About 130 employees have hit the bricks. The workers are represented by the SIU Puerto Rico Division, and the strike issue is wages.

Among the oldtimers, Puerto Rico's SIU men are together in expressing their condolences to Juan "Johnny Boy" Rios, whose mother passed away while he was serving aboard the Alcoa Runner. Louis Pinilla is back in town after a run to west Africa on the Norberto Capay. He will be back at sea again after he gets a few shoreside chores straightened out.

Be Sure To Get Dues Receipts

Headquarters again wishes to remind all Seafarers that payments of funds, for whatever Union purpose, be made only to authorized SIU representatives and that an official Union receipt be gotten at that time. If no receipt is offered be sure to protect yourself by immediately bringing the matter to the attention of the President's office.

Talks To Open On New Panama Treaty

U.S. Ready To Negotiate For New Sea-Level Canal

WASHINGTON — The United States has decided to proceed with plans to construct a sea-level canal linking the Atlantic and the Pacific across either Central America or Colombia, President Johnson announced last week. One of the sites under consideration for the new sea-level route is the site of the present canal in Panama.

Negotiations between the U.S. and Panama are expected to open early in January on the status of the present Panama Canal in order to renegotiate the 1903 canal treaty and to discuss the possibility of digging a sea-level waterway through Panamanian territory.

No decision has been made yet on whether the sea-level canal would be dug with nuclear or conventional explosives, whether it would be controlled by the U.S. alone or through an international arrangement, or whether construction would be financed by the U.S. alone or through an international arrangement.

Four possible sites are under consideration for the new canal. One would involve conversion of the present lock-type canal through central Panama. This could be done by reworking the Gaillard Cut, formerly known as the Culebra Cut, and would involve closing the canal to traffic for only 12 days.

Other sites under consideration are a 60-mile route through eastern Panama; a 102-mile route across northern Colombia, and a 140-mile stretch across Nicaragua and Costa Rica.

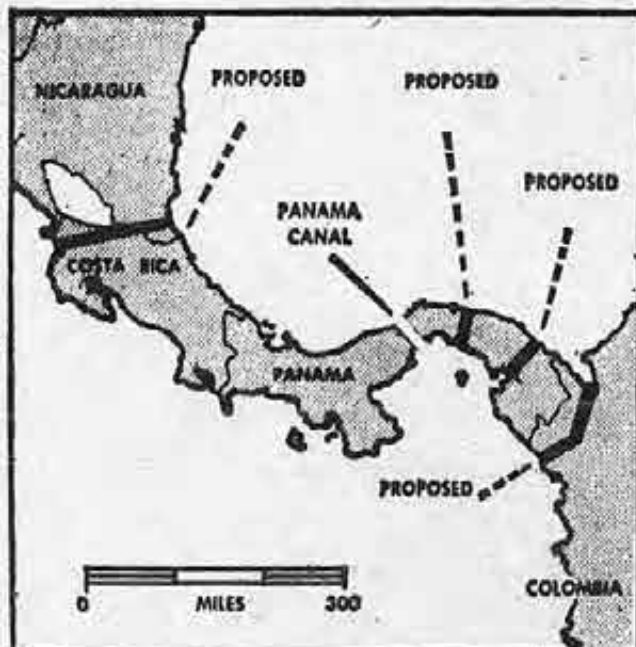
No definite decision on the route for the new canal will be made for about four years, however, it was pointed out, because it will take that long to complete engineering surveys at the four sites so a technical decision can be made. At the same time, the U.S. would have to reach preliminary agreements on survey rights and operational procedures with the various nations involved. Technical, political and legal feasibility must be established before a definite choice of site can be made.

Difficulties concerning U.S. rights in the Panama

Canal Zone arose during 1963 and led to anti-U.S. rioting in Panama with a subsequent break in diplomatic relations between the two nations. Diplomatic relations were later resumed, but much bad feeling has remained.

In addition to the political difficulties over the old canal, it has been clear for some time that the Panama Canal, opened in 1914, is becoming obsolete. It cannot handle modern vessels such as the

(Continued on page 14)



Possible routes for a new sea-level canal are shown in the above map. They are across Nicaragua and Costa Rica; along the route of the present Panama Canal; a route across eastern Panama, or across the northern part of Colombia.

Five Veteran Seafarers Awarded Life Pensions

The Board of Trustees of the Seafarers Pension Plan has approved five more Seafarers from the Atlantic and Gulf District of the SIU to receive a regular pension of \$150 a month for the rest of their lives. The new additions to roster bring the total for the year to 99.

The new pensioners, who may now relax and enjoy the fruits of their labors, are John F. Gersey, 63; Richard B. Carrillo, 79; Evangelos Koundourakis, 67; Henry A. Mooney, 66; and Luther Roberts, 59.

Gersey is an SIU old-timer who first joined the Union in the port of Philadelphia. Sailing in the steward department his last ship was the Margaret Brown. A native of Pennsylvania, Gersey now makes his home in New Orleans.



Gersey

Carrillo is a native of California who migrated many years ago to the Gulf, where he made his home in Arabi, La. He joined the Union

in its early days in the port of New Orleans sailing as a cook in the steward department. He last sailed aboard the Del Norte.

Koundourakis sailed aboard foreign-flag ships for many years before coming to this country and joining the SIU in the port of New York. An experienced deck hand, he joined the Union as an AB. He last sailed aboard the Alcoa Ranger as deck maintenance man. A native of Greece, he now makes his home in Mobile, Ala.

Mooney is a native of Albany, N.Y., who joined the SIU in the port of New York. A member of the engine department, he last sailed aboard the dredge, Ezra Sensibar. Now that he is retiring from the sea, Mooney plans to make a dream come true. He owns a small amount of property in New Jersey, and plans to fulfill a lifetime wish to raise horses.

"The SIU has made it possible to realize my dream," he says. "It's about the greatest thing that ever happened to me."

Roberts first joined the SIU in the port of Tampa. He retired after many years of shipping as chief cook. He last sailed aboard



Carrillo



Koundourakis



Mooney



Roberts

the Florida State. A native of Kentucky, he now makes his home in Fort Lauderdale, Fla., where he will be able to spend his golden years comfortably retired on his regular monthly pension.

Your Union Benefits

By Al Kerr, Secretary-Treasurer

SIU Clinic Facilities Expanding

Of the many SIU benefits available to Seafarers and their families, one of the most important is the diagnostic and preventive medicine carried out by the constantly expanding system of SIU clinics in the U.S. and in Puerto Rico.

Some 83,960 medical examinations have been given to Seafarers and their families in ten clinics on the Atlantic and Gulf coasts and in Puerto Rico since the first one opened its doors in New York in April, 1957.

The purpose of the clinics is to protect the health and earning power of Seafarers and their families by detecting illness or disease in their early stages, where they can be most readily diagnosed and treated. The centers do diagnostic work only. Those requiring treatment are referred to their own physician, and the Welfare Plan pays the cost under the medical-hospital-surgical benefits program.

SIU men have taken the greatest advantage of the clinics, accounting for 73,269 of the exams given. Women accounted for 6,356 exams, and the remaining 4,335 were performed on the children of Seafarer families. The SIU men usually undergo at least one complete physical examination a year under the program of preventive medicine set up by the Union.

The Pete Larsen Memorial Clinic in New York, the first and busiest, performed a total of 36,695 examinations on Seafarers and their families. New Orleans, opened in December, 1957, was responsible for 19,435 examinations. Baltimore, opened in February, 1958, gave 11,352 exams. Houston, in operation since June 1959, had 6,956 exams. Mobile, opened at the same time as the New Orleans clinic, performed 6,902 examinations. The Puerto Rico Clinics, with offices in San Juan and Ponce, have given 1,933 exams. Philadelphia, where SIU men and their families use the International Ladies Garment Workers facility as ILG members use the Baltimore SIU Clinic, had 1,480 examinations.

The three newest SIU Clinics, in Boston, Tampa and Jacksonville, were opened in August of this year. So far Boston has performed 109 exams, Tampa has given 42 and Jacksonville has given 27.

The SIU medical examination program in Boston is being conducted at the clinic of Dr. Anthony S. Ripa, which is located at 108 Meridian Street, corner of London Street in East Boston. Dr. Ripa is an industrial surgeon who also does physical examinations for airlines operating in the Boston area. His well-equipped office is conveniently located to the Union hall.

The Union's medical program in Tampa is directed by Dr. Gilbert M. Echelman, at 505 South Boulevard, Tampa. The Tampa facility is located in a new building which was specially built for a clinic. The clinic is located within a 10 minute ride from the Tampa hall and is near the facilities of the Public Health Service Hospital and the Tampa General Hospital. Dr. Echelman is an internal medicine specialist and has served on the staff of the Public Health Service.

As in the other ports, visits to both clinics can be arranged by appointment made through the local Union hall. This procedure is followed to allow for orderly scheduling of examinations.

Expansion of the SIU medical program services to Boston and Tampa is part of a long-standing objective of the Union's medical plan. The SIU's medical program operates its own clinics in New York, Baltimore, Mobile, New Orleans and Houston.

In Philadelphia Seafarers utilize the facilities of the Union Health Center of the AFL-CIO International Ladies Garment Workers Union. This service is rendered on a reciprocal basis to the arrangement in Baltimore where ILGWU members and their families take advantage of the Seafarers clinic in the SIU hall there.

Jobs

By Cal Tanner, Executive Vice-President

Steel Pike Proves Worth Of Ships

The vital role played by U.S.-flag cargo ships in the recent Steel Pike military exercise on the Spanish coast clearly points out that our armed forces would be in really bad shape if they could not call on privately-owned American-flag shipping for overseas operations.

In view of this, it is difficult to understand why it is so hard to convince the powers that be, in Washington, of the importance of maintaining a strong and adequate U.S. maritime consistent with the needs of the nation.

Two SIU-contracted vessels, the Del Sol and the Couere D'Alene Victory, took part in Operation Steel Pike, among 10 privately-owned ships and seven MSTs vessels. In all, they hauled some 28,000 marines and 90,000 tons of cargo from five U.S. ports to Spain in a 10-day crossing. One vessel alone carried 225 vehicles with their spare parts.

In the face of the Steel Pike operation, the penny-pinching policies the Government applies to maritime seem truly ridiculous and shortsighted. More than that, they are dangerous. If U.S. maritime is allowed to dwindle and die the overseas military capability of the U.S. armed forces dies with it, leaving a fantastic gap in our national security.

Steel Pike was an eye-opener in more ways than one. The cost of transporting the great mass of men and heavy equipment from the U.S. to Spain by ship has been placed at about \$5 million. For this price we were able to put a complete fighting force on a foreign shore. Everything arrived at once—men, machinery, material—ready to go ashore to deal with an emergency situation.

By contrast, Operation Big Lift of last year saw only 15,000 soldiers transported by air from the U.S. to Germany with virtually no equipment at a cost of about \$20 million. Admittedly, Big Lift got troops overseas faster than Steel Pike—three days instead of ten. But they arrived with virtually no equipment, would never have been able to even land if modern landing strips were not available in friendly hands, and still had to depend on ships sent out well in advance carrying most of their equipment.

The idea that you can airlift troops to a foreign land in an emergency is obviously a myth. Vital airstrips would be held by the enemy. If not actually held by the enemy they are still highly vulnerable and could be easily put out of action. Assuming that the troops can land, they would find themselves deep in enemy held territory with virtually no equipment with which to repel enemy assaults. The vast proportion of their equipment would still have to arrive by sea, and how they would manage to break through to the coast to rendezvous with their supplies is anybody's guess. And what would be the advantage of such a backward maneuver?

Purely from a national security standpoint, the Government's attitude toward U.S. maritime is sheer lunacy—as the SIU has often pointed out. But even from a purely economic standpoint, the Government is practicing a false economy by trying to save money at the cost of the nation's maritime industry.

Unlike many of the things on which the U.S. lavishes money with open-handed generosity, every penny it spends on American shipping in the way of subsidies and other aid finds its way, in one manner or another, back into the national economy. Money spent on U.S. maritime not only strengthens the national security by seeing to it that cargo vessels are available for emergency situations, but also preserves the national security in other ways, such as by reducing our balance of payments deficit.

The facts and figures of the importance of a strong U.S. maritime have been available for a long time—the contrast between the Steel Pike and Big Lift operations is merely another demonstration of the fact.

U.S. Studies Ohio-Lakes Water Link

CLEVELAND—A canal to link Lake Erie with the Ohio River 120 miles to the southeast which would throw Pittsburgh and the Ohio Valley open to small ship and barge traffic may be in the works. The Army Corps of Engineers has just completed a preliminary study on the project, which would probably cost more than a billion dollars.

If the canal is built, it would be one of the monumental engineering jobs of this country, rivaling, and costing more than the St. Lawrence Seaway. The canal would open up Pittsburgh and the Ohio River Valley region to world trade at lower freight rates.

The proposed canal would have a minimum depth of 18 to 20 feet, enough only for smaller ships and tug and barge traffic. At least ten locks would be needed to run the canal through the Beaver-Mahoning River section and the Grand River section.

Though the navigation season on the Great Lakes runs from only April to November, traffic on the canal could be maintained on a year-round basis.

Standing in the way of the proposed waterway are the facts that many roads, railroads, homes and businesses would have to be moved to make way for it, and that east coast shipping interests and railroads would probably oppose it since it would cut into their business.

U.S. Spending \$82.6 Million In Nationwide Poverty War

WASHINGTON—Several new antipoverty projects have been announced here by President Johnson, involving a total expenditure of \$82.6 million. The new projects are nationwide, including the New York-New Jersey areas, Appalachia, the South and the Far West.

Over \$20 million is scheduled for use in New York State and surrounding areas. This expenditure will include:

- About \$5 million for a neighborhood Youth Corps program to provide part and full time jobs for New York youngsters both in and out of school.
- Special antipoverty projects in Manhattan.
- Over \$1 million to establish a program of adult education.
- Over \$11 million to establish a job-training center at the abandoned military base at Camp Kilmer. Similar bases will also be established at San Marcos, Texas and Astoria, Oregon.

Other allocations include: A \$4 million attack on poverty in Chicago; preschool training for Sioux Indian children; job training in the Virgin Islands; retraining for residents of the small town of Martin's Ferry, Ohio; reading instruction for deprived children in Kentucky—one of the nation's poorest areas.

About 100 Volunteers in Service to America, domestic counterpart of the Peace Corps, will be sent to fight poverty in migrant camps in California, city slums and in blighted villages and hollows in Appalachia.

Supplemented by local money, federal funds will be used to fight poverty in Bridgeport, Hartford, New Haven and Waterbury, Conn. and in Trenton and Jersey City, N.J.

Adult basic education courses will be established in the District of Columbia and other cities.





SEAFARERS ROTARY SHIPPING BOARD



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

December 4 - December 18

The job situation continued the upswing which started in the previous period as the total number of Seafarers shipping climbed to 1,469 from the 1,265 during the previous period.

The bulk of the increase in the job situation was a result of brisk paces set in both the Gulf and the West Coasts. Houston led the shipping gain, with New Orleans and Mobile also showing healthy increases. Shipping in Tampa was also better. On the West Coast, all three ports showed good improvement in the job situation. East Coast shipping, while lower in New York than the previous period, still maintained a brisk pace. The job situation improved considerably in Baltimore, while Boston, Philadelphia, Norfolk and Jacksonville shipping slipped only slightly.

As the shipping picture continued to brighten, the number of jobs calls in the engine and steward department improved. More Seafarers shipped in these two departments than in the prior period, while the number

of deck department job calls returned to normal levels.

Registration during the two week period maintained the same pace as shipping. Total registration climbed to 1,521 as compared to 1,381 in the previous two weeks. The number of men registered and on the beach, on the other hand, dropped to 3,569 from 3,855 in the previous reporting period.

The seniority situation changed during the last two weeks, after remaining at the same percentages for almost a month. The ratio of men shipping who held A books slipped 2 points to 52 percent, while B books answering job calls increased to 35 percent of the total, up from 33 percent in the prior period. C Cards comprised 13 percent of the total, the same as in previous weeks.

Shipping activity increased to previous levels during the reporting period. There were 55 payoffs, compared to 61 the period before, 38 sign-ons, contrasted to 39 during the prior period. In transit visits totaled 136, up from 105 in the prior two weeks.

Ship Activity

	Pay Offs	Sign On	In Trans.	TOTAL
Boston	0	0	3	3
New York....	14	7	23	44
Philadelphia..	6	3	7	16
Baltimore....	3	4	13	20
Norfolk	4	1	3	8
Jacksonville..	0	0	10	10
Tampa	0	0	7	7
Mobile	6	2	5	13
New Orleans..	7	13	19	39
Houston	10	3	30	43
Wilmington ..	0	0	6	6
San Francisco.	2	2	6	10
Seattle	3	3	4	10
TOTALS ...	55	38	136	229

DECK DEPARTMENT

Port	Registered CLASS A				Registered CLASS B				Shipped CLASS A				Shipped CLASS B				Shipped CLASS C				TOTAL Shipped				Registered On The Beach CLASS A				CLASS B				
	GROUP				GROUP				GROUP				GROUP				GROUP				CLASS				GROUP				GROUP				
	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	A	B	C	ALL	1	2	3	ALL	1	2	3	ALL	
Boston	0	3	0	3	0	0	1	1	1	1	0	2	1	0	0	1	0	0	0	0	0	2	1	0	3	4	16	3	23	0	2	4	6
New York	20	47	11	78	3	12	11	26	19	4	12	35	4	5	17	26	0	11	5	16	35	26	16	77	97	134	24	255	11	44	77	132	
Philadelphia	0	11	0	11	0	2	2	4	1	10	4	15	0	1	2	3	0	1	0	1	15	3	1	19	3	19	3	25	1	8	5	14	
Baltimore	13	23	5	41	1	6	14	21	9	24	3	36	3	9	11	23	1	2	5	8	36	23	8	67	40	49	15	104	3	11	28	42	
Norfolk	2	5	2	9	0	2	1	3	2	2	2	6	0	2	1	3	0	1	1	2	6	3	2	11	15	13	1	29	1	8	11	20	
Jacksonville	1	2	1	4	1	0	1	2	2	1	1	4	0	0	1	1	0	0	1	1	4	1	1	6	5	9	3	17	2	9	7	18	
Tampa	2	1	0	3	0	1	1	2	0	1	0	1	0	0	1	1	2	1	1	4	1	1	4	6	4	12	1	17	0	3	4	7	
Mobile	7	11	4	22	3	2	11	16	10	16	6	32	3	6	7	16	0	0	3	3	32	16	3	51	29	30	5	64	3	4	18	25	
New Orleans	33	39	9	81	0	21	37	58	20	45	8	73	1	16	21	38	0	3	4	7	73	38	7	118	67	74	9	150	2	23	57	82	
Houston	14	27	14	55	2	18	21	41	21	34	11	66	1	8	16	25	1	8	7	16	66	25	16	107	57	49	19	125	5	23	40	68	
Wilmington	3	7	1	11	0	2	2	4	2	3	0	5	1	2	0	3	0	0	0	0	5	3	0	8	10	16	4	30	0	12	11	23	
San Francisco	9	17	5	31	2	2	5	9	3	12	3	18	1	4	2	7	0	0	2	2	18	7	2	27	9	38	4	51	18	14	10	42	
Seattle	4	6	4	14	1	13	5	19	5	6	0	11	0	9	9	18	0	0	3	3	11	18	3	32	17	19	5	41	0	19	10	29	
TOTALS	108	199	56	363	13	81	112	206	95	159	50	304	15	62	88	165	4	27	32	63	304	165	63	532	357	478	96	931	46	180	282	508	

ENGINE DEPARTMENT

Port	Registered CLASS A				CLASS B Registered				Shipped CLASS A				Shipped CLASS B				Shipped CLASS C				TOTAL Shipped				Registered On The Beach CLASS A				CLASS B				
	GROUP				GROUP				GROUP				GROUP				GROUP				CLASS				GROUP				GROUP				
	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	A	B	C	ALL	1	2	3	ALL	1	2	3	ALL	
Boston	1	2	1	4	0	0	2	2	0	1	0	1	0	0	0	0	0	0	0	0	0	1	0	1	1	2	10	3	15	0	3	4	7
New York	12	40	6	58	2	16	19	37	10	33	4	47	4	13	18	35	1	9	2	12	47	35	12	94	53	102	10	165	9	46	47	102	
Philadelphia	5	6	0	11	0	5	4	9	5	8	1	14	0	1	2	3	1	0	6	7	14	3	7	24	7	19	3	29	0	4	11	15	
Baltimore	6	20	4	30	1	9	11	21	5	19	3	27	1	9	12	22	0	3	1	4	27	22	4	53	11	42	9	62	2	23	22	47	
Norfolk	1	3	1	5	0	0	6	6	0	2	0	2	0	1	3	4	0	1	2	3	2	4	3	9	4	16	1	21	0	8	6	14	
Jacksonville	1	1	0	2	1	3	1	5	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2	6	0	8	1	7	4	12	
Tampa	0	3	0	3	0	1	0	1	0	2	1	3	0	0	2	2	0	0	0	0	0	3	2	5	1	8	0	9	1	0	1	2	
Mobile	3	13	3	19	0	8	6	14	4	7	1	12	1	5	9	15	0	0	0	0	12	15	0	27	7	33	5	45	0	12	11	23	
New Orleans	15	41	7	63	2	23	16	41	10	33	10	53	3	32	12	47	1	9	2	12	53	47	12	112	24	68	11	103	5	32	37	74	
Houston	12	42	6	60	9	16	25	50	12	36	4	52	3	29	19	51	0	6	5	11	52	51	11	114	17	63	4	84	12	23	37	72	
Wilmington	2	7	0	9	0	2	4	6	2	5	1	8	0	2	1	3	0	3	0	3	8	3	3	14	7	19	1	27	1	9	9	19	
San Francisco	2	12	6	20	2	6	4	12	2	10	3	15	0	5	3	8	0	0	0	0	15	8	0	23	9	40	4	53	5	22	10	37	
Seattle	1	8	0	9	1	7	3	11	2	0	1	3	0	7	3	10	0	4	0	4	13	10	4	17	4	23	4	31	0	11	8	19	
TOTALS	61	198	34	293	18	96	101	215	52	156	29	237	12	105	84	201	3	35	18	56	237	201	56	494	148	449	55	652	36	200	207	443	

STEWARD DEPARTMENT

Port	Registered CLASS A				Registered CLASS B				Shipped CLASS A				Shipped CLASS B				Shipped CLASS C				TOTAL Shipped				Registered On The Beach CLASS A				CLASS B				
	GROUP				GROUP				GROUP				GROUP				GROUP				CLASS				GROUP				GROUP				
	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	A	B	C	ALL	1	2	3	ALL	1	2	3	ALL	
Bos.	1	0	0	1	2	0	0	2	0	0	1	1	0	0	1	1	0	0	0	0	0	1	1	2	1	2	3	4	10	0	0	2	2
NY.	5	22	14	33	74	2	5	20	27	4	14	10	19	47	1	2	12	15	20	82	21	45	31	65	162	9	10	42	61				
Phil.	2	2	2	7	13	2	1	6	9	0	2	0	4	6	1	0	6	7	3	16	6	5	6	10	27	2	2	7	11				
Bal.	3	7	4	10	24	2	2	12	16	3	7	2	11	23	2	1	13	16	4	43	11	27	11	24	23	2	3	24	29				
Nor.	1	1	3	0	5	1	0	1	2	0	0	1	0	1	0	1	0	0	1	1	1	4	1	6	3	7	4	21	18				
Jac.	0	1	1	0	2	0	0	1	1	0	0	0	0	0	0	0	0	0	1	1	0	0	1	1	3	2	1	0	6				
Tam.	1	0	1	0	2	0	2	0	2	0	0	1	1	0	0	2	2	0	0	1	1	2	1	4	1	4	1	7	13				
Mob.	1	9	1	8	19	0	1	10	11	0	4	2	3	9	1	0	16	17	0	8	8	9	17	8	34	8	16	6	11				
NO.	3	26	7	32	68	4	1	34	39	3	16	4	30	53	3	1	37	41	0	8	8	53	41	8	102	20	17	71	137				
Hou.	5	14	9	18	46	6	10	17	33	5	13	8	19	45	3	2	19	24	1	17	18	45	24	18	87	13	26	18	29				
Wil.	0	2	1	1	4	0	0	4	4	1	3	1	1	6	0	0	4	4	0	0	0	6	4	0	10	6	3	4	10				
SF.																																	

The Gulf Coast



By Lindsey Williams, Vice-President, Gulf Area

Gulf Seafarers Celebrate Christmas

Seafarers on the beach in Gulf Coast ports enjoyed Christmas dinners at the halls in Mobile, New Orleans and Houston with family, friends and old shipmates.

Another big attraction in this season are the major football bowl games played in coast cities.

Smiley Claussen and Burrell Butts were on hand for the Bluebonnet Bowl in Houston. There they saw Tulsa Quarterback Jerry Rhome, a completely authentic wizard with a football if there ever was one, lead his team to an upset 14-7 victory over Ole Miss. As SIU guys in other ports were watching this one on television they also were looking ahead to being on hand in person at such hometown affairs as Florida State and Oklahoma in the Gator Bowl at Jacksonville, Fla.; undefeated Alabama, Southeastern Conference champs, against runner-up Southwestern Conference titlist and once-defeated University of Texas in the Orange Bowl at Miami; LSU and Syracuse in the Sugar Bowl in New Orleans and undefeated Southwest Conference kings Arkansas vs. Nebraska. To be sure, the latter game is played at a far inland site, but it will draw its quota of SIU spectators, in person and via video.

A familiar figure around the Houston SIU hall and a friend of many Seafarers there is Jeff Davis, a promising young heavyweight, who in about 15 bouts has only a close 10-

round decision loss to Cleveland Williams to blemish his record. And as everyone who knows anything about the fight game knows, Cleveland Williams is a most capable fighter. While not training for a fight, Davis keeps in shape by working an occasional tugboat relief job.

Robert Broadus came over to Houston from Mobile to try to ship out on a good trip before the holidays. He sails AB and Bosun and last sailed as AB on the Mankato Victory. His wife and young son, Jackie, live in Mobile. Adelin Fruge is home to spend the holidays with his wife and two children. He got off the Transbay, on which he was bosun for about five months, in Mobile and says he will be ready to take the first thing moving after New Year's Day.

Harry Houston left the chief steward's job on the Walter Rice, one of the Reynolds Aluminum ships that runs regularly between Galveston, Corpus Christi, the West Coast and Honolulu to spend Christmas with his wife and children in Houston. Harry's children are well past the Santa Claus age, however. His sons are 19 and 22 and his daughter is 20.

Mobile

After sailing as night cook and baker on the Transbudson on a trip to India, Theodore Harris is home for the holidays with his family for the first time in years.

This Christmas was truly a red letter day for the Harrises. After a couple of trips in an oiler's job on the Arizpa, Amado Diaz came home to spend the holidays with his wife. Harold P. Ducloux is home after about a year as chief steward on the York. He has been shipping out of the Gulf since 1940.

Claude Hayes got off the Alcoa Runner after about seven months as day man. He'll be looking for another spot on the bauxite run after New Year's Day. Donald Chestnut also is home for a vacation after a year on the Alcoa Mariner. O. E. Ferguson is spending the holidays at his home in Richmond, Miss., after getting off the Ocean Ulla.

New Orleans

Curtis "Butch" Wheat made it home in time for Christmas. He is registered in Group 1, Deck Dept. Chat Galt, same group, same department, is still here; which means he is staying alive at the Fair Grounds. Some of the real oldtimers who checked in to register in the Steward Department in the last few days include Etnie Bucano, Arturo Vallente, John Hals, Frenchy Herbert and Joe Powers. Mardi Gras falls on an early date in 1965, so Frenchy and Joe will probably stick around until then. Others who plan to enjoy life in the Crescent City until after Jan. 1 are Sal Candela, Louis Briant and Tinerman Lee.

Crew Security Protected In New SIU Lakes Pact

DETROIT—The SIU Great Lakes District has reached an agreement with the Ann Arbor Railroad Company assuring the security of unlicensed crewmen manning the MV Viking upon its return to service as a diesel-electric powered carferry.

The agreement provides that employees holding stipulated positions affected by the vessel's modernization, will be able to receive a lump sum severance allowance according to a regular schedule based on seniority and length of service. Under the agreement, crewmembers with sufficient time in service will receive up to a full year's pay as separation allowance.

The agreement also provides that employees holding the affected positions will have the option of exercising their seniority to other positions in the company's ferry service. Should they elect to do so, the remaining positions will be open to employees on a fleet basis with preference

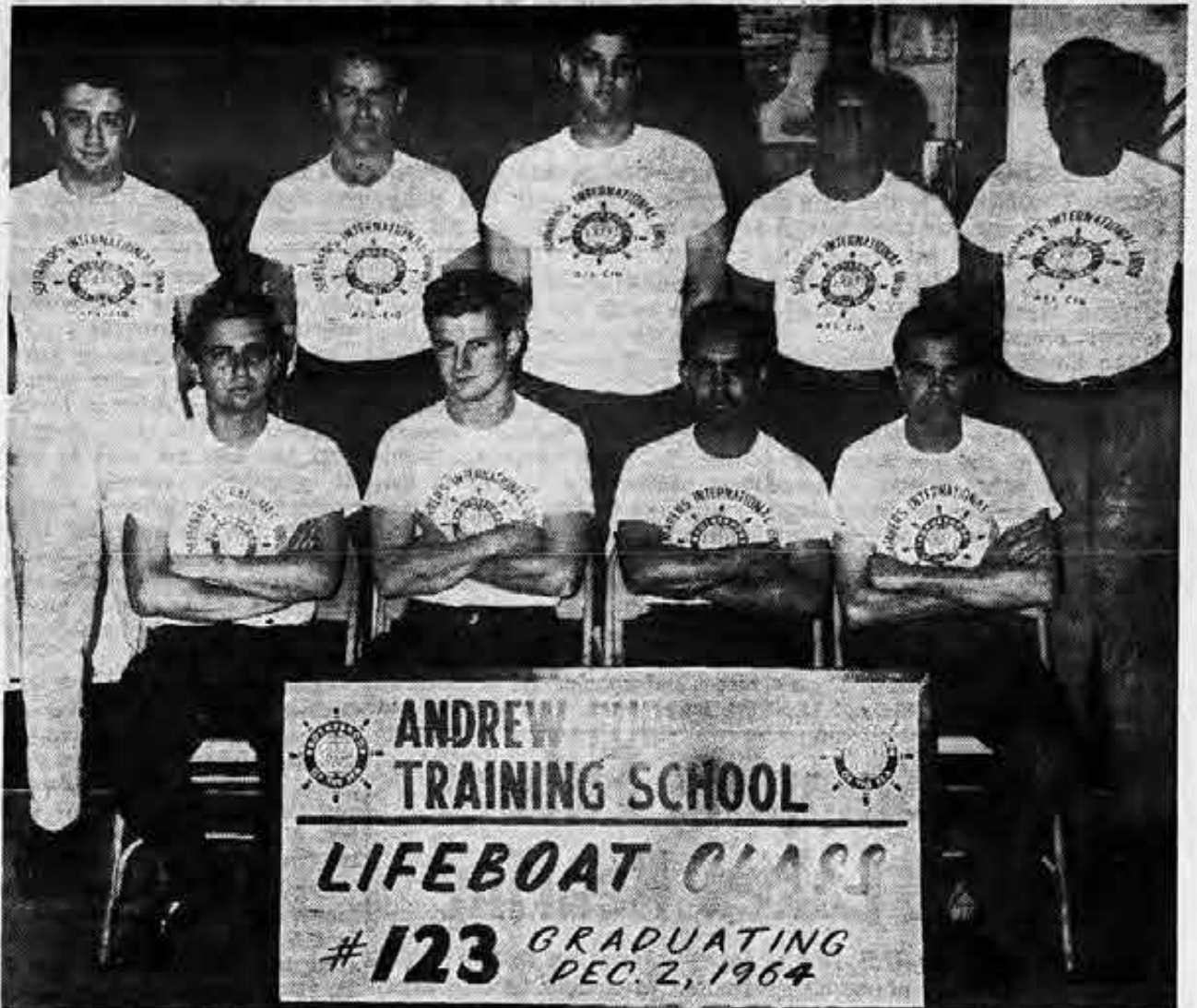
being given to the oldest employees for their option to receive the separation allowance.

The purpose of this arrangement is to allow older employees to retire, if they choose to do so. This is the first time an allowance of this type has been provided to employees when Ann Arbor car-ferries have been repowered and modernized.

The Viking is undergoing a \$2.8 million modernization at a Superior, Wisconsin shipyard to turn her into the most up-to-date vessel of her kind on the Lakes. The Viking is the former Ann Arbor No. 7.

The modernization includes repowering with four diesel-electric engines totaling 6,000 horsepower; a bow thruster and a "flume" anti-roll system.

123rd Lifeboat Class Goes Into Books



Members of Lifeboat Class 123 pose proudly for their graduation picture after passing the Coast Guard test for their tickets. Newest SIU lifeboat ticketholders are (front, l-r) Donald Brer, Leonard Opromolla, Jose A. Torres, Pedro Pinott; (rear) Carlo J. Stefanado, Paul B. White, Ira Hainick, Ray Rios and instructor Dan Butts. Other graduates of the class not present for the picture-taking session were Charles McCue and Michael Feldstein.

FMC Compromises To Get Dual Rate Data Agreement

WASHINGTON—As expected, the Federal Maritime Commission has reached a compromise agreement with 15 European countries and Japan in the year old battle to make foreign-flag operators open their books on rate making policies on freight moving in U.S. foreign trade.

Even now, after a whole year of bickering, the FMC is actually getting very little information very late in the game. And squeezing even this out of the foreign operators required intervention by the U.S. State Department.

The FMC requested the data in November, 1963 under pressure from the Joint Economic Committee of Congress, to investigate charges that the conferences were practicing rate discrimination against U.S. export items by charging higher freight rates for goods leaving the U.S. than for goods coming into the country. This in turn has an adverse effect on our foreign trade and balance of payments deficit.

Many Compromises

Under the agreement finally reached, the shipowners will still not submit data to the FMC. Instead, the foreign governments involved will offer us their "good offices" to induce their shipowners to submit the information to the Organization for Economic Cooperation and Development in Paris, which will pass it on to the FMC.

The compromises involved in the new agreement are almost endless, and all made by the FMC. The pact provides for production of information only for 1963 and only on tonnage, revenue and actual documents pertinent to the trades of the conferences. The data will be submitted in "aggregate," or totaled form, without any details or the names of individual steamship companies, agents or shippers involved.

Some of the concessions the

FMC had to make to get even this tiny amount of cooperation from the foreign shippers are:

- A sort of "Fifth Amendment" exemption from self-incrimination,

User Tax Seen Hurting Inland Water Carriers

MEMPHIS — Proposed user taxes on towboats and other river craft represent "a totally new concept in federal taxation which almost certainly would have an adverse effect on the national economy," Representative Hale Boggs (D-La.) told the annual meeting of the National Waterways Conference.

Plans to impose such user charges on the rivers could wreck the competitive balance of various modes of transportation and hamper economic development in many parts of the country, especially the South, Boggs said.

Secretary of the Treasury Douglas Dillon has formally recommended a waterway user charge in the form of a tax on fuel used by shallow-draft vessels navigating U.S. waterways. The proposal is expected to be placed before the next Congress.

Industrial development in many areas is closely oriented to water transportation, Boggs pointed out. "Toll-free waterways are a necessity if regional development is to continue at the present pace," he said.

tion, assuring that the documents and information submitted cannot be used in assessing fines or penalties no matter how much wrongdoing might be discovered.

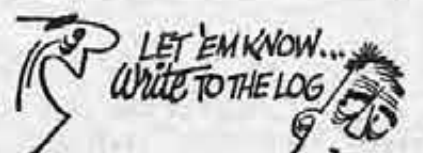
• The FMC promised that it would undertake no proceedings without first consulting the country concerned.

• Limited the production of documents and data to 1963 only. If further information or documents are needed, the whole negotiation process might have to be started all over again.

Had To "Explain"

Although the FMC is granted the authority to order production of the information it requested under the Shipping Act of 1916, the commission still found it necessary to seek the aid of the State Department to get even such minimal compliance. In addition, FMC chairman John Harlee found it necessary to make several trips to Europe to "explain" the need for the data.

The FMC's original call for information brought all sorts of outraged howls from foreign shippers, who make big money in the U.S. trade, including charges of "unilateral regulation" of international shipping, "invasion of jurisdiction," and "dictatorship." Britain even went so far as to pass legislation forbidding British shipowners from complying with the orders.



Scab-Run Railway Threatens To 'Embargo' Cape Kennedy

JACKSONVILLE, Fla.—In a move that makes Commodore Vanderbilt's "the public be damned" attitude sound like the prattle of a 2-year old baby, the strike-bound Florida East Coast Railway has threatened to put an embargo on all construction material headed for Cape Kennedy where it is desperately needed for the United States missile development program.

The Florida East Coast line has managed to keep itself in business by recruiting scab operating personnel at wages significantly below those in the pre-strike contract. Its fight against a new contract, as well as the union shop itself, has been waged in the worst traditions of the legendary 19th century robber barons of industry.

The railroad made its blatant threat against the country's national security after losing a case earlier this year in Federal Dis-

trict Court in which it was ordered to abide by its old union contract in effect 23 months ago when the strike by 11 non-operating unions began.

The road has appealed this decision to the Federal Appeals Court in New Orleans. While most parties to a lawsuit in this country are content to fight their battles with lawyers, the Florida East Coast Railway evidently believes that its threat against Cape Kennedy will blackmail the judges into rendering a favorable decision. If the court doesn't heed its threat and upholds the decision of the lower court, then the railroad

officials will put their "embargo" into effect, hoping to cripple the country's space program.

However, the railroad has already run into trouble with the Florida Public Utilities Commission over its "embargo" plans. The PUC has told the road to cancel its proposed embargo on rock products and pulpwood. Company officials had claimed that in the light of the District Court decision to observe the pre-strike contract, it could not find enough qualified union men to carry the bulk products.

Evidently realizing that it wasn't dealing with a typically law-abiding type of railroad management, the commission backed up its decision by going into Florida Circuit Court in St. Augustine to ask for a restraining order against the "embargo."

The Florida East Coast line has forced the longest railroad strike in U.S. history. Eleven non-operating unions struck the road Jan. 23, 1963 over company cuts in the work force, an end to the union shop, and other issues.

The road has been able to maintain its operations by using scab labor and showing a consistent disregard for court orders. The Federal District Court in Jacksonville has already held the company in contempt because it refused to follow a previous court order that reinstated pre-strike contract rules.

District Judge Bryan Simpson has held that under the Railway Labor Act, the company must employ the same number of men it did before the strike and at the same rate of pay. Since this means that the railroad will lose much of its advantage in employing strikebreakers, prospects for a settlement look considerably brighter.

After a futile attempt to settle the strike early this year, Assistant Secretary of Labor James F. Reynolds declared that a principle stumbling block to a contract was the "petulant insistence" of company management on a philosophy that has "no place in this century."

Bright Shipping Future Seen At Lakes Hearing

WASHINGTON—U.S.-flag shippers operating in the Great Lakes are hopeful about their future prospects in the area, according to testimony given by SIU-contracted Waterman Steamship Company in a Maritime Administration examination of American-flag service on the Great Lakes. The hearings, which are now recessed, are tentatively scheduled to resume on Jan. 12, 1965 in New York when more ship operators will testify.

The proceedings here are a full-scale review of experimental trade routes into and out of the Great Lakes, whether they should be made permanent, altered or dropped, and whether there is already enough U.S.-flag shipping there to satisfy needs, or whether steps should be undertaken to get U.S. operators to service Lakes ports.

R.R. Rate-Cutting

Among the major obstacles to more U.S.-flag service on the lakes, Waterman pointed out stiff rate competition from railroads,

trucks and other forms of transportation. These carriers, principally rails, have continuously reduced their export rates on long-haul business for the Midwest and have failed in most instances to publish export rates to the Great Lakes, Waterman said. These land carriers have historically carried great volumes of the export traffic to the Atlantic and Gulf coasts and are resorting to cutting export rates in order to retain the business, it was noted.

Waterman has maintained service on the Great Lakes since the Seaway opened to Western Europe and, more recently, to the Far East. Government generated cargoes, mostly foreign aid and Agricultural Department shipments, have made up the bulk of its cargoes, Waterman said.

Among other disadvantages faced by U.S.-flag operators in serving the area, Waterman pointed to the difficulty and cost of operating large ships in the limited depths and lock capacity of the Seaway.

Ships Lose Race With Lakes Ice

DETROIT — Four ships which tried to get in "just one more" voyage on the Great Lakes before winter weather closed in on them have lost their race with the elements and will spend the winter laid up in Lakes ports waiting for the spring thaw.

The agents and owners of the four vessels fought a valiant fight—not with the elements, but with the St. Lawrence Seaway Authority—to get out of the Lakes. The Seaway Authority maintained its insistence however, that reopening the waterway would involve a battle with ice conditions which have been described as "murderous," "dreadful" and "terrible."

Only one of the ships flies the U.S. flag. The other three are of Greek, Danish and Nationalist Chinese registry. The four ships remained at anchorage in the St. Lawrence River about eight miles upstream from Iroquois Lock while there seemed some hope of getting the Authority to try opening the locks, but have now gone on to various Lakes ports for the winter.



After failing in its attempt to complete that one "last trip" before the winter freeze-up closed the St. Lawrence Seaway, the Formosan-flag freighter Vanfu is seen trapped in ice at the Welland canal. Members of its crew survey their unfortunate situation from the ice-shrouded bow. The Vanfu was one of four ships that lost their race with the winter elements, being forced to lay up in Lake ports to impatiently await the spring thaw.



By Al Tanner, Vice President

and Fred Farnen, Secretary-Treasurer, Great Lakes

Lakes Season Ends Officially

The navigation season on the Great Lakes officially came to an end with the closing of the Soo Locks on December 15. The only vessels still in operation are a few tankers, car ferries and the SIU-contracted, Ben W. Calvin (Boland & Cornelius) now on the winter run.

The St. Lawrence Seaway closed on December 7 and the Jean La Fite, Waterman Steamship Company, had the distinction of being the last ship to clear the St. Lambert Lock at Montreal. Four other deep sea vessels were not so fortunate and for the first time in its seven-year history, the Seaway closed and trapped these ships for the entire winter. Requests to re-open the Seaway, from lawyers, ship agents and embassies of the countries involved could not change the minds of the Canadian Seaway authorities. Of the four vessels, one is the American-flag, Flying Independent.

We recently received mail from several members concerning the mention of "ice booms" that appeared in this column during the year. We would like to take this opportunity to explain exactly what an "ice boom" is for the benefit of those brothers that wrote.

The booms are stretched across a river above dams to insure freezing of a river surface in a smooth sheet, below which the flow of water into the dams can continue unimpeded. This also prevents pile-ups and clogging of ice in the spring.

which is one of the reasons the Port of Buffalo recently installed the ice booms. It is believed these booms will allow the port to open its navigation season much earlier next year.

Practically all of our contracted vessels are now laid up in their winter berths and with most of the crews gone home for the winter months, activity in the halls has slackened some.

Chicago

Chicago maintained good shipping right to the end of the season. With Highway 16 and the Tanker Detroit still running and expected to run through the winter, the few remaining men registered can also be assured of at least some relief jobs during that time.

Salvators Vetesse has recently returned as cook aboard the Highway 16 after spending a couple of weeks home with the family. Francis Perry, who underwent a bout with a bad hernia is up and around and ready to go to work. Usually Frank spends the winter working ashore as cook or chef at one of the better class restaurants in this area. He stops by the hall on many

occasions to shoot the breeze and always keeps in touch.

We are happy to report that the bowling team of the SIU's UIW Local 300, employees of Cinch Manufacturing Company, have won their first two games in a Northside Chicago league and it appears they have a top bunch going for the season.

The SIU-affiliated Transportation Services and Allied Workers in Chicago continues to receive good attendance at their classes on labor education and it is expected that during the Winter months attendance will be doubled.

The DUOC, Local 777 Chicago Cabbies are expecting a good turnout this Saturday at the affair featuring Dick Gregory and Sammie Davis, Jr. who will entertain the cabbies and their families who are behind the sponsoring of "Christmas for Mississippi." At the same time, they are all busy preparing for the Cabbies Christmas party that will be held December 23 at Cabbie headquarters at 205 West Wacker Drive.

The beef against Hannah Towing in the port of Chicago is going extremely well and, as of this printing, Hannah is moving exactly nothing.

Buffalo

The following vessels have laid up for the winter: C. S. Robinson, Phillip Minch, Henry Steinbrenner, Harry Findlay, Niagara Mohawk, Sullivan Brothers, Emory L. Ford, J. B. Ford. The J. Claire Miller will be the last vessel to come in here for lay-up and it is expected around the end of this month.

The Erie Sand vessels, including the Day Peckinpaugh, MV Lake-wood, MV Scobell and the MV Niagara are all through for the season. The Peckinpaugh is in the shipyard at Port Weller, Ontario. The others are in the Erie Sand dock at Erie, Pennsylvania.

Buffalo will be lining up the boys who remain in that port during the winter for the shifting gangs shortly. Many of the Buffalo regulars have already departed for their homes and others are heading out to the Coast for shipping. We are hoping for as good, if not a better, season next year and look for the return of all our Brothers in the Spring.

Alpena

The E. M. Ford and the S. T. Crapo were the last Huron Portland Cement Company ships to lay-up. This ended the shipping season in Alpena. Alpena reports that shipping in 1964 has been one of our best years ever. Since this is the last report to the LOG, the Alpena office girl extends the best to you and yours during the holidays.

Group Formed To Study Lakes Level Problem

OTTAWA — The water level problem on the Great Lakes will be tackled by a newly created organization, the International Joint Commission reported here.

The IJC announced the creation of an International Great Lakes Levels Board that will begin technical investigations and studies aimed at regulating the often extreme changes in the water heights.

Low levels on the Lakes, especially in the last season, have cost shippers an estimated 100 tons of cargo for each foot of draft lost. The situation has gotten so serious that in some previously deep and passable channels in the Lakes there is now danger of ships running aground.

The Commission said it would hold no further meetings on the problem in January and February, so that state governments in the U.S. and Canadian provincial governments could offer suggestions. Public hearings on those sections of the Lakes directly affecting both sides of the boundary line will be held in the spring, the commission reported.



The SEAFARERS' WHITE CAP



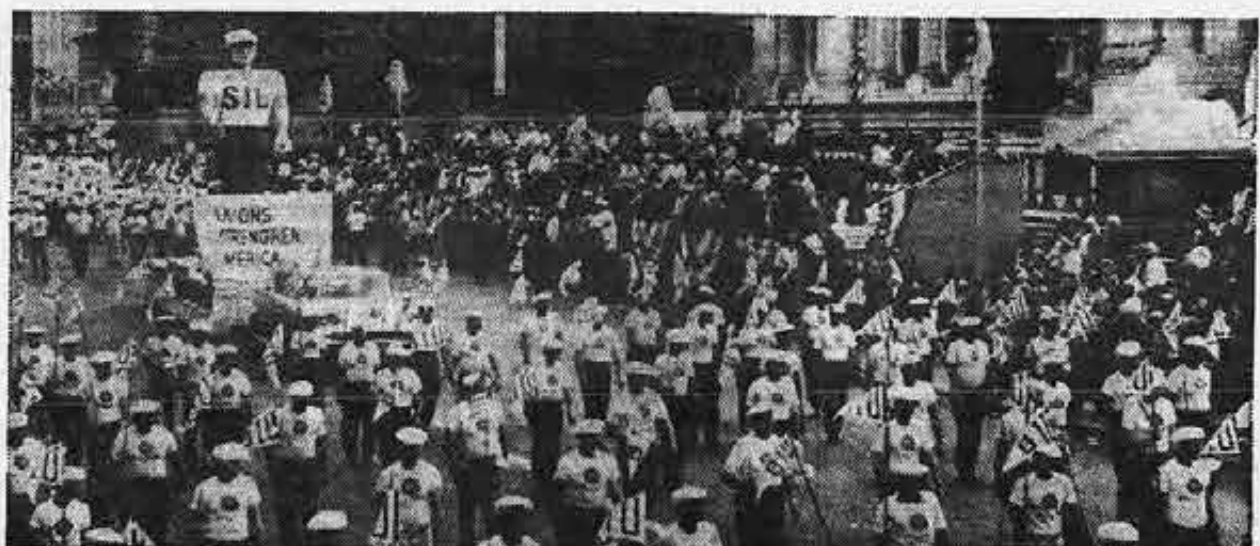
The sailor has always been known by his cap — the Seafarer by his white cap. This distinctive bit of headgear — sometimes called the "Lundeberg Stetson" after Harry Lundeberg, the late Secretary of the Sailors Union of the Pacific and first President of the Seafarers International Union of North America—was born in the great union organizing drive of the 1930's. In the beefs and battles that gave life to the SIU, the white cap marked a friend and brother and set him apart from those who would destroy his union.

On a ship or a picket line, hitting the bricks or riding the waves, the white cap became the symbol of a union battling for the rights of sailing men and all laboring people. It was a

symbol that graphically showed that the SIU would protect its own and offer a helping hand to other unionists who needed one.

The scenes shown in the photos on this page cover more than a quarter-century of this nation's labor history. They show Seafarers standing up for their rights when those rights were still few and far between, and Seafarers marching proudly in their white caps as part of a union that has broadened and strengthened those rights to what they are today.

They show white-capped Seafarers offering a helping hand on the picket line to fellow workers, be they garment workers, clerks in Wall Street offices or telephone workers. The white cap is a symbol of solidarity and dignity.



Beef Box

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

Of the many letters to come into his department during the last period, we have selected a wide range of shipboard beefs for use in this issue. Three separate questions dealing with gangway watches and cleaning holds are covered by the first letter, sent in by Seafarer C. Demers aboard the Midland.

Question: "Are the Bosun and Deck Maintenance entitled to stand gangway watches on weekends?"

Answer: Yes. Any member of the Deck Department is entitled to stand gangway watch. In any event, all overtime is to be divided equally as possible.

Reference: Article III, Standard Freightship Agreement, Section 10, GANGWAY WATCHES. (a) In all ports when watches are broken a gangway watch shall be maintained at all times. A sailor shall be assigned to maintain this watch and 8 hours shall constitute a watch. No overtime shall be paid for those watches on weekdays between the hours of 5 p.m. and 9 a.m. On days of arrival sea watches for men who are to stand gangway watches shall be broken at midnight when say of vessel is to exceed 24 hours.

Question: "Is a Deck Maintenance required to stand a gangway watch on weekdays?"

Answer: No, because his working hours are from 8 a.m. to 5 p.m. If he were required to stand a gangway watch after 5 p.m. and before 8 a.m., he would be entitled to overtime.

Reference: Standard Freightship Agreement, Article III, Section 11, DAY WORKERS. (b) The working hours at sea and in port for all men classified as day workers shall be from 8 a.m. to 12 noon, and 1 p.m. to 5 p.m., Monday through Friday. Any work performed by day men outside of these hours shall be paid for at their regular overtime rate, except for such work as defined in Article II, Section 18."

Question: "When cleaning tanks, under the Freightship Rules, what is the overtime rate when it is all scale and no grain?"

Answer: If Butterworth Machines are not used, the Hold Cleaning Rate (52c per hour) applies.

Reference: Standard Tanker Agreement, Memorandum of Understanding, dated November 22, 1960:

4. Cleaning tanks where grain has been carried. When men are required to sweep up grain and remove it from the tanks or wash the tanks down with a hand hose, this shall be considered the same as cleaning holds and the hold cleaning rate shall be paid as per the Freightship Agreement; however, when butterworth machines are used and the tanks are cleaned and mucked, men performing this work shall be paid at the tank cleaning rate.

The following questions were sent in by C. E. Henby, ship's delegate aboard the Alice Brown. The questions deal with Messmen's overtime.

Question: "I would like a clarification on missing man overtime (messman) when a vessel is in a U.S. port on a weekend. Also I would like to know is there a division of wages. What would apply on week days?"

Answer: The agreement provides that when a vessel is in a continental U.S. port and the messman is missing, the men who do his work would receive overtime for the actual time worked in excess of their normal eight hours. The agreement does not provide for a division of wages in this instance. The same would apply for week days also.

Reference: Standard Freightship

Agreement, Article V, Section 7—Working Due to Absent Members: "When a vessel is in a continental United States port and a member of the Steward Department is missing, the men who do the missing man's work shall be paid overtime for actual time worked over their normal eight hours."

Question: "When the ship leaves one port in the U.S. and is to arrive the following day in another U.S. port, what would apply?"

Answer: If the vessel sails without the messman, the men who perform the missing messman's work, are entitled to a division of wages of the missing man and the overtime that the missing man would normally have made on a Saturday, Sunday or Holiday.

Reference: Standard Freightship Agreement, Article V, Section 7 (b): "If a vessel sails without the full complement in the Steward Department as required 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 men would normally have made on a Saturday, Sunday or Holiday."

The next question comes in from Steve Krkovich aboard the Mount Washington and deals with servicing ship's evacuator.

Question: "When cargo is being worked and ship's evacuators are being used, whose job is it to service the machines?"

Answer: This is considered part of the routine duties of the Pumpman during his regular working hours.

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

In submitting questions and work situations for clarification, delegates and crews are reminded once again to provide as much detail as possible setting forth the circumstances of any dispute. Besides those mentioned, some of the members who were sent clarifications on various subjects during the past few days included the following: John Hoggie, ship's delegate, Western Comet; Elbert Lawson; Arno P. Calderari; Earl G. McNab; Lucille Bloomfield; William S. Allen, Producer; James J. Labenz, Alcoa Commander; James M. Elwell, deck delegate, Western Clipper.

Birch Smear Boosts UN Yule Card Sale

MONTEREY, Calif.—The John Birch Society, which has made a lunatic art of looking for communists under every bed, is now seeking them out under cradles.

The Birchers, undaunted by the defeat of their hero, Barry Goldwater, have sent their smear squads into action against UNICEF — The United Nations Children's Emergency Fund. The inept rightists seem to be foundering in the mess of their own mud-slinging, however.

Incensed at the UN—along with almost everything else in the twentieth century — the Birchers launched their offensive on UNICEF only because it was a part of the world organization.

UNICEF provides milk, food and other emergency relief to the underprivileged and orphaned children of the world. To help pay the cost of its work, UNICEF volunteers around the country sell greeting cards put out by the organization.

The cards are the work of some of the world's greatest artists — Picasso, Chagall and Ben Shahn, to name a few—and offer nothing more "subversive" than seasons greetings. The Birchers find them "subversive," however, since they come from the UN—that supremely "subversive" organization.

In this part of central California, the Birch Society has been trying to hound the housewives who sell the cards and those who buy them. They reached a small degree of success when they pressured the local Bank of America branch to remove the cards from display in the bank.

That success backfired, however. The frightened action of the bank officials reached the press and stirred the sale of the cards. Normally, greeting card sales rank with cake sales and church socials in civic importance. But this isn't so in Monterey anymore. People are buying the cards not only because of the publicity given them, but also to show their disgust for the Birchers.

Mrs. H. Paul Rlee, wife of a retired Navy Admiral and a national board member of UNICEF, said: "I simply can't get enough cards to fill the demand now that they've tried to pressure us."

About 800 UNICEF calendars have also been sold out, Mrs. Rlee reports.

"The whole thing has simply boomeranged on those poor people," she said. As for the Birchers? Having slipped in the red paint of their own smear, they have slunk out of the nursery. Chances are, however, that they will show up again — whenever

there's an opportunity to do a hatchet job on the twentieth century.

New Orleans Planning Port Modernization

NEW ORLEANS — The Port of New Orleans is planning to invest over \$183 million in new facilities and the modernization of its terminals during the next ten years to assure its keeping abreast of competition from other U.S. ports.

New Orleans handled 79 million tons of commerce in 1963. Average annual expenditures on modernization and new facilities will be increased from \$13 million to \$19 million a year for the next ten years.

Two phases are planned for this development program. The first will run from now to 1967. During that time expansion of the bulk terminal along the new Mississippi River-Gulf outlet will take place, general terminal construction in the delta shipyard area will be pushed, old wharves will be razed and existing ship terminals will be rebuilt.

Cuts Distance

The new Gulf Outlet is a 76-mile waterway opened in July, 1963 at a cost of \$100 million, which cuts the ship distance from New Orleans to the sea by 40 miles.

The second phase of the development program, which will take place from 1967 to 1974, will see the rebuilding of existing wharves, construction of a new wharf on the Mississippi River, general terminal construction in the Delta shipyard, and new general cargo and other terminal facility construction along the new deep-water outlet to the Gulf of Mexico.

Close to \$44 million will be spent on facilities along the Mississippi River-Gulf Outlet, \$45 million for the Delta shipyard site, \$63 million for rebuilding wharves and sheds, and \$23 million for a public bulk terminal.

Smaller amounts are earmarked for improvements in the public grain elevator, a refrigeration facility for the public commodity warehouse and foreign trade zone, and improvements along the Inner Harbor-Navigation Canal.

Classless Commie Cruise Ship Called No 'Common Carrier'

The new Soviet luxury cruise liner Ivan Franko is a classless ship, according to the Russians, except that some cabins have more class than others, cost more, are bigger and have private baths.

"On board a Soviet ship," the skipper told visitors recently at Tilbury, England, "every passenger will enjoy Russian hospitality a warm reception from the hearts of the Russian people." The more well-heeled passengers will also enjoy their own bathrooms, apparently.

The 19,860-ton Soviet liner is on her maiden voyage to the Mediterranean with 642 Soviet tourists. Air-conditioned throughout, the Ivan Franko has a heated, glass-enclosed swimming pool, five bars, two cafes and miscellaneous lounges, a movie house and a music salon with a juke box. The juke box has a big supply of decadent Western "twist" records.

The vessel will carry British passengers from London to Leningrad next summer. First-class will cost \$178.22 and tourist class fare will be \$90.02. The 25-day cruise the Ivan Franko is now costing its Russian passengers something like \$450.

As usual with Soviet citizens, the passengers and crew of the Ivan Franko spent most of their time in the British port on shopping expeditions.

The INQUIRING SEAFARER

QUESTION: What are the most attractive features of sea life?

Albert Brown: I think the main attraction for me in sea life is the fact that I can make more money at sea than I can on the shore. There is something about working on the shore that is different. Besides, the seaman is well paid these days, and

It's good work.

K. J. McCullough: The most attractive part of sea life to me is two-fold. In the times I'm not working, through reading and study, I can get a good education. The other feature is seeing foreign ports, and foreign people. I like to learn about customs that are different than mine. I learn quite a bit as a Seafarer.

Ramon Salas: I have been going to sea for over twenty years. In this time, I have learned my profession. I like that profession, and I feel a sense of pride in doing my job and doing it very well. That is the reason I sail and will keep on sailing.

August Francois: That is a really difficult question. I think one of the better attractions is the fact I don't have to travel a long distance to get to work. I can get up an hour before I go to work, and there is no fighting traffic and people to get to where I do my work.

Earl Pritchett: I like to travel. I am happy as long as I'm moving. If I tried to settle I would probably go to pieces. So I keep on the move. I am never in the same place long enough to get tired of it, and when one ship gets boring, I get off and catch another.

Jack Summers: I like the freedom of a life at sea. You're never stuck in one spot for very long, always with a new port to look forward to. I just can't spend any time in one city or town, doing the same job in the same place all the time. I can't live on shore.



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.

SPAD

**Seafarers
Political Activity
Report**



EVERY VOTE DOES COUNT—Summing up the November vote tallies, COPE, labor's political action arm, noted the closeness of so many of the individual races for Congressional and state seats. These tight contests tended to go unnoticed in the shadow of President Johnson's sweeping victory. They serve as an important reminder, however, that every single vote—including yours—counts. Seven senate races ended up as squeakers. They were in Nevada, Ohio, Oklahoma, Pennsylvania, Delaware and California. In any of these races a handful of votes could have changed the outcome. The same holds true in six governorship races and many Congressional races. As the New Year approaches, some states are still carefully counting and recounting votes to make sure who won. The lesson is, of course, to vote—because it does count.

TRYING TO PULL VICTORY FROM DEFEAT—The John Birchers and other fanatic rightists around the nation are taking comfort from Goldwater's tally of 26 million votes. Despite the polls and surveys, they see in it a reservoir of money and recruits for the extremist cause. Birchite organizing activities are on the upswing, they say, as are those of outfits like Billy James Hargis' Christian Crusade. The polls have shown that the bulk of Goldwater's votes came from hard-core Republicans who voted for him because he was the GOP candidate, just as they would have voted for the more liberal Rockefeller if he had been the standard bearer. The extreme rightists, the polls show, accounted for only about five to ten million of the Goldwater vote—still a dangerously large-sized bloc, but not representing a consensus of either GOP or national attitudes.

RUBBER WORKERS SET FIGHT ON 14-B—The International Executive Board of the Rubber Workers Union has given top priority to a fight for the repeal of Section 14-B of the Taft-Hartley Law, which allows states to enact union-busting, so-called "right-to-work" laws. The URW Board called upon the President and Congress to take immediate action in repealing the provision. "We believe every union and employer, regardless of what state, should be permitted to negotiate and sign a union shop contract if they mutually agree," URW president George Burdon declared. The law "offends the basic principles of federal-state relationships and should be repealed," he stated.

LABOR ROUND-UP

The Electrical Workers Union (IBEW) has asked a Federal Court to stop the city of Jackson, Mississippi from enforcing an ordinance against the distribution of handbills. IBEW organizers have been arrested for giving out handbills in connection with a unionization drive at the Zinsco Electrical Products plant. The union's court action is aimed at the mayor and other city officials of Jackson. The anti-hand-billing law was originally enacted to help crush the continuing civil rights drive in Mississippi and is only one of such repressive measures enacted there. Two union organizers and two discharged Zinsco employees have already been arrested under the law.

Drug and Hospital Employees Local 1199 has won wage increases and other benefits for 1,500 low-paid workers at four North Jersey hospitals. Affected are service and maintenance workers at Beth Israel Hospital, Newark; St. Barnabas Hospital, Livingston; Clara Maass Hospital, Livingstone and the Hospital Center of Orange. The wage hikes range between \$13 and \$17 weekly over a three-year period. Benefits include shift differential pay, complete hospitalization, medical and surgical coverage for workers and their families, eight paid holidays and \$2,000 in free life insurance coverage.

Wage boosts of \$2.10 to \$5 a week will go to nearly 11,000 employees of the Illinois Bell Telephone Company under a contract won by the Electrical Workers (IBEW) System Council T-4. The increases are retroactive to November 22, and include a wage re-opener clause to come due next August. The settlement was reached after

three months of collective bargaining that went down to the strike deadline and was approved by the membership in a referendum vote.

A 24-hour strike by Carpenters at the Cape Kennedy Space Center was called when one of the building contractors at the installation was found to be using non-union labor. The union, Carpenters Local 1685, threw up picket lines around the Moonshot headquarters and at nearby Patrick Air Force Base. About 3,500 workers honored the lines. The strike was ended when negotiations were agreed to on the hiring of the non-union carpenters.

Two unions of shoe workers have won increases of 13.9 cents an hour in wages and other benefits gaining almost identical improvements for 21,600 employees at two leading St. Louis firms. New two-year agreements were negotiated by the United Shoe Workers and the Boot and Shoe Workers in joint talks with the Brown Shoe Company and the International Shoe Company.

The International Brotherhood of Electrical Workers has won a major decision on a state's right to issue injunctions in Federal Court in Des Moines, Ia. Federal Judge William C. Hanson held that his court had jurisdiction in an injunction brought by the Iowa Power and Light Company against IBEW Local 499. The company wanted the case kept in a state court where it felt it had a better chance to obtain an injunction. The Norris-La Guardia Act, passed during the New Deal era, sharply limits the right of Federal courts to grant injunctions arising out of labor disputes.

"Knife in the Back"



SLAMM
SEAFARERS LOG

One of the goals American labor is determined to achieve during the upcoming session of Congress is repeal of Section 14(b) of the Taft-Hartley Act.

The AFL-CIO strongly opposes the unfair, anti-labor provisions of the Landrum-Griffin law and the Taft-Hartley law, particularly Section 14(b) of Taft-Hartley, which authorizes so-called "right-to-work" laws in the states. State "right-to-work" laws are part of the right-wing, big-business union-busting attack on the free labor movement.

The union-busting inherent in "right-to-work" legislation is easily seen through. The "National Right to Work Committee" for instance, has been identified as a front for the National Association of Manufacturers, the U.S. Chamber of Commerce and other employer groups. "Right-to-work" is a ploy — a misnomer — which actually means the right to fire and hire. It gives the employer the right to fire union members and hire scabs to take their place.

The employer groups pushing "right-to-work" legislation have tried in the past to give the impression that such laws are favored by the majority of American people, including the workers themselves. All such claims have been exposed as phony. Americans have voted against "right-to-work" laws in every single instance but one whenever they were given the opportunity to de-

clare their real opinion at the polls. Among the states that have rejected union-busting "right-to-work" thus far are California, Ohio, Washington, Colorado, Idaho, and Oklahoma. Kansas, a predominantly rural farm state, was the only state where voters actually upheld "right-to-work."

"Right-to-work" is in fact a great fallacy, and the AFL-CIO has pointed it out as such.

For the well-being of all concerned—both management and labor—Section 14(b) of Taft-Hartley must go. Repeal of 14(b) is one of the legislative goals of the AFL-CIO for 1965 and will be pushed to the utmost. With the new alignment of Congress resulting from the crushing defeat suffered by the Republican candidates behind Barry Goldwater, many feel that there is now a good chance for repeal of this anti-union clause during the coming session of Congress. The SIU and all of organized labor will certainly do everything in its power to speed the death of this repressive, anti-labor, anti-American legislation.

**Season's Greetings
To All!**



By Frank Drozak, West Coast Representative

S. F. Port Council Supports Strikers

The Maritime Port Council here threw its full support behind a strike by the Office and Professional Employees Union against the Bakke Steamship company. The office workers' pickets hit the bricks here to further their demands for security, wages and other benefits. The office worker picketlines, many of them manned by female typists, stenographers, etc., are being honored by San Francisco longshoremen and halted unloading of frozen beef from the German motor ship Cap Delgado at Pier 50 here.

The Military Sea Transportation Union, affiliated with the Seafarers International Union, has signed a basic agreement negotiated between the Union and the MSTC Pacific Area Command on behalf of executive stewards and unlicensed seamen of all three departments aboard MSTC vessels. The signing ceremony was held on December 18 on board the USNS General Edwin Patrick at Oakland, California. It was attended by officials of local unions throughout the bay area.

The SIUNA-affiliated International Union of Petroleum Workers and the Oil, Chemical and Atomic Workers, Local 1-561, have called for a boycott against Standard Oil Company of California and its subsidiaries. The unions have asked the public to send in their Standard Oil gasoline credit cards and refuse to buy Standard Oil products until the company reverses its present policy and agrees to bargain in good faith with the unions.

Standard Oil of California and its subsidiaries have refused to accept agreements reached recently between the unions and all the rest of the oil industry, designed to provide new job opportunities now and in the future. The company has refused to bargain and has shown contempt for the unions, their employees and the general public. The unions intend to continue the struggle on all levels and have called for the economic boycott to show the strength of public opinion for fair collective bargaining.

Shipping has been fair during the past several weeks at San Francisco and from the look of things should remain about the same for some time to come. We paid off the Orion Hunter and the Iberville during the last period, and listed the Ocean Dinny in the sign-on column.

Ships serviced in transit during the last period included the Elizabethport, Steel Architect, Penmar, Robin Hood, St. Lawrence and the Columbia. We expect to see several ships in transit during the next few weeks, including the Steel Recorder, San Juan Choctaw, Young America, Overseas Joyce. We should also get to

see the Yaka, which may possibly lay up north of here.

Oldtimer Paul Kronberg is on the beach after piling off the Steel Architect. He stopped in at the hall to say hello and we were sorry to hear he may have to spend some time in the hospital soon. Three other oldtimers shipped out recently on the Orion Hunter. Chief cook L. Lopez, messman M. Berlowitz and C. Bogucki, DM, were looking for a nice long run and signed on the Hunter. One of the nicest bosuns shipping, Cal Wilson, is still being plagued by bad luck. Cal is back in the USPHS hospital with a bum leg and we all wish him a change of luck from bad to good for the new year.

Wilmington

Shipping activity has been fairly good here for the last period, and the outlook for the future is very good as we expect about eight ships in transit soon. During the past two weeks we had the St. Lawrence, Elizabethport, Penmar, Marymar and Robin Hood in transit. Oldtimer Charles Kath came by the hall a few days ago to vote and register. While he was here he enjoyed the chance to catch up on news from some of his old shipmates. Kath, whose last ship was the Mount Washington, says

(Continued on page 22)

Frisco Labor Supports Office Workers



The San Francisco Maritime Port Council is supporting a strike by the Office and Professional Employees Union against Bakke Steamship company. The office workers have put together one of the nicest picketlines seen in many moons.

Woodworker Local Defies Anti-Labor Klan Violence

LAUREL, Miss.—A grim, armed truce exists here in Mississippi between organized labor and the Ku Klux Klan.

It all started when masked, armed night riders of the KKK kidnaped and savagely beat Ottis Matthews, financial secretary of Local 5-443, International Woodworkers, because the union had complied with federal law to end job discrimination at the huge Masonite Corporation plant here.

Two days later, 16 local union officers met and issued this warning against the attackers:

"We declare that this is the last indignity that is going to happen to an official or to an employee of this union, whether it be verbal or physical. We declare that the membership of this local is going to run the business of this union and not the Ku Klux Klan or any other outside organization that may exist, regardless of their aims or goals.

"We declare we will not be coerced, intimidated or threatened without retribution. Nor will we allow the fear of verbal denouncement, physical assault or even death to deter us from following a reasonable, practical, sound course in promoting the welfare of our union membership, the community, the county, the state and our nation.

This strong stand has the support of President Claude Ramsay of the Mississippi Labor Council, an outspoken opponent of the Klan and other extremist organizations.

There are 3,500 IWA members here, about 30 per cent of them Negro.

Matthews, Business Agent J. D. Jolly and other officers of Local 5-443 have been holding a series of union meetings with employees on all shifts at Masonite. They reported that more than 90 per cent of the workers have pledged support to the union and the cause of law and order.

Matthews was on his way home from the union hall after 7 p.m. Monday, November 16, and was driving on a country road when he saw the headlights of a car behind blink several times.

Another car ahead then pulled out and blocked a bridge over a

creek. When Matthews stopped, a man from the car behind ran up and held a gun at his head and ordered him to move from under the wheel.

Other masked men then got into the front and back seats of Matthews' car, tied a blindfold over his eyes, tied his hands with rope and drove him about a quarter mile off the public road to a dump area.

Then they ripped off Matthews' trousers and pushed him to the ground.

He was beaten with a heavy strap. During the beating, the masked men also poured a corrosive liquid on his body.

Over and over during the assault, spokesmen for the group ordered Matthews to stop talking

against the KKK, to obey their orders in the future and not to try to identify them to law officers.

After the beating, Matthews' hands were freed and he was warned to forget about the beating and keep his mouth shut. All except one man then walked away. The last man held a gun at Matthews' head and told him not to move for five minutes, then disappeared into the darkness.

Matthews found the men had pulled several spark plug wires loose on his car, but he managed to get it started and drove to his home, where he notified the Jones County sheriff's office of the attack.

A deputy sheriff drove Matthews to a hospital, where he was treated for the beating and shock.

New Jet-Age Device Simplifies Navigation

NEW YORK—A nearly unbelievable navigation device that allows a captain to maintain the course of his ship without shooting the stars or relying on radio beams is being made available to merchant ships.

The device, termed an "inertial navigator," has been so costly until recently that it could only be used in Defense Department vehicles—Polaris submarines, guided missiles, high-performance jet-aircraft.

But the Sperry Rand Corporation, manufacturers of the device, has come out with a model at half the former cost. Company officials predict that the Universal Navigator, as they call it, will be as revolutionary as was the gyrocompass at its introduction 50 years ago.

Inertial navigation consists of the measurement of every known movement of a ship from a known starting position. Devices held stable by two gyrocompasses sense the movement of the ship and feed

information on it to 500 sugar-cube-sized computer circuits. The circuits make more than 4,000 computations a second, correlating the starting place of the ship with the information on movements it has received.

The figuring done, the navigator then gives the ship's exact position to its operator.

The device, which really looks within itself then to measure outside movement is expected to replace sextants and radio signals on thousands of merchant ships.

U.S. Farm Workers Sought By Labor Dept. Recruiters

WASHINGTON—The U.S. Labor Department has announced a massive effort to seek out and sign up American workers for seasonal farm work. The new drive is slated to be even bigger than the drives to find workers to tend and harvest crops during World War II.

The spur behind the farm labor search is the expiration soon of Public Law 78, under which Mexican laborers were formerly allowed to enter the U.S. to do farm work.

For many years these seasonal farm workers have come across the border under the "bracero" program. American labor has long charged that the bracero program kept farm wages at substandard levels, and this year, Congress refused to renew the program, although a move has been underway by U.S. growers to continue the practice under an "emergency" provision of the Immigration Act.

The AFL-CIO has long contended that there is no shortage of domestic farm workers which cannot be overcome by decent wages and working conditions. The easy availability of the foreign labor has kept wages and working conditions of seasonal farm labor at bare minimum levels however.

The announcement of the Labor Department drive to recruit U.S. workers for these jobs has raised hopes that wage rates and working conditions for seasonal farm work will be set by the Justice Department at a relatively high level, since a massive recruitment drive would be pointless if the wage floor remained so low that U.S. workers would not sign up. At this time there is no federal minimum wage law for farm work.

At the outset of the drive, the Labor Department will have teams in California, Florida, Texas and Arizona to take job orders from growers. Later, these teams will move to states that traditionally supply domestic farm workers in an attempt to recruit them.

IF YOU ARE RECEIVING MORE THAN ONE COPY OF THE SAME LOG...

CLIP ALL MAIL LABELS FROM THE FRONT PAGES

—AND RETURN LABELS SO WE CAN ADJUST LIST

The Log
675 Fourth Ave.
Brooklyn, N.Y. 11232

SEAFARERS PORTS OF THE WORLD



This photo shows an intersection in downtown Dakar. The city, known as the "Paris of Africa," is a leading port on the west coast of that continent, handling more than three million tons of cargo yearly from more than 4,000 ships.

The flourishing seaport of Dakar, Senegal, lies on the tip of the Cape Verde peninsula, a spit of land which juts into the Atlantic from the hump of west Africa. Over 4000 oceangoing ships transit the port yearly to load cargoes of cocoa, coffee and other African commodities. The three million tons of cargo which move through Dakar each year represent not only the commerce of Senegal, but of the other nearby African nations which are landlocked or lack such extensive port facilities.

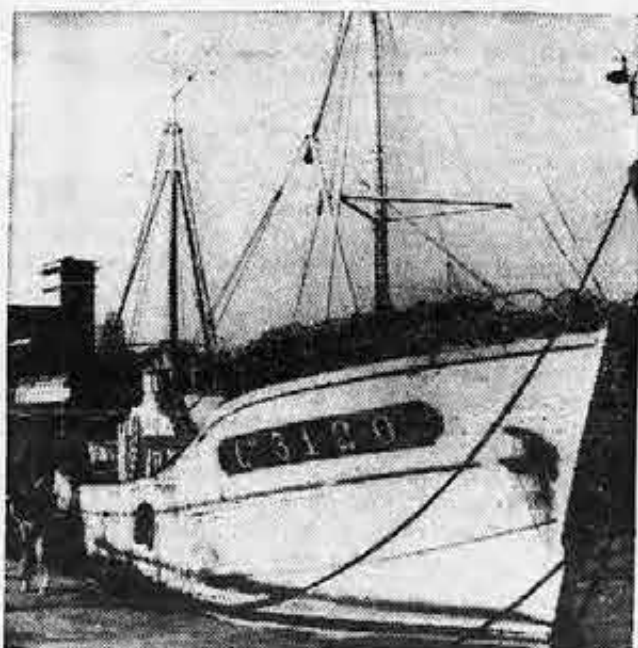
Dakar is a regular stop for many American-flag ships. Among these are the SIU-contracted ships of Delta Lines, which include a Dakar stop on their West African runs.

The Cape Verde peninsula was discovered in the 15th century by the Portuguese navigator Dinis Diaz. The first European settlement of Dakar was made in the early part of the 17th century. Dakar was only a small fishing village then. Its real history as a colonial port began in 1857 when a French Navy captain claimed Senegal for his own country. The nation, with its population of 3.3 million and a land area the size of South Dakota, gained its independence from France in 1960, but remains a part of the French Community of nations.

Because of the French colonial influence and the fact that it is the most cosmopolitan city in its part of the world, Dakar has been called the "Paris of Africa." The cargo piers lie at the north end of the city and the bunkering piers at the south end. Between them is the downtown area. The busiest thoroughfare in the city is at the Avenue de Barachois and the Avenue Albert-Sarraut.

Dakar is a city with a heavy Moslem population and contains many mosques. The largest is on Rue Blanchot, and the faithful may be seen here at prayer on Fridays. Close to the center of town is the Anse Bernard bathing beach. Swimming is popular almost year-round in this part of Africa. The beach is also very close to the cargo area in the southern part of the city.

The Seaman's Home, which provides rooms, meals and other facilities, is opposite the Bassin Est (East Basin) dock area. It is the favorite stop for seamen awaiting repatriation. The Home arranges tours of the city and the outlying countryside and gets up athletic events and other activities.



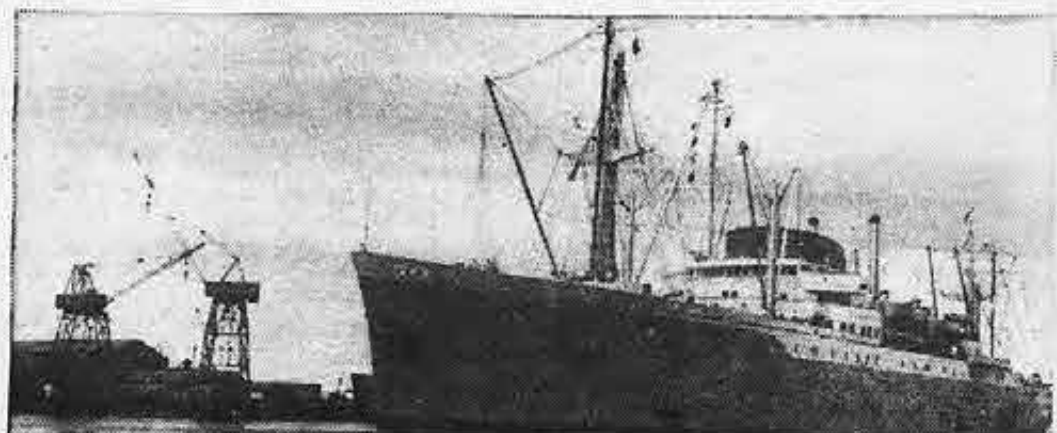
One of the many Dakar lobster trawlers which rove the Atlantic coastal waters in search of the popular delicacy.



The bazaar in the African quarter of Dakar. Woodwork is a specialty of Dakar's artisans, who have stalls in the bazaar.



This huge cathedral in the downtown area of Dakar serves a large Catholic population. The city also contains many impressive Moslem mosques. Dakar's population—African, Arab and European—is well over 300,000.



U.S.-flag ships make frequent stops at Dakar to pick up coffee and cocoa sent there from all over west Africa. SIU-contracted-Delta Lines ships, like the *Del Mar* (above), are regular visitors to Dakar.

Russians See 'Profit Motive' Behind Nuclear Sub Disaster

After sending her Atlantic trawlers 'fishing' around the site of the Thresher disaster and collecting all available public information on the loss of the U.S. nuclear submarine, the Soviets have come up with their own ideas of why the tragedy occurred. They blame it all on the "capitalist profit motive."

The Russians, who maintain a war fleet of 400 submarines were interested, as were other naval nations, in what happened to the super-modern Thresher, which went down with a loss of 129 lives off Cape Cod in

1963. By normal, and abnormal, means, they set about to find out. Immediately after the disaster, Soviet trawlers appeared in the search area and were warned to stay away by U.S. Naval units. Despite the warnings, the Russians continued to collect all the data they could on the wreck. Recently,

the Moscow trade union newspaper Trud published the theories of a leading Russian shipbuilder, A. Narushbayev, and a naval engineer, G. Lisov.

Profit Motive

The Russian conclusions on the disaster are not that far removed from those advanced by American experts. However, the Reds tend to see the "capitalist profit motive" behind the accident. The Russian theory runs like this:

Because of a piping system or other external failure, the sea flooded into the stern section of the Thresher, killing all the crewmen in the aft section and short circuiting the electrical system (U.S. theories agree generally with the idea of a piping system defect).

Then, the Russians maintain, the ship went out of control, pitching over on its bow. The nuclear reactors turned off—as they were designed to in the event of emergency — and the sub lost power.

The water pressure through the ruptured tail was so torrential that the crew could not cope with it. The Russians blame this on the design of the vessel (disputed by the U.S.), saying that some means should have been included to pump the water out at a quick rate.

Down, Down, Down

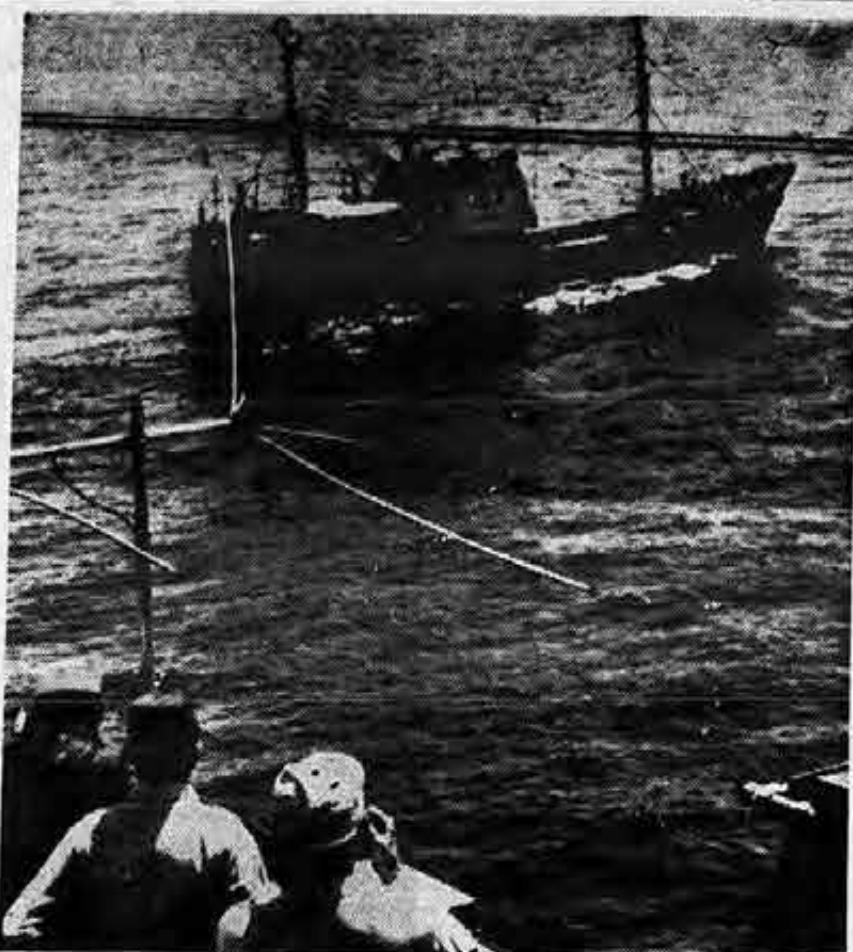
The submarine was then falling straight down through the sea, its propeller acting like a stabilizer on an airplane bomb. This fall was very fast, the Russians say, reaching speeds of 125 to 186 miles an hour. The crash at the bottom was so hard that the sub buried herself, but not before bits and pieces broke off at impact.

In their conclusion, the Russian experts quote Admiral S. G. Gorskov, chief of the Soviet Navy, as maintaining that the Thresher tragedy was the result of the Pentagon's "unbridled determination at any price to increase the number of nuclear submarines."

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

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

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



Navy personnel on the U.S. Fort Snelling observe a Russian fishing vessel at the site where the nuclear submarine Thresher sank in 1963. The Soviet trawler, ignoring signals from the Navy requesting that it leave the area, was typical of the Russian fishing craft that have appeared regularly to make their own investigations of the disaster. Russian naval officials, using information collected by the trawlers, as well as data from public sources, have come up with their own theory of what caused the tragedy.



By Joseph B. Logue, MD, Medical Director

Holidays And Hangovers

As the holiday season approaches, we naturally think of gifts, presents, religious activities, Santa Claus perhaps, and many of the traditions of Christmas and the New Year. These are usually all very pleasant even though often times very expensive.

But what about the "hangover"—not the financial one which is usually a sufficient headache, but the hangover from the excessive consumption of alcohol during these celebrations.

There has been much progress in the treatment and eradication of diseases which have plagued mankind during the centuries. However, there has been little progress in the treatment of the hangover since man first discovered alcohol. It's like the weather—everybody knows and talks about the hangover, but no one seems to do much about it. Although the hangover may not be classified as a disease, nor does it kill, although one often wishes it would, the symptoms of headache, dizziness, thirst, dry mouth and throat, irritability and the sense of self incrimination are well known.

Robert Fenton writing in a recent copy of the *Diners' Club Magazine* describes all of this, and thinks that one of the reasons the hangover is misunderstood is because of the jokes made about it. As the late John Barrymore said—"A hangover is when your stomach turns to suede." However, the illness from the hangover is no joke. Benson Y. Landis, a New York economist estimates that hangovers cost a billion dollars a year in the United States.

Doctors do not give much consideration to hangovers, neither do your friends, as they apparently feel that it is self induced and that you should pay the piper, and also, despite the old wives tales, there is no sure cure for the hangover.

What has happened to you when you wake up with a hangover is very definite. Your metabolism has been knocked off balance due to excess consumption of alcohol. The alcohol has been distributed throughout your entire body where 95% is completely oxidized, mainly in the liver and insulin is required for this oxidation, also thiamine and nicotinic acid. As a result of this rapid oxidation, the glucose insuline balance in the blood is disturbed with other end products of metabolism which produce the toxic effects experienced the morning after.

Although alcohol appears to stimulate a person, it is as a matter of fact a depressant or inhibitor. What the average person assumes to be stimulation is really the depressant effect on the inhibitory brain control of behavior. Thus, there is an increase of the pulse rate, a flushing of the face and an abolition of inhibitions, with an increase in activity both vocal and otherwise, so that one exhausts himself both physically and psychologically. Thus the tired and exhausted feeling experienced the morning after.

According to Mr. Fenton, there are at least 2,000 different drinks and equally as many cures for the hangover, none of them very efficient. He describes a young man who had a sure cure. The young man would go into the bathroom, turn on the hot water, and as the steam would accumulate, he would jump up and down like a demon.

After this, he would think himself cured and go to the office. This worked for a while, but one morning during this treatment, he dropped dead.

Many other cures for the hangover were described by Mr. Fenton. These include the Turkish bath and exotic concoctions such as clam juice, bugle week, and wild lettuce. While Tiberius, the Roman Emperor preferred bitter almonds, the Assyrian King Hozos used a swallow's beak ground in myrrh. In China, a powder made from the Got Fer flower was thought to be the best. Some residents of the western United States use wahoo bark tea, while others use wild sage leaves for their cure of the hangover.

The "hair of the dog" is probably one of the most universal cures of the hangover. A friend of mine thought this the best, but he had to modify his method. He would take it straight, and if the first few bounced, he was not too perturbed because when he was able to retain one, he had it made.

Probably the most popular cure for the hangover, and a fairly recent vintage is the Bloody Mary. Screwdriver, or one of the many combinations of Vodka, fruit juices and bitters or Worcestershire sauce.

There is the other school of hangover fadist who believes an ounce of prevention is worth a pound of cure; who load themselves with everything from olive oil to steaks and fruit juices. This probably at least slows the absorption of the alcohol.

An ice pack and the usual headache remedies are all good, but lets face it, it takes time and fluids to repair the damages of the night before, and many good resolves are sworn to during the trying hours of the hangover, but I'm sure it will happen again.

There may not be any pockets in a shroud, but if you have money to burn, you "can take it with you."

Sharks Threaten Florida Fishermen

ST. PETERSBURG—The only good shark is a dead shark, many people feel, and no one feels so more strongly than the head of a Florida commercial fishing company who fears a \$4 million loss in this year's catch because of the ravages of marauding sharks.

Schools of huge sharks, some up to 25 feet long, are threatening to ruin south Florida's commercial fishing industry. The shark population in waters off the keys and north along the Gulf of Mexico coast as far as Naples is double what it was last year.

The sharks are huge, ferocious and hungry. As an eyewitness reports: "I have seen a school of them attack a gill net 600 feet long and 35 feet deep as it was being pulled in by a boat crew. They devoured 9,000 pounds of fish and punched 400 holes in the net before the terrified crew could do anything about it."

Since the nets cost about \$3,000 each, the economic loss to fishermen can be terrific.

Shark Bait

How do you get rid of sharks on a large scale? State and federal agencies have already begun a poisoning program in which capsules of sodium perchlorate are put inside large bait fish. When a shark eats one to these fish, the capsule explodes on coming into contact with acid in the shark's stomach.

Another anti-shark method

being used is to fasten a baited steel hook on one end of a heavy wire, the other end of which is attached to a large board floating on the water. What happens here is that the shark takes the bait and begins to swim away towing the board, which thrashes around in the water and frightens the shark into swimming faster and faster until it is exhausted. Its blood in the water then attracts other sharks which devour the injured and exhausted one.

The best way to get rid of sharks, it has been noted, is to develop commercial uses for shark livers, hides, fins and carcasses so that fishing for them becomes profitable. A few years ago California was faced by a shark menace similar to Florida's present problem and managed to develop markets for shark products.



U.S. Planning New Sea-Level Canal

(Continued from page 4)

giant supertankers and ore carriers, nor can it handle modern warships like the latest aircraft carriers. It has also been pointed out that the present lock-type canal would be highly vulnerable in time of war because bombing or sabotage by the enemy could easily put it out of action. A sea level canal would be much less vulnerable, and could accommodate ships of any length.

One of the factors which may effect the decision on the site of a new canal is whether or not nuclear explosives are used during construction. If conventional construction methods are used, the most

logical site would be along the route of the present canal. But if nuclear methods are decided upon, one of the other routes, through more desolate areas, would be necessary.

The cost of nuclear excavation of the new canal has been estimated at as little as one-tenth that of conventional construction methods. For nuclear construction however, a decision would have to be made on how the 1963 nuclear test ban treaty would apply. The treaty prohibits nuclear blasts in the air, under water and in space, but makes no exception for the peaceful use of nuclear devices.

THE GREEN TURTLE

MASTER NAVIGATOR

THE "Brotherhood of the Green Turtle" is worried about the green turtle. The United States Navy is amazed by the green turtle. Natives of Caribbean islands miss the green turtle. The green turtle apparently worries about nothing, is amazed by nothing and never misses—and therein lies the story.

When Christopher Columbus and other early navigators visited beaches in Mexico, Colombia, Florida and the Caribbean islands they found them teeming with huge green turtles weighing hundreds of pounds. The high-protein turtle-meat formed a large part of the diet of native inhabitants near these beaches.

In recent years, however, it became increasingly clear that the species of giant turtle was being threatened with extinction. They had been completely wiped out on many Caribbean shores by hungry natives who caught and ate them faster than they could reproduce. The "Brotherhood of the Green Turtle" was formed to help save them.

Later reorganized as the Caribbean Conservation Corporation, the Brotherhood got the Navy interested in the green turtle. Since that time, the Navy has been studying the green turtle and, sponsored by the Brotherhood, the Office of Naval Research and the University of Florida with financial support from the National Science Foundation, the Navy has been helping to save the species from extinction.

Happy Wanderer

What's so amazing about the green turtle? Simply the fact that he regularly migrates more than 1,000 miles from his birthplace, hangs around there for two or three years maturing and growing in size, and then heads back—across 1,000 or more miles of deep

ocean to the same little strip of beach on the same tiny pinpoint of an island on which he was born. And apparently he never misses.

The Navy classifies the green turtle as a truly remarkable navigator. Ordinary directional sense—or compass sense—is not enough to keep the turtles on course over such great distances, the Navy says. The turtles, like some migrating birds, seem to have a two-coordinate system of position-finding the Navy has decided. In many ways the green turtles are much better navigators than Columbus, who discovered them. Columbus was way off course when he came upon the Caribbean Islands, while the turtles knew exactly where they were.

Learning more about how the green turtle does it, could help the Navy develop simplified and more accurate navigational equipment. If a turtle can find its way around without a lot of expensive machinery, why can't a polaris submarine? Who knows? At any rate the Navy is wiring turtles for sound as part of their experiments.

Wetback Radio

Miniature radio transmitters have been successfully mounted to the backs of many of these turtles. Equipped with a whip antenna which reaches two and a half feet above water when the turtle comes up to breathe, the device is intended to help track the course of the creatures across the ocean. Difficulties in maintaining radio contact over long distances has hampered this effort so far, but the Navy intends to alter its technique. Instead of trying to track the long distance travels of the turtles, it will capture them as they arrive at Ascension Island, which lies in mid-ocean between Africa and

Brazil and is a major breeding ground for the green turtle.

With the radio transmitters attached, the turtles will be transported a few hundred miles offshore and released. They should then be easily trackable with the aid of a tracking antenna atop



"I'll find the water if it takes all day."

The direction-finding ability of the giant green turtle has amazed Navy scientists.

5,000 foot Green Mountain on the island and the Navy could gain information on how the turtles manage to "home in" on the island. Similar efforts have been made to track whales.

Until now the wanderings of the green turtle have been followed by the simple method of tagging them at Ascension and then watching for the tagged turtles to turn up somewhere else in the world or return to the island years later. Turtles tagged at Ascension have turned up along the coast of Brazil and then three years later at the same beach on Ascension where they were originally tagged. This feat of swim-

ming over 1,000 miles across the open ocean and hitting a five mile wide island after a three-year absence is what got the Navy interested in these hard-shelled navigators.

The natives who make use of the turtle for food have devised some novel ways of capturing the huge creatures. A scientist taking part in the green turtle studies has described a turtle hunt in which he took part.

The turtles are caught with the aid of a sucking fish called a remora. In place of a dorsal fin, the remora has a suction device enabling it to hitch onto sharks, boats and other moving objects.

Preparing for a turtle hunt the natives catch remora and tie strong lines around their tails. When a turtle is seen, a remora is taken from a tub carried in the bottom of the native boats and placed in the water. On their "leashes" the remora swim in wider and wider circles around the boat until they encounter the turtle and attach themselves to the shell. More and more remora are released until enough are attached to the turtles' shell to allow the natives to drag the turtle ashore.

Naval Fast Shuffle

As part of its efforts to save the green turtle from extinction, the Navy is trying to pull a fast one on the turtles in spite of their fantastic navigational and directional ability. It is trying to re-establish the turtles on numerous Caribbean shores where hungry natives have wiped them out.

Once the turtles are killed off on a particular island it is a difficult matter to get them back because they always return to breed on the beach where they were born. Once they are wiped out none are born there so none ever return. The turtles reproduce by digging a two-foot hole in the sand

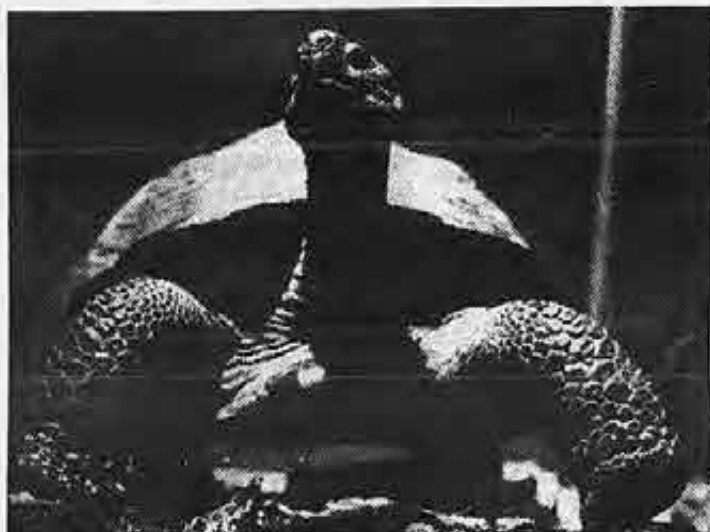
in which they lay about 100 eggs before filling in the hole. The adults then return to the sea and wander around for two or three years before returning to lay more eggs.

To reestablish the turtles on many beaches, the scientists are transplanting baby turtles from their true birthplaces to the long-abandoned beaches soon after they hatch, with hopes that this will fool them into thinking the beach to which they are brought is their real home. If this succeeds they will continue to return to these beaches in the future to breed.

"Columbus Say . . ."

Earlier this month a Navy flying-boat made four flights transporting 18,500 baby turtles from Costa Rica, which is the last remaining breeding ground for the species in the Caribbean, to a dozen beaches in Mexico, Colombia, Florida and the Caribbean islands. Looking backward as well as forward, the scientists picked these beaches by delving back into the records and ships' logs of Columbus and other early explorers to learn which beaches were turtle-hangouts in the old days.

The results of these transplanting attempts won't be clear for some time because it takes five or six years for the turtles to grow from four-ounce babies to 400-pound adults capable of reproducing their kind. Among the areas where the green turtle is being transplanted is the Everglades National Park at the southern tip of Florida, where they were entirely exterminated about 100 years ago. They are being established only in communities where local officials have agreed to protect the turtles if and when they someday return to lay their eggs.



"Columbus? Columbus? Who's Columbus?" Christopher Columbus was looking for India when he discovered the giant green turtle in the Caribbean. A better navigator, the green turtle would never have gotten so far off course.

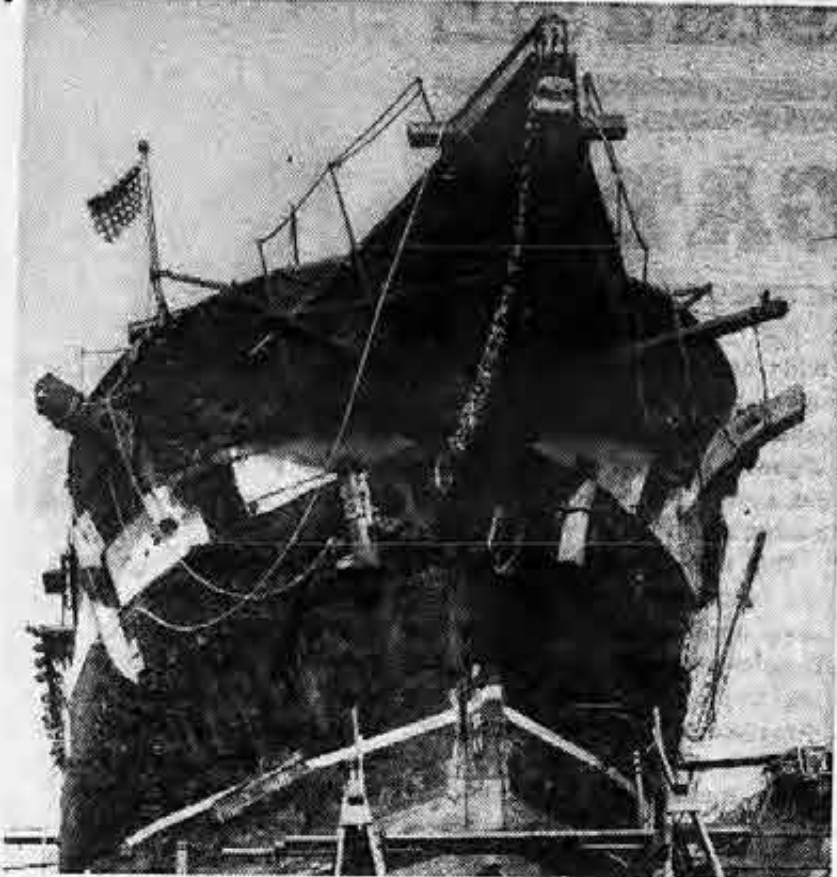


"Just a minute fellas, I think I'm gonna be sick!" The giant green turtle has been a reluctant participant in recent research by the Navy to develop better navigational equipment for use aboard United States warships.

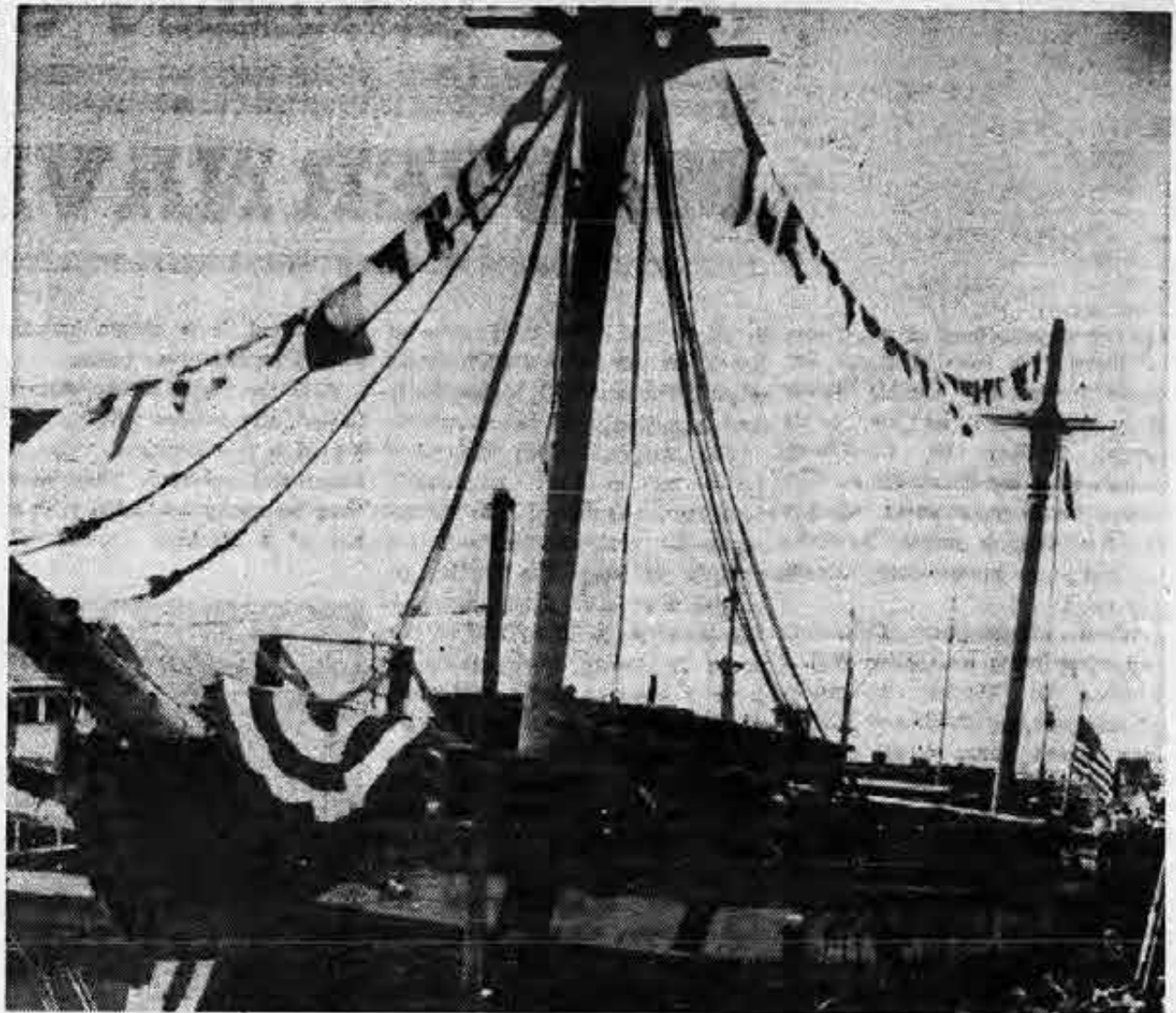


"Hey Charlie—I can't find the men's room!" After several years absence, the giant green turtle's amazing directional sense allows it to travel unerringly over thousands of miles to the same beach on which it was born.

Navy's First Warship Gets Face-Lifting



Caught with her spars showing during rebuilding, the U.S. Constellation, the first warship to be commissioned by the U.S. Navy, is pictured undergoing repairs in the Boston Navy Yard (above). After refurbishing, the 149-year-old frigate was brought to Baltimore where she was dedicated as a national monument (right). The Constellation was launched in Baltimore in 1797 as one of six frigates authorized by Congress for the infant U.S. Navy.



BALTIMORE—Even without her towering mainmast, the frigate U.S.S. Constellation is a majestic ship. Her hull painted black with a line of white and buff trim running along her gun ports, she looks every bit as formidable as her ship's log reports she was.

The first warship of the U.S. Navy, the Constellation was commissioned on September 7, 1797 in Baltimore, where she was also built. She made her reputation in the Atlantic and

off the coast of North Africa, doing battle with the warships of nations who did not approve of the American Revolution.

She sank the La Vengeance and captured the L'Insurgente, and

she carried the first American Marines to Tripoli to fight the Barbary pirates who had been preying on American merchant clippers. Her greatest battle, however, was the one to remain intact as a reminder of our nation's his-

tory. She has won that battle, too.

After lying for a century in a quiet part of Boston harbor the Constellation was decommissioned by the Navy and faced the prospect of being scrapped. But many people cared about the "Yankee Race

Horse," as she was called in her active days and they made an heroic effort to save her.

Delapidated and uncared for, the Constellation had to be refurbished before she could present a proud face to America. To

do the rebuilding work, \$250,000 was raised. The money came through the sale of 250,000 copper medallions made from the ship's spikes.

When she was sufficiently reworked to go on public display, she was towed down to her home port of Baltimore. Tied up at Pier 4, the ship was turned into a floating museum of American history. Visitors were charged 50 cents each to rove through her innards and get a glimpse of how the sailing men of old lived.

Enough funds are expected to be raised in this way to complete the work on the Constellation. That work includes the refitting of her mainmast, which rises 93 feet above the deck. The mast is now in storage in a Baltimore warehouse.

Historians Dispute Claims

While some historians have claimed that the Constellation is not the same ship which rolled off the ways in 1797, the National Historical Landmark commission is satisfied, after measuring the ship and comparing it to the original plans, that it is the real item.

The unbelievers among the historians have maintained that the Constellation on display now was really built in 1853 and named after the original. Researchers have proved, however, that by the dimensions of the hull and fittings found in it dated 1797, 1808 and 1812, that there can be little doubt to the authenticity of the Constellation.

Her below decks compartment, though enlarged to accommodate the visitors who wander through her, still appear small and cramped, making it hard to believe she could have carried a crew of 309 officers and men.

She did, however, and by the record they were valiant men who served their nation well. It is only fitting that the Constellation should remain as a reminder of their bravery.

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

By SIDNEY MARGOLIUS

Methods Of Curbing Food Costs

The public recently has been subjected to a nationwide bombardment by TV and newspaper ads and store signs proclaiming that "food is a bargain" and takes "only 19 cents" of the average family's dollar. Many supermarkets have been handing out coupons offering prizes if figures adding up to 19 appear when you wet the card.

It's all right to wet the cards. But if you believe "food is a bargain" because the U.S. Agriculture Department, Grocery Manufacturers Association and Supermarket Institute say so, you could do some serious overspending. Food at retail is not really a "bargain" in comparison to other commodity prices, nor as much of a bargain as it could be in view of the low farm prices. You can, however, curb the cost by knowledgeable shopping and preparation.

The Agriculture Department and food industry have been doing some questionable selecting of statistics in their campaign. In almost every speech recently, Agriculture Secretary Freeman and Assistant Secretary Mehren have emphasized that food has gone up less than other items; that it now takes only 19 percent of income compared to 26 in the 1940's, 30-50 in European countries and almost 100 percent in the new African nations. (Canadian Minister of Agriculture Harry Hays similarly has been claiming that Canadians spend least of any country—21 percent. Apparently he failed to check with the U. S. Agriculture Secretary).

Here is the other side of the story:

1 Food actually has gone up more than almost any other commodity you buy except used cars. When the Agriculture Department says food has gone up less than the cost of living in general, the department is including services such as medical care, property taxes, and repair services. But when you compare food with other commodities you buy over the counter, the 1957-59 dollar's worth of furniture and household appliances, 99 cents; a dollar's worth of a new car, \$1; a dollar's worth of fuel, \$1.01.

Too, retail prices of food have gone up more than farm prices. The farmer now gets 99 cents for the 1957-59 dollar of farm products; the manufacturer is getting \$1.02 and the retailer is charging you \$1.07

2 Despite claims by some food manufacturers that food now takes "only 19 cents" of your dollar because of "better distribution and processing", the fact is, food prices have been restrained from more drastic rises only by smaller returns to the farmer. Of every \$100 you spend for food, the farmer now gets \$37 compared to \$39 in 1960,

\$40 in 1956, and \$50 in 1947-49. Unlike the appliance, furniture and auto industries, neither consumers nor farmers are getting full benefit from automation on the farm, because of the increase in marketing and retailing costs. There are a number of reasons, including higher packaging and advertising costs, and the weed-like proliferation of brands. For example, there are 3,400 different brands of salad dressings alone on the market today.

3 The claim that families spend "only 19 cents" of the take-home dollar for food itself will be a surprise to most moderate-income families who spend 22 to 30 per cent, and sometimes more.

The so-called "average" family includes very small families, very rich families, farm families, etc. In contrast, the Bureau of Labor Statistics figures that urban wage-earners and clerical workers spend an average of 22 per cent of take-home pay for food; those with more than two children even more. Families with income under \$4,000 spend 26 to 28 per cent, BLS figures. Actually, the average expenditure for food per person is about \$8 a week. For a wage-earner family of four, earning a typical take-home of about \$99 a week, this average bill would mean spending 32 per cent of income for food, not "only 19".

That kind of expenditure is impossible if the family wants to keep up its housing and other living standards. Moderate-income families need to aim for a food budget of \$1 a day per person or less.

Despite concern by some families that this is difficult, other readers tell how they do it.

Mrs. William Roth (Lorain, Ohio) with two children under four, writes that her food bill is running 87 cents a day per person, including soaps and paper products. Mrs. Roth has kept a record of all her spending since she was married and knows exactly where her money goes.

But what about families with older children? Mrs. George Greer, (of Newberg, Oregon), has older ones; in fact, five children. Her food bill comes to 60 cents a day per person. (Even this unusual achievement requires 30 per cent of her husband's \$100 take-home pay.)

Both these women watch their meat spending especially. They usually do have meat or fish every day but limit expensive cuts like steak to once a week or even less often. In the case of a large family like Mrs. Greer's, the occasional expensive cut is balanced by an occasional low-cost dish like beans.

Furthermore: "I shop the specials every week," Mrs. Greer reports. "I avoid high-priced convenience foods and always buy the large economy size when possible. We eat well. It takes more planning and perhaps more preparation but it can be done!"



Shipboard

By Fred Stewart & Ed Mooney
Headquarters Representatives

Many Heroic Acts By Seafarers

Seafarers who sail the relatively calm oceans of the world today often fail to remember the terrible days of World War II when an SIU crew could never count on making port safely. It was the courage and professional seamanship demonstrated by these crews that has endured to stand as a guiding example for generations of new SIU members.

While thousands of SIU members gave their lives for their country while serving in the Merchant Marine during those dangerous days, the heroic, but tragic story of a brave Seafarer illustrates the courage and skill which built this never-to-be-forgotten tradition.

The story starts on May 22, 1944, in the yards of the New England Shipbuilding Corporation at Portland, Maine, where a crowd had gathered to watch the launching of a new merchant ship. The on-lookers cheered as the widow of an SIU hero broke the traditional bottle of champagne across the ship's bow, sending it down the launching ramp with the words, "I christen thee Joseph Squires."

The widow was Mrs. Joseph Squires of Brooklyn, N.Y. Immediately before the launching, a representative of the Federal Maritime Commission had presented her the Merchant Marine Distinguished Service medal which had been posthumously awarded to her husband.

One of the Union officials attending the presentation said, "This is the first ship named for one of the men who sail these vessels. . . This vessel will always carry the tributes of the members of the Seafarers International Union as well as the high praise of all American seamen in the Merchant Marine."

Thus, the S.S. Joseph Squires was launched as a new addition to America's great merchant fleet as a commemoration to the heroism of an SIU seaman who died so that his crew mates might live.

The events that led to this posthumous honor began when the old Maiden Creek foundered on New Year's Eve, 1942. Squires and another seaman, Harold E. Whitney, volunteered to stay aboard to tend the falls and make sure the boats got away. In attempting to save the lives of their fellow SIU crewmembers, the two brave Seafarers sealed their own fate, since they gave up their own chance for rescue.

The end of the Maiden Creek and the heroism of the two seamen was recalled by Seafarer Aaron McAlpin, a member of the vessel's steward department. McAlpin was one of the 31 survivors of the disaster. He was one of three steward department members whose lives were saved.

The Maiden Creek was bound for New York with a load of ore when it ran into a severe Atlantic storm about 20 miles off Block Island. After taking a tremendous beating from the ocean and losing one of her boats and all of her rafts, she sent out an urgent SOS on the afternoon of December 31. By this time, McAlpin remembers, the seas were breaking over her decks and the ship was settling fast.

Another vessel answered the distress call in the late afternoon. After hoving to, it signalled the Maiden Creek to abandon ship. However, the SIU ship's master hoped to bring his vessel to port and delayed giving the abandoning order. After circling the Maiden Creek several times, the "rescue" ship departed. Later, the officers of this ship reported that they thought the Maiden Creek had been torpedoed, and that they didn't want to endanger their vessel by "hanging around."

McAlpin relates what happened next: "Just about dark, she started to go down by the head, and the skipper gave the order to abandon ship. The waves were terrific, thudding against the deck houses and giving the ship a terrible pounding. Worst of all, it was freezing, and all of us were soaked by the spray.

"We used the starboard boats. Number one got away first. It hit a big sea, but the crew knocked

the blocks out in a hurry and pulled away before it could smash up. It was mighty good seamanship. We wondered if we could do as well.

"Our number three boat was next, but it was evident that someone would have to stay on board and handle the lines if we were to get away.

"Squires and Harold Whitney, the deck engineer, volunteered. They lowered us away very carefully, timing it so we'd hit the water at the right moment. No one seemed a bit nervous or excited. A wave broke over us, but we didn't swamp.

"We had to fend the boat off to keep from being smashed against the hull. A few seconds later the sea carried us away from the side of the ship. When Squires and Whitney slid down the falls, we were too far away, and they had to drop into the water. Whitney disappeared.

"Squires started swimming with all his might, but he couldn't reach us. The captain threw him a line and tried to maneuver the boat over to him, but the waves were too strong. After a few minutes we lost sight of him."

In addition to paying tribute to the brave Seafarer and engineer whose skill and sacrifice launched the boat, McAlpin also lauded the expert seamanship that kept them afloat in the heavy seas. "We had some mighty good sailors on that ship," he said. "They knew what to do and worked like a team."

The men, some of them nearly frozen, were picked up after four days. The other boat was never heard from again.

This tale of World War II heroism illustrates the tradition that we Seafarers continuously endeavor to live up to. Today, we are proud that the SIU Maritime Advancement programs are making greater such great strides and are qualifying our members to continue to be the best professional sailors afloat.

Notify Union On LOG Mail

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

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

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

Future Major Leaguers



Members of the SIU of Puerto Rico in the San Juan are sure there is plenty of future major league material on a ball team made up of local youngsters and sponsored by the SIU-contracted Motorships of Puerto Rico. The team, which is called the "Motorships," is seen posing above, with former major league player Cal Ermer, now manager of the professional San Juan Senators (left), Jose Martinez, company agent and team coach, and Captain Milton Williams, general manager of the shipping company (kneeling, center).

Detective Agency Seeking New 'Image'

Pinkerton, Finks No More

NEW YORK—The famous and at the same time infamous Pinkerton's National Detective Agency, with a long-time reputation as willing suppliers of management-hired goons for violent strikebreaking attempts against early union organizing drives, has decided it is time for the company to have a new image.

Starting January 1, 1965 the company has announced, it will be known simply as Pinkerton's, Inc. The dark record of the old days

will most likely continue to haunt it however.

Pinkerton's earned its reputation for strikebreaking around the turn-of-the-century when it was called on frequently by manage-

ment to provide goons to battle workers. After the bloody Homestead, Pa. steel strike of 1892 however, even Pinkerton's had enough of management tactics and has refused, it says, to accept any security work that might be interpreted as strikebreaking.

The company's present president refers to Pinkerton's turn-of-the-century capers as "a phase of our position that we're not particularly proud of. We're delighted to be out of it."

Name's the Same

Name change or no, the 115 year old company is rolling up record profits. This year saw it doing a record \$50 million business. Included in this was a \$25 million contract for policing the New York World's Fair. But its present operations actually bear little resemblance to the mixture of glamour and infamy of its past.

Founded in Chicago in 1850, Pinkerton's began with a nine-man staff. Today it employs over 15,000. In those early days, Pinkerton helped track down such famous American bad guys as Jesse James, Sam Bass and the Younger Brothers.

Bad Guys and Scabs

From chasing bad guys, the company went to beating up and killing workers during its infamous strikebreaking phase. Intermediate exploits included international hunts for jewel thieves, con men and forgers. Right now, industrial security is the company's mainstay. It provides guards for industrial plants in the U.S. and overseas, operates a school for industrial security and makes electronic alarm and safety devices. It also provides guards for many special uses, such as each Halloween, when it provides guards for bowling alleys and car dealers to protect merchandise and windows from over-exuberant trick-or-treaters.

In spite of all this, the company is still in the private-eye business in a big way, doing more detective work for American industry than any of its competitors.

Ship Disasters To Star In Marine Insurance Ads

NEW YORK—Shipwrecks and disasters at sea are the last things in the world you would expect a marine insurance company to enjoy talking about.

However one company here has decided to get some return from events which cost them money in the past and has commissioned a series of paintings of famous shipwrecks and disasters at sea to use in its magazine ads.

The paintings will mark notable events from the company's Disaster Book — the roll of all the claims paid out over a century for sunken, destroyed or lost ships.

One of the ads will tell the story of the Confederate cruiser Shenandoah and the king-size bill it created for the insurance company because its captain was unaware that the Civil War was over. In the final weeks of the conflict the Shenandoah roamed the Atlantic,

sinking and capturing ships of the Yankee whaling fleet.

With 25 ships already missing, the owners went to the insurance company and asked if the missing vessels could still be insured. At the time there was no notion that the Shenandoah was operating off New England, and the war, in any case, had been over for several weeks. Taking the risk, the insurance company underwrote the 25 ships. A few weeks later it was found that they had been destroyed even before the insurance was provided. Still, the underwriter had to pay off.

Another company ad has a story with a happy ending about the clipper ship Neptune's Car. A month out of New York with a cargo bound for California, the ship's master, Captain Joshua Patten, had to depose his mate for insubordination. Shortly after, he and the two remaining officers fell ill with malaria.

Mary Patten, the captain's bride, then assumed command of the vessel and sailed her safely around Cape Horn and into San Francisco Bay. Her seamanship—acquired as she went along—saved the ship and its cargo, worth \$10 million at today's prices. For her deed, the insurance company gave her a generous bonus.

The painting for the ad series, which will appear in business and news magazines, were done by artist Gordon Johnson.

Convention Voting System OK'd By Court

Supreme Court Upholds Union Voting Procedure

WASHINGTON—A unanimous Supreme Court gave a common sense interpretation to the Landrum-Griffin Act and upheld a convention voting system used by the Musicians and many other unions—and by the AFL-CIO itself.

The court said it is "abundantly clear" that Congress never intended to outlaw a weighted voting system on dues increases in which delegates voted the membership of the locals they represent.

Two lower courts had invalidated a dues increase voted by the 1963 convention of the Musicians. The \$6-a-year increase had been approved by delegates representing a clear majority of the union's membership, but it would have been defeated if each delegate had only one vote.

Both a federal district judge and the 2nd Circuit Court of Appeals conceded that the weighted voting procedure was thoroughly democratic. But they held that it technically violated the Landrum-Griffin Act requirement that a dues increase be approved by "a majority vote of the delegates" to a union convention.

Both the AFL-CIO and U.S. Solicitor General Archibald Cox filed "friend of the court" briefs with the Supreme Court vigorously challenging such a rigid interpretation.

If the lower court decisions were permitted to stand, the AFL-CIO said, it would "wreck havoc upon established union procedures without promoting any known congressional purpose."

Promotes Democracy

AFL-CIO President George Meany, in an affidavit submitted at an early stage of the case, stressed that the federation "has been vitally interested in promoting democracy in its constituent unions." The Musicians' rollcall procedure, he said, "clearly furthers intra-union democracy."

A convention of 14,000 delegates would be needed if the Musicians were to achieve proportional representation of members without a weighted voting system, the AFL-CIO noted.

In a broader area, the AFL-CIO said, the Supreme Court's decision would provide "guidance" to lower courts on whether the Landrum-Griffin Act should be interpreted in a "narrow and artificial" context or be given "a sensible and realistic reading."

The Supreme Court said the law requires that those voting at a convention be delegates, but "says nothing about the number of votes each delegate may cast." The decision, written by Associate Justice Byron R. White, added:

"Where the vote cast at a convention is weighted according to the number of people the delegates represents, that vote, we think, is

a vote of a delegate . . . A majority vote so determined in favor of a dues increase is approval by majority vote of the delegates voting at a convention."

The court traced the legislative history of the Landrum-Griffin Act and found that it is quite clear that Congress did not consider the common provision for weighted voting at union conventions to be

an abuse of democratic rights. In fact, the court noted, consideration was given to requiring some system of proportional voting representation at conventions.

A union convention, the court indicated, is properly a form of representative union government. The law "does not require a town meeting for action by an international or national union."

He praised the union's attorney, Henry Kaiser of Washington, D.C., who argued the case before the Supreme Court.

The AFM, Kenin said, carried the case forward on appeal as a matter of principle. He pointed out that the dues increase was reapproved at the 1964 convention by a majority of both individual delegates and per capita votes. The decision, therefore, does not affect the union's finances.

The Supreme Court's decision also backs the dissent of Judge Thurgood Marshall from the 2-1 decision of the 2nd Circuit Court of Appeals. Marshall had voiced strong disagreement with his colleagues' restrictive interpretation of the law. Congress, he said, merely intended to prevent arbitrary dues action by persons "not answerable in any way to the membership."

There was no congressional intent, he stressed, to "dictate" to union a particular method of convention voting or to foreclose unions from giving more weight to their large locals on dues questions.



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

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

- "Lee" brand tires
(United Rubber, Cork, Linoleum & Plastic Workers)
- Eastern Air Lines
(Flight Engineers)
- H. I. Siegel
"HIS" brand men's clothes
(Amalgamated Clothing Workers)
- Sears, Roebuck Company
Retail stores & products
(Retail Clerks)
- Stitzel-Weller Distilleries
"Old Fitzgerald," "Old Elk"
"Cabin Still," "W. L. Weller"
Bourbon whiskeys
(Distillery Workers)
- J. R. Simplot Potato Co.
Frozen potato products
(Grain Millers)
- Kingsport Press
"World Book," "Childcraft"
(Printing Pressmen)
(Typographers, Bookbinders)
(Machinists, Stereotypers)
- Jamestown Sterling Corp.
Southern Furniture Mfg. Co.
Furniture and Bedding
(United Furniture Workers)

Wilmington Thanksgiving



Enjoying the delicious Thanksgiving dinner served by the Union at the Wilmington SUP hall are SIU-United Industrial Workers Pacific District member Sergio Monzon, his wife and daughter. Monzon is employed by the SIU-UIW-contracted Atlas Rigging Company. His son who also ate his fill of holiday turkey, was on line waiting for another portion and was not present when the photo was taken.

Solve Automation Problems, Wirtz Challenges Conference

WASHINGTON—Labor, management and government experts from the principal industrialized nations are challenged to find the answers to the human and economic problems of automation, Labor Secretary W. Willard Wirtz stated here

recently in a welcoming address to a North American conference on manpower implications of automation.

The "really hard problem" in charting technological progress, he said, is "to see to it that none are left out." The future, Wirtz declared, must be "one of our building and not of the machines."

The three-day conference focused on technological developments and problems in the United States and Canada, the two host countries. But participants came also from most of the 19 other member nations of the Organization for Economic Co-operation & Development (OECD). The conference was sponsored by the OECD's Manpower & Social Affairs Directorate.

AFL-CIO Vice President A. J. Hayes was one of the conference chairmen. Vice President George M. Harrison headed a 25-member U.S. labor delegation which included presidents and research director of international unions.

The opening paper presented to the conference tackled the problem of worker displacement and of the "silent firings" in industries which require fewer employees to do the same or greater amount of work.

Seymour L. Wolfbein, director of the Labor Department's Office of Manpower, Automation & Training, said there is hope that actual layoffs resulting from technological change can be held to a minimum. He added:

"But a great deal of 'silent firing'—not filling vacancies created by attrition and not hiring additional workers as production expands—appears inevitable in many plants installing automated or other advanced equipment of a labor-saving nature."

U.S. Surveys Spending Patterns

Families Spending More For Housing

WASHINGTON—American city families in recent years have spent more of their increased incomes for housing and household operations, medical care and education. At the same time, they have been able to increase their savings, insurance holdings and their contributions to charity and community services, the Department of Labor has reported.

The increased proportion of income spent for housing "was the most significant upturn in family spending" during the decade of the '50's, according to a Bureau of Labor Statistics article in the November issue of the department's Monthly Labor Review. A second article, giving a breakdown on family spending patterns and variations by income levels and location, is scheduled for publication in the December issue.

The article, which covered family spending patterns in 1960-61 as contrasted with expenditures in 1950, pointed out that increased incomes had made possible increased dollar expenditures in "each major category of goods and services."

But there were declines in the percentage of spending for food, clothing, house furnishings and equipment and recreation, whereas expenditures for "shelter, fuel and utilities, household operations, medical and personal care, automobiles . . . and education each took a larger share" of total family spending, the analysis said.

Significantly, the higher average income in 1960-61 also made possible greater family savings and almost an 85 percent increase in gifts, contributions and personal insurance.

The major expansion in personal insurance spending was in social security and other pension plans, which by 1960-61 accounted for more than half of the \$324 spent by the average family for all personal insurance.

The Monthly Labor Review article said the city family's average income in 1960-61 was \$5,906—an increase of 51 percent from the 1950 dollar figure of \$3,910, which after allowance for price increases worked out to a 22 percent increase in real family income.

The average family at the same time was able to increase dollar spending for consumer goods and services and to limit its expenditures for current living needs to "only 91 percent of its after-tax income, compared with 97 percent in 1950," the article continued.

City families spent an average of \$1,600 for housing in 1960-61—an increase of \$550 from the 1950 level, the BLS report said.

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

I would like to receive the SEAFARERS LOG—
please put my name on your mailing list.

(Print Information)

NAME

STREET ADDRESS

CITY ZONE STATE

TO AVOID DUPLICATION: If you are an old subscriber and have a change of address, please give your former address below:

ADDRESS

CITY ZONE STATE

A Helping Hand



Arthur Nelson, a member of the SIU Great Lakes District, proudly displays a check for hospital benefits he received from the Union Welfare Plan to his wife, Marvel, outside the Duluth hall.

FROM THE DECK AT SEA

William Koflowitch, ship's delegate aboard the Santa Emilia (Liberty Navigation) reports that the crew has found a real friend in Port Said. A merchant, by the name of Sayed Awad, who operates a little shop close to the docks was termed by Koflowitch "a true brother to the seamen that come to his shop." Awad and his father, Abdou, operate the "Oriental Art Galley" just up the main street from the landing, Koflowitch says, and the two really make a Seafarer feel at home. "He guided us to the right money exchanges and in his shop gave us fair prices for the goods we purchased," Koflowitch says. "Just like a member of his own family."



Koflowitch

Carriers). According to meeting secretary Robert Ferranoltz, the crew had asked for means to heat water for tea at night. The steward was able to make the crew happy by reporting that the company had just supplied them with a new 15 cup percolator which would be set aside to keep water hot for the tea drinkers aboard.

Ship's delegate aboard the Seatrain Louisiana (Seatrain) has been receiving some high praise from his fellow crewmembers. According to R. Donnelly, meeting chairman at the last shipboard meeting, the crew voted a hearty thanks to N. DeLos Santos for the fine job he has been doing on the ship.

Another crew that is more than satisfied with the representation being afforded them by their elected ship's delegate is that aboard the Floridian (So. Atlantic & Caribbean). V. Bryant, the outgoing delegate was given a hearty vote of thanks by the crew "for doing such a fine job for the crew," says F. Alvarez, the new ship's delegate.

T. J. Forsberg ship's delegate, says that the crew has asked for a new ice machine to be installed on the Duval (Suwannee). There just isn't enough ice aboard, and the

galley can't go on making ice in coffee cans forever, Forsberg protests.

According to George Glennon, ship's delegate aboard the Del Aires, (Delta) a recent report by the steward has sent some slight consternation rippling through the crew. The steward said there was no peanut butter aboard. "There's plenty of everything else, though," the steward said. This calmed the crew, Glennon reports.

Seafarers aboard the Bienville (Sea-Land) recently extended to the company a heartfelt thanks after receiving a new television set. According to the crew, it was a very fine gesture on the part of the company.

The crew aboard the Del Monte (Delta) recently handed out several votes of thanks during the good and welfare section of their last shipboard meeting. One special thanks went to ships delegate Howard Menz and the three department delegates for their fine work in representing the crew. Albert G. Espenada, meeting secretary says. The other vote of thanks was to the 4-8 watch for their efforts in keeping the pantry and crew mess clean.

Charles Tallman, meeting secretary aboard the Puerto Rico (Motorships of P.R.) reports that during the good and welfare section of a recent shipboard meeting, the crew was fully behind a suggestion that a new water fountain was needed for the crew quarters. A motion to that effect was passed by acclamation. They also decided to ask for a new grill in the galley, Tallman reports.

Things have been running very smoothly aboard the San Francisco (Sea-Land) reports meeting Secretary S. M. Simes. "This has been a very nice voyage, with good cooperation from all hands," he says. "The only fly in the ointment is the fact that the television set is broken." The crew plans to have it fixed when the ship hits New York again.

A motion was made recently aboard the Steel Worker (Isthmian) to buy a motion picture projector and some movies. To do this according to meeting chairman Joe Kramer, each man will have to pitch in some money to a special fund set up for this purpose. The crew is still discussing the proposal and will decide soon, Kramer said.

LET 'EM KNOW! Write TO THE LOG

After considerable discussion, the crew aboard the Bethex (Bethlehem Steel) decided that they needed a new antenna for the crew's television set, reports ship's delegate J. J. Perera. It was also decided that the best way to handle the matter was to have the ship's delegate price several antennas, buy the one he thought was best fit for the purpose, and then the crew would take up a collection and repay him for the cost.



Perera

Kudos were handed out to the galley gang aboard the Alcoa Voyager (Alcoa) recently, reports meeting chairman W. H. Harrel. During the good and welfare section of a recent shipboard meeting, the crew voted the steward department a vote of thanks, with special mention going to chief cook D. C. Archia and cook and baker P. T. Flores.



Harrel

The steward department has been receiving a large amount of praise aboard the Hurricane. (Waterman), reports Stanley Hutchinson, ship's delegate. At a recent shipboard meeting, the crew gave the galley gang a "tremendous hand," for their service and feeding. "In the estimation of the crew," Hutchinson said, "the Hurricane is the best feeding ship on the East or West Coast."



Hutchinson

Tea and coffee preparation was the point of discussion during the recent shipboard meeting aboard the Longview Victory (Victory

PUERTO RICO (Motorships), Nov. 29—Chairman, Martin Fay; Secretary, George Anderson. It was requested that all unauthorized persons not be allowed aboard ship in New York or Puerto Rico. All shore gang men who are employed in port to be given a pass by the chief mate to show that they are allowed to have meals aboard while working in port. All extra men to be fed after crew finish their meal. Everything else is in order with no beefs. Vote of thanks extended by the crew for the good Thanksgiving dinner prepared by the steward department. Ship's delegate resigning this trip—new ship's delegate to be elected next trip. Motion made and carried that all holidays, if they fall on a day in port, be celebrated on day prior to arrival in port.

Secretary, L. R. Eckoff. Few hours disputed OT in engine department. Otherwise all is O.K.

DEL SOL (Delta), Nov. 22—Chairman, R. E. Stough, Jr.; Secretary, Ira C. Bridges. \$44.05 in ship's fund. Few hours disputed OT in deck and engine departments.

ROBIN GOODFELLOW (Robin Line), Nov. 16—Chairman, A. Vasquez; Secretary, B. Warren. One man was hospitalized in Beira and one man in Capetown. No beefs were reported by department delegates.

DETROIT (Sea-Land), Dec. 2—Chairman, R. Matrangolo; Secretary, A. Sworsowski. No beefs reported by department delegates. Vote of thanks to the steward department for good feeding and fine Thanksgiving dinner.

NORINA (Marine Traders), Nov. 22—Chairman, E. Wheeler; Secretary, F. R. Farmer. Chief engineer will have an electrician come aboard to check and repair galley range. Brother E. Wheeler was elected to serve as ship's delegate. Motion made to send letter to headquarters for information about new contract negotiations. It was suggested that the crew check stores with the steward before accepting them for the voyage. It was suggested that a list of cigarettes be ordered for stow chest. Crew requested to bring books back to library.

MANHATTAN (Hudson Waterways), Nov. 1—Chairman, Sam W. McDonald; Secretary, Leo E. Movall. Some of the repairs were not taken care of. New fans have not been installed and the ice-cube machine was not repaired. Motion was made to install new ice-cube machine in the crew messroom for the crew's use only. Brother Edwin Christian was elected ship's delegate.

COLUMBIA (U.S. Steel), Oct. 19—Chairman, Guy DiVialo; Secretary, Neil O'Rourke. \$10 in ship's fund. Brother Ed Batcho was elected to serve as ship's delegate. Brother Mike Doherty as deck delegate. Brother Guy DiVialo as engine delegate and Brother Bill Brightwell as steward delegate. No beefs reported.

COE VICTORY (Victory Carriers), Nov. 15—Chairman, W. G. Hamilton; Secretary, R. Davis. One man failed to join ship at sailing time. \$14.58 in ship's fund. No beefs reported by department delegates.

KYSKA (Waterman), Nov. 22—Chairman, J. Smythe; Secretary, Charles L. Shirah. Few beefs will be taken up with boarding patrolman. Suggestion was made that something be done about the heating system in quarters aft. It was suggested that the heating be controlled from engine room. One man was hospitalized in Southampton.

DIGEST of SIU SHIP MEETINGS

MANKATO VICTORY (Victory Carriers), Nov. 15—Chairman, Bryan C. Stald; Secretary, C. J. Beck. Little disputed OT in engine department. One man hospitalized in Norfolk and two men ill on ship to be sent to hospital.

VENORE (Venore Transportation), Nov. 23—Chairman, H. F. Munzert; Secretary, J. C. Reed. Three men were hospitalized. Some disputed OT in engine and steward department. Washing machine to be fixed.

DEL VALLE (Delta), Nov. 15—Chairman, Jerome Hacker; Secretary, Ramon Irizarry. Captain will see that the ship is fumigated for roaches. Ship's delegate and department delegates were given a vote of thanks. Discussion on keeping recreation room clean, and each department to take turn in cleaning it. All foc'les in deck, engine and steward department need painting.

POTOMAC (Empire Transport), Nov. 1—Secretary, Andy C. Noah. Brother Charles Craford is serving as new ship's delegate. No beefs reported by department delegates. Request made for list of mattress replacements for next trip as they will have to be made up in advance. Steward pointed out the present and future effect that will benefit all SIU seamen through the Steward's Upgrading School. Request was made to help messman keep messroom clean.

JOHN B. WATERMAN (Waterman), Nov. 8—Chairman, John H. Morris





Hospitalized Seafarers in the Galveston USPHS Hospital had a chorus of thanks for their Union after the SIU donated two television sets to help them wile away their time in the hospital. Posing proudly with one of the newly acquired sets, SIU members in Ward I of the hospital are (l-r) Norman A. Longine, John J. Tobin, Willis O'Moncrief, Hugh 'Shorty' Grove, Louis Tlarico, Bill 'Flat Top' Koflowitch, Jacob N. Linscomb, George H. Atcherson, Estuardo Cuenca (seated) and Flora Regalado.

SIU Donates TV Sets To USPHS Hospital

Union Aids Laid Up Seafarers

Drydocked Seafarers, like anyone else who must spend time laid up in the hospital, are always in need of something to get their minds off the dull hospital routine and give them some relief from that cooped-up feeling.

SIU men laid up in the Galveston USPH hospital however, discovered recently that the television sets in two of the wards were in even worse shape than they were. Fuzzy, floppy, headache-producing pictures were adding eye troubles to their other ailments. The men in the two wards became increasingly disgusted as they became aware that the only place the sets would ever be of any use was in an electronic junkyard somewhere.

Help On Way

It was at this point that the SIU welfare department stepped in to make sure that the men could get a break from the routine of pills and needles and forget some of their troubles in the never-never land of video.

Word was spread around the Houston hall about the need for a new TV set or two, and before long the wheels were in motion and help, in the form of a brand new TV set, was on the way.

The arrival of the set at the hospital brought a great deal of praise for the quick action by the Union—both from Union and non-union patients. The accolades increased when the Union followed

up with the donation of a second set. Expressing his thanks for these gifts, Dr. Milo O. Blade, medical

director of the hospital wrote the SIU, "Your continued concern for the welfare of patients at this hospital is greatly appreciated."

Seafarer's Last Wish Honored By SIU Crew

Seafarers on the Norberto Capay (Liberty Navigation) were saddened recently by the death of Ernest Mosley. As is the custom on countless other SIU vessels where an SIU brother passes away, Mosley's former crewmembers put their heads together to find some way to help the surviving members of his family.

The crew was fortunate enough to have been given some guidance in their efforts by a chance remark

that Mosley himself had made the day before he passed away in Singapore, Malaysia. According to ship's reporter Albert S. Coles, the departed Seafarer had said, "Al, I sure got to send my boy

some money for school."

Raises Fund

Armed with the memory of this offhand remark, Coles helped organize the "Moe's Last Request Fund" among the Seafarers on the Norberto Capay. By the time the ship paid off in Vancouver, Seafarers and officers chipped in to the tune of \$163 to honor Brother Mosley's last wish, writes Coles.

When Mosley's son, Earnest, Jr., receives the check for this donation and the accompanying letter from the crew, he will know, as countless others have learned before him, that Seafarers never forget a brother of the sea.



Coles

the welfare of the crew.

COLUMBIA (Oriental Exporters), November 22—Chairman, Mike Reed; Secretary, John Picou. No beefs reported by department delegates. Brother William (Dick) Massey was elected to serve as ship's delegate. Discussion regarding repairs.

STEEL ADMIRAL (Isthmian), November 29—Chairman, Dooley; Secretary, Lonphen. Brother Julio passed away and donations from crew sent to family. \$4.89 in ship's fund. Disputed OT in deck department. Delayed sailing disputed in steward.

WHITEHALL (Whitehall Navigation Corp.), November 15—Chairman, Marion D. Green; Secretary, E. Kaznowsky. \$14.80 in ship's fund. Few hours disputed OT in deck department. Discussion on repairs. It was suggested that hot breads be served at breakfast time.

STEEL DIRECTOR (Isthmian), November 30—Chairman, E. M. Ellis; Secretary, A. Ferrara. \$22.50 was collected for ship's library. No beefs reported by department delegates. Ship's fund to be collected by department delegates and turned over to the ship's delegate.

ST. LAWRENCE (Sea Tramp Corp.), December 5—Chairman, B. C. Browning; Secretary, Gustav V. Thobe. Brother Herman Whisman was elected to serve as ship's delegate. Vote of thanks to Brother Frank Boyne for the way he handled payoff. Vote of thanks to the ship's delegate.

ROBIN KIRK (Robin Lines), November 22—Chairman, Thomas Markham; Secretary, N. Lambert.

DIGEST of SIU SHIP MEETINGS

\$30.00 in ship's fund. No beefs reported by department delegates. Brother J. Blanchard was elected to serve as ship's delegate. Steward reported that holds, nuts and candies were stolen during the storing. He will attempt to obtain more in next port. Crew requested to turn in all soiled linen each week.

Union's Views Hit By Goldwaterite

To The Editor:

As a long time admirer of the SIU, may I advise you that in my opinion the smears and tirades against Goldwater in recent SIU LOG issues are revolting and disgusting—besides being mainly untrue.

Unfortunately the position of the SIU against Goldwater with all the smears against him, is wholly in accord with the current Communist line as delivered by Gus Hall in his

place every SIU member under slavery.

Fred E. Huntley

EDITOR'S NOTE—The SIU, along with the whole labor movement, is proud of the part it played in sending Goldwater down to defeat in November and upholding the advances our nation has made under responsible leadership. The labor movement opposed Goldwater because Goldwater opposed the labor movement—its policies, its goals, its very existence. During his years in Congress, Goldwater voted for every piece of anti-labor union-busting legislation and against every positive piece of social legislation—minimum wage, medicare, civil rights, poverty bill and on and on. Moreover, from the SIU standpoint, Goldwater, by his opposition to trade expansion, threatened to further weaken the U.S. Merchant Marine, if not kill it altogether.

LETTERS To The Editor

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

pamphlet—The Eleventh Hour—Defeat The New Fascist Threat. (copy enclosed). I wish you would take the time and notice how your organization, in this case, is doing exactly what Gus Hall advocates.

I would also like to comment on an article "exposing" the John Birch Society. The latest issue of the LOG (Nov. 13-Ed.) contains an article about the new Committee for Civic Responsibility which is designed to expose JBS. In the first place, why don't you investigate and find out that many of them have been (committee members) connected with Communist fronts.

In the second place I highly doubt the authenticity of the school incident about a JBS member. In any event it in no way represents a typical JBS member because they are every bit as good a citizen as are SIU members.

Frankly you ought to study JBS first hand. I am sure you will be convinced they are in no stretch of the imagination to be considered an enemy or hostile to the SIU or labor in general. They are merely the bulwark against a communist internal takeover that would

The writer's attempt to the link the SIU and other opponents of Senator Goldwater and the John Birch Society is so patently ridiculous that a defense is obviously unnecessary. The record of the SIU and the rest of the U.S. labor movement in fighting Communists on the waterfront and elsewhere speaks for itself.

The National Council of Civic Responsibility, mentioned in a LOG story ("New Group Fights Rightist Agitation") in the November 13 issue and attacked by the writer as being a communist front, offers a good illustration of the absurdity of his charges. The leaders of the Committee, whom the writer charges with connections with communist fronts, include: General J. Lawton Collins, former Chief of Staff of the U.S. Army; Marion B. Folsom, former Secretary of Health, Education and Welfare in the Eisenhower Cabinet; David Lillienthal, former chairman of the U.S. Atomic Energy Commission; Robert B. Meyner, former Governor of New Jersey; George A. Killian, president of American President Lines; Arthur Lichtenberger, presiding bishop of the Protestant Episcopal Church; Al J. Hayes, president of the International Association of Machinists AFL-CIO; Jacob Potofsky, president of the Amalgamated Clothing Workers AFL-CIO; Joseph Beirne, president Communication Workers of America AFL-CIO, and a host of other respected leaders of American labor, industry, religion and government. Surely their record of opposition to the Communist movement is a matter of record and needs no defense.

SUMMIT (Sea-Land), December 10—Chairman, Jette Marcel; Secretary, Stafford McCormick. No beef reported by department delegates. Brother Stafford McCormick was elected to serve as ship's delegate. To contact patrolman regarding drinking water which is rusty, and repairs that have not been taken care of. A big vote of thanks was extended to the steward department.

STEEL ARCHITECT (Isthmian), November 29—Chairman, Roy R. Thomas; Secretary, Jon A. Maslow. Ship's delegate reported that there were no beefs and everything O.K. Brother C. W. Palmer was elected to serve as new ship's delegate. Chief electrician to check on air conditioner in San Francisco. Vote of thanks to the steward department for a fine Thanksgiving dinner.

JOSEFINA (Liberty Navigation), November 25—Chairman, R. W. Simpkins; Secretary, C. Hurlburt. Brother Henry Crackness was elected to serve as ship's delegate. Motion made to have a letter sent to negotiating committee about a raise in pay and overtime. Discussion on crew's cooperation in keeping outsiders out of crew's living quarters and in messrooms while in India. Discussion on several small matters pertaining to

JEFFERSON CITY VICTORY (Victory Carriers), November 29—Chairman, George Lohrop; Secretary, E. C. Caudill. \$13.50 in ship's fund. Motion to have retirement for those with 20 years Union time. Discussion on the inequality of vacation pay—where a rated man makes no more than a non-rated man. Crew have not received any LOGS since August and will contact patrolman regarding this. Vote of thanks was extended to the steward department. Vote of thanks to the skipper for being fair, patient and tolerant.

STEEL MAKER (Isthmian), December 9—Chairman, W. Cronan; Secretary, V. Szymanski. \$20.00 in ship's fund. Some disputed OT was reported by each department. Motion that the membership be informed prior to new agreements or contracts for new companies, of any proposed changes in current manning scales. This information should be made available to membership by way of the LOG or special communications. Crew was requested to help keep messroom and pantry clean. Vote of thanks to the steward department for a good job and an outstanding holiday menu.

STEEL MAKER (Isthmian), October 16—Chairman, V. Szymanski; Secretary, W. Miles. \$20.00 in ship's fund.

No beefs were reported by department delegates. Patrolman should speak to captain regarding passes at Port Suez, as this was the second consecutive trip crew had to wait 3 to 4 hours at gangway. Vote of thanks to the steward department for a good job.

RAPHAEL SEMMES (Sea-Land), December 13—Chairman, H. Beekery; Secretary, A. Carpenter. Ship's delegate thanked all delegates for their cooperation. He resigned and wished everyone happy holidays. \$7.22 in ship's fund. One man hospitalized in San Juan. No beefs were reported. Will ask patrolman to see about mail situation as some mail is being returned from company marked "Not on Board." Brother J. Cortes was elected to serve as new ship's delegate. Vote of thanks to the steward department.

FAIRLAND (Sea-Land), December 11—Chairman, Joseph Moody; Secretary, Theodore Diansson. Ship's delegate reported that everything is running smoothly with no beefs. Discussion on mail not being delivered to ship right away. Ship's delegate to check with captain to find out the reason for the delay. Vote of thanks to the steward department for the well prepared Thanksgiving dinner.

Stewards Take Sun



Relaxing in the sun in the port of Karachi, Pakistan are Maurice V. Lockier (left) and Windel Sanders, both members of the steward department on the Hastings (Waterman). Richard Blomquist, ship's delegate who sent the photo in to the LOG, reports that Hastings crewmembers found old home week in progress at Karachi with at least seven SIU-manned ships calling there.

Holiday Meals Make The Difference

Seafarers Mark Holidays On Seven Seas Of World

The Christmas-New Year holidays have many meanings for Seafarers who are accustomed to celebrating them on any of the seven seas. Not only does the SIU member get the day off, but he can always count on a traditional holiday feast prepared in the finest tradition of the Union steward department.

Seafarers who spend their holidays at sea often find that the best way to distinguish one year's celebration from another is the memory of the various Christmas, New Years and Thanksgiving dinners they were served. This is evident after listening to four Seafarers relate their holiday experi-

ences which occurred in wide spread corners of the globe. The only exception to these peaceful memories is provided by Sven Hommen who sails as a member of the engine department. Hommen picks the Christmas-New Years season of 1943 as definitely the worst one he ever experienced. He recalls that he spent Christmas Day of that year grimly enduring a torpedo attack of a Nazi U-boat pack on the oil tanker he was shipping on in the North Atlantic.



ences which occurred in wide spread corners of the globe.

ences which occurred in wide spread corners of the globe. The only exception to these peaceful memories is provided by Sven Hommen who sails as a member of the engine department. Hommen picks the Christmas-New Years season of 1943 as definitely the worst one he ever experienced. He recalls that he spent Christmas Day of that year grimly enduring a torpedo attack of a Nazi U-boat pack on the oil tanker he was shipping on in the North Atlantic.

Continuous Barrage

The Christmas day attack wasn't a special Yule-tide gift from Hitler's submarine wolf pack. According to Hommen, the Germans began working over the convoy he was in when it was only one day out of Halifax. By the time the long line of ships carrying supplies for the Allies had reached the coast of Ireland 14 days later, 18 of the convoy's 52 ships had fallen prey to the sinister, elusive enemy.

Hommen said that the tankers in the convoy were relatively lucky, since most of the successful attacks were against cargo ships. There was little hope for the men whose ships sustained hits, since the convoy was under strict orders to keep on moving at full speed.

Upon reaching the coast of Ireland, the U-boat attacks subsided, but the German Air Force appeared on the scene to deliver a treacherous New Years greeting in the form of an air raid.

After recalling these grim memories, Hommen is quick to nominate 1943 as the worst Christmas he had spent at sea. On the other hand, he says that the best Christmas gift he ever got was his ship's landing in one piece at the end of the convoy.

Hommen declares that he has had his fill of wartime Christmases at sea. "If we ever have another war," he says, "I'm going to do all my shipping on the Great Lakes."

Memories of more typical, peaceful holidays were recalled by Carol Harper who has become accustomed to celebrating Christmas and New Years at sea. The Christmas of 1962 really stands out in Harper's recollections since it marked the first time in 15 years that he was able to spend the Yule season on home soil.

Harper, who sails in the engine department, reminisced that he usually found himself eating his holiday turkey while sailing on a Far East run. He declares that the

best meal he ever had was this year's Thanksgiving dinner on the Long Lines (Isthmian) where the efforts of Steward Dick Grant's galley crew managed to eclipse all memories of previous holiday meals.

Milton Trotman, who sails with a cook-baker rating, looks at holidays from a craftsman's standpoint. As one of the SIU crewmembers who does his best to make holidays a memorable occasion for Seafarers on board, Trotman really turns to, putting special effort into fruitcakes, pies, bread, rolls and other pastries.

Since holidays mean that Trotman is especially busy turning out his goodies, he doesn't get too much opportunity to miss the celebrations back home. He recalls that in the last 10 years he has spent only one Christmas-New Years season in the States. While he's never had a beef against any of the holiday preparations on a ship he has sailed on, his vote of unsurpassed excellence goes to a huge SIU steward from Texas nicknamed "Tiny." According to Trotman, there is no steward who can come near "Tiny" at Christmas time, especially after listening to the raves of happy, well-fed SIU crewmembers on the Trustco (Commodity Transportation) several seasons ago.

Another SIU member who finds nothing unusual about marking the Christmas-New Years holidays at sea is Leroy Temple, who sails in the deck department. Temple remembers that the holiday spread on the Alcoa Voyager (Alcoa) last year really helped to make Christmas and New Years a memorable occasion.

Temple and his fellow shipmates on the Voyager celebrated Christmas a day out of Karachi, Pakistan. He remarks that Seafarers grow accustomed to seeing holidays like Christmas almost totally ignored in the exotic ports of the non-Christian-nations of Asia and the Middle East. Not only did he and his fellow crewmembers fail to see any celebration of Christmas in Karachi, but they also found that the traditional New Year's celebration was virtually ignored when they hit India a few days later.

LOG-A-RHYTHM:

I'll Wear The Pants

By L. B. Bryant, Jr.

I'll wear the pants
At our little house
And you're gonna like it
Little Miss Mouse

I'm gonna be
The master, yes indeed
For I'm in possession
Of plans to succeed

You won't have worries
From this and from that
I'll wear the pants
And I'll be the cat

You want, around home,
Someone to run the show
To perk you up
When you are low

To share your dreams
All your troubles, too
As master at this home
You bet I'll do.

This and much more
For you Miss Mouse
Since I'll be the master
At our little house

When I wear the pants
Don't you forget
What I say or do
'Cause you can bet

It'll be for the best
And dear Miss Mouse
Remember, only I wear
The pants in this house

Of course, when I'm gone
You'll be in command
To run the show
But when I return, understand

I'll wear the pants again
And run around the house
And don't you ever forget it
Little Miss Mouse.

Log Praised By Pensioner

To The Editor:
I would like to let every one know how much I look forward to receiving my copy of the LOG and how much I enjoy reading it. I am a pensioner and this is one of the ways I keep up with the union activities and doings.

I like the sailing ship yarns very much as I myself sailed square riggers and schooners from 1908 until 1936. After that, I went steaming.

I hope the LOG continues to

Family Lauds Welfare Help

To The Editor:
My husband and I would like to send our thanks and deep gratitude to the SIU for the assistance it has given us with my husband's doctor bills in the last few months. My husband has been in the hospital for some time now, and I don't know what we would have done without your help. I will always be grateful to the SIU.

Mrs. Deese Reeves

Thanks Union For Pension Plan

To The Editor:
I would like to express my appreciation and gratitude for the pension checks which I have been receiving regularly over the past two years. I am also very grateful for the Welfare Plan and the way in which it recently paid all my doctor and hospital bills. The plan is a great comfort to a pensioner.

Samuel W. Crouch

Lauds Union Welfare Help

To The Editor:
I want to thank the union for the wonderful help it has given me and my family during the past four years.

We have had so much trouble that I don't know what we would have done without the Union's welfare plan. We lost our only son to polio and I have been sick so much of the time. I really can't think of what would have happened if it hadn't been for the SIU coming to the rescue and paying the bills.

Mrs. Clyde L. Jamison

Walter Rice Crew Thanked

To The Editor:
I would like to extend to the crew of the Walter Rice my gratitude and heartfelt appreciation for the beautiful floral wreath offering at the death of my brother.

Charles C. Brown and Family

LETTERS To The Editor

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

keep up the good work and I will look forward to each issue.

Wishing everyone in the union a Merry Christmas and a Happy New Year.

Evald A. Olsen

SIU Family Lauds Welfare

To The Editor:
I would like to express my heartfelt gratitude and appreciation to the SIU and the Welfare Plan.

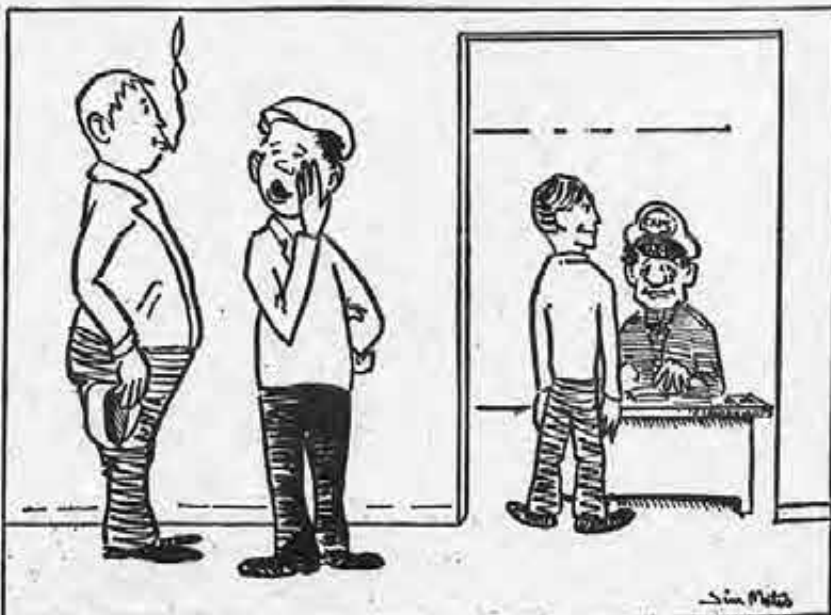
Recently, with the arrival of our fourth child, a girl, we received not only considerable happiness, but a large medical bill. I was forced to enter the hospital five times after her birth, and on the third time, a hospital employee said, "Your policy will not continue to pay." Well, it did, with efficiency and promptness.

I would also like to thank the Seafarers for the \$25 bond that was given to our new baby. I consider us very fortunate to be a Seafarers family.

Mrs. J. Wayne Adair

'Sea Life'

by Jim Mates



'Unlimited draw this time . . . This is the ole man's home town!'

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:

Lisanne Rivera, born June 28, 1964, to the Robert Riveras, Jersey City, New Jersey.

Gina Kennedy, born October 1, 1964, to the Aubrey B. Kennedys, Jr., Mobile, Alabama.

Janice Foster, born October 20, 1964, to the Ernest F. Fosters, Belhaven, North Carolina.

Sondra Johnson, born November 15, 1964, to the Neres Johnsons, Mobile, Alabama.

Tamara Davis, born November 16, 1964, to the Howard B. Davis, Mobile, Alabama.

Rose Marie Daniels, born November 16, 1964, to the Dixie W. Daniels, Virginia Beach, Va.

James Adaire, born November 17, 1964, to the James R. Adaires, New Orleans, La.

Cecil Wiggins, born November 18, 1964, to the Cecil B. Wiggins, Theodore, Alabama.

James Witherington, born November 7, 1964, to the James Witherington, Fairhope, Alabama.

Rebeca Perales, born November 17, 1964, to the Roberto G. Perales, Brownsville, Texas.

Joseph Fox, born November 1, 1964, to the Norman J. Foxes, Whitehouse, Ohio.

Kathleen Durfee, born October 20, 1964, to the Arthur J. Durfees, Duluth, Minn.

Hulet Henson, born August 27, 1964, to the Hulet Hensons, Rayville, La.

Mary Joan Mousseau, born October 27, 1964, to the Bernard L. Mousseaus, Ossineke, Mich.

Lawrence Smith, born October 6, 1964, to the James M. Smiths, Kirkland, Washington.

Francis Lyne Karoly, born October 28, 1964, to the Frank Karolys, Roseville, Mich.

Kevin Chambers, born October 4, 1964, to the Martin J. Chambers, Lakewood, Ohio.

Paul Kratas, born November 12, 1964, to the William Kratas, Pasadena, Md.

Jennie Donald, born November 28, 1964, to the William J. Donalds, Norfolk, Va.

Raymond Farrell, November 4, 1964, to the Edward Farrells, Houston, Texas.

Carla Ann Jaks, born November 14, 1964, to the Edward J. Jaks, Jr., El Campo, Texas.

Matt Moran, born October 17, 1964, to the Patrick D. Morans, Cleveland, Ohio.

PERSONALS and NOTICES

Curt Decker
Joseph Thomas would like you to contact him as soon as possible on a very important matter. Write c/o 122 Roosevelt Ave., Norwood, Mass.

Timothy McCarthy
Your sister, Mrs. Eileen White, would like you to get in touch with her at Box 142, R.F.D. 1, Reeds Ferry, New Hampshire, 03078.

Adrien Fecteau
D. L. Adams requests that you get in touch with him concerning your P.O. Box at the New Orleans Post Office. He is retiring from service in December, and would like to know what to do with your box and mail.

Carl Lawson
Donald Mann would like you to write him concerning the money he owes you. Write in care of S.S. Mount Washington, c/o Victory Carriers, Inc., 655 Madison Ave., New York, N.Y.

Charles D. Haymond
You are asked to communicate with Samuel Segal, Attorney, on a very urgent matter.

Income Tax Refunds
Income Tax Refunds are being held for the following members by Jack Lynch, Room 201, SUP Building, 450 Harrison St., San Francisco, Calif.:

Haik Alexandrian, Joseph Alves, Orla S. Bushold, Winfred S. Daniel, Eigil E. Hjelm, Williard R. Layton, Pablo Ojera, Potenciabo Paculba, Wong M. Sing (3 checks), Harold Thomsen, Grover Turner, Ding Hal Woo.

David Douglas
Robert L. Houck would like you to contact him at the Florida State Hospital, Chatahooches, Fla.

John Lawrence Wright
You are asked to get in touch with your sister, Mrs. Vivian A. Taylor.

John E. Bertie
Get in touch with your wife immediately.

Clarence Paul Stanley
Contact your wife as soon as possible.

Lewis W. Roberts
Your mother has asked that you get in touch with her immediately.

Checks Held
Checks are being held for the below listed seamen by Lynn D. Blackburn of Pardo's Service Office, 2420 First Ave., Seattle, Wash. He requests that Seafarers listed contact him so they may be delivered promptly.

Damian Alabakiff, Gordon K. Anderson, George J. Berg, Chas. F. Boyle, Yoko Bradley, Robert A. Cage, Jose Canul, Mack D. Caruthers, Leonard J. Cox, Rex Lee Roger Crum, Edward R. Crehan, Maxine Curtis, Harold Damon, John Deabreu, Wilbur Lee Everett, Marvin Firmin, Erick Hawkins, Leonard M. Higgins, John V. Howarth, Relf Huddleston, Vance Idzal.

Leslie Johnston, John G. Katsos, Will I. Kroll (2), Robert N. McAndrew, Lloyd C. Marsh, James Mates, Manuel C. Noble, Edward N. Napaepae, Albert & Margaret Oromaner, Sherman Phillips, Philip Rubis, Arthur Rummel, Tommy G. Sawyers, Yuriko Smith, Fredrick H. Taylor, Alexander Thompson, Jr., Gervacio Vinluan, Charles J. Welborn, William West, Charles White, Donald White.

Checks are also being held in the contract department for the following Seafarers from the Robin Kirk.
Neil D. Matthey; Arthur L. Patterson.

Money Due
The contract department is holding checks for the Seafarers listed below. Members are advised that their checks can be had by writing the contract department at Headquarters.

Pacific Coast

(Continued from page 12)

he plans to spend the holidays with his family in Pasadena and definitely hang around there long enough to enjoy the Tournament of Roses Parade.

Shipping has been pretty slow here in Seattle for the last few weeks, but if all the ships that are expected to come in do arrive it should pick up considerably during the next period. This last period we had the Robin Hood, Cathy, Anchorage and Alcoa Master in the payoff column. Due to come in soon for payoffs are the Wild Ranger, Choctaw, Yaka, Overseas Rose and Robin Kirk.

Among the oldtimers on the beach right now are electrician John Thompson and night cook and baker Bud Williams. Both are off the Anchorage and both have had their fill of winter already, even though it has not yet officially arrived. The first ship heading for warmer climes may very well have these two aboard when it pulls out.

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

Hubert George Goley, 44: Brother Goley died July 9, 1964, at his residence in New Orleans, of accidental causes. A member of the SIU since 1953, he sailed in the deck department. Surviving is his wife, Mrs. Jeanette Goley. His place of burial is not known.



Waldo M. Oliver, 51: Heart disease was fatal to Brother Oliver on July 16, 1964. A member of the Union since he joined in 1950, he sailed in the engine department. Surviving is a friend, Mrs. Ethel Taft. Cremation was in the Olivet Memorial Park, San Francisco Calif.



Herbert Henry Williams, 39: Brother Williams died July 6, 1964, in Bronx, N.Y., of natural causes. A member of the deck department, he joined the Union in 1963. Burial was in the Long Island National Cemetery, Pine-lawn, N.Y. No beneficiary was designated for the deceased Seafarer.



Anthony Forgionl, 51: Heart disease proved fatal to Brother Forgionl on July 18, 1964, in the St. Agnes Hospital, Philadelphia, Pa. A member of the steward department, he has been a member of the SIU since 1957. Administratrix of his estate is Sophia Fiscaro. Burial was in the Fernwood Cemetery, Fernwood, Pa.



Hilding L. Palmquist, 43: Brother Palmquist died July 12, 1964, in the hospital in E. Patchogue, N.Y., of natural causes. A member of the SIU since he joined in 1948, he sailed in the deck department. He is survived by his wife, Mrs. Rita Palmquist. Burial was in the Holy Sepulchre Cemetery, Coram, N.Y.



James Campfield, Jr., 39: Brother Campfield died July 10, 1964, at his residence in New Orleans of natural causes. A member of the steward department, he became a member of the SIU in 1964. Surviving is his wife, Mrs. Eula Mae Campfield. His place of burial is not known.



Know Your Rights

FINANCIAL REPORTS. The constitution of the SIU Atlantic, Gulf, Lakes and Inland Waters District makes specific provision for safeguarding the membership's money and Union finances. The constitution requires a detailed CPA audit every three months by a rank and file auditing committee elected by the membership. All Union records are available at SIU headquarters in Brooklyn.

TRUST FUNDS. All trust funds of the SIU Atlantic, Gulf, Lakes and Inland Waters District are administered in accordance with the provisions of various trust fund agreements. All these agreements specify that the trustees in charge of these funds shall consist equally of union and management representatives and their alternates. All expenditures and disbursements of trust funds are made only upon approval by a majority of the trustees. All trust fund financial records are available at the headquarters of the various trust funds.

SHIPPING RIGHTS. Your shipping rights and seniority are protected exclusively by the contracts between the Union and the shipowners. Get to know your shipping rights. Copies of these contracts are posted and available in all Union halls. If you feel there has been any violation of your shipping or seniority rights as contained in the contracts between the Union and the shipowners, notify the Seafarers Appeals Board by certified mail, return receipt requested. The proper address for this is:

Earl Shepard, Chairman, Seafarers Appeals Board
17 Battery Place, Suite 1930, New York 4, N.Y.

Full copies of contracts as referred to are available to you at all times, either by writing directly to the Union or to the Seafarers Appeals Board.

CONTRACTS. Copies of all SIU contracts are available in all SIU halls. These contracts specify the wages and conditions under which you work and live aboard ship. Know your contract rights, as well as your obligations, such as filing for OT on the proper sheets and in the proper manner. If, at any time, any SIU patrolman or other Union official, in your opinion, fails to protect your contract rights properly, contact the nearest SIU port agent.

EDITORIAL POLICY—SEAFARERS LOG. The LOG has traditionally refrained from publishing any article serving the political purposes of any individual in the Union, officer or member. It has also refrained from publishing articles deemed harmful to the Union or its collective membership. This established policy has been reaffirmed by membership action at the September, 1960, meetings in all constitutional ports. The responsibility for LOG policy is vested in an editorial board which consists of the Executive Board of the Union. The Executive Board may delegate, from among its ranks, one individual to carry out this responsibility.

PAYMENT OF MONIES. No monies are to be paid to anyone in any official capacity in the SIU unless an official Union receipt is given for same. Under no circumstance should any member pay any money for any reason unless he is given such receipt. In the event anyone attempts to require any such payment be made without supplying a receipt, or if a member is required to make a payment and is given an official receipt, but feels that he should not have been required to make such payment, this should immediately be reported to headquarters.

CONSTITUTIONAL RIGHTS AND OBLIGATIONS. The SIU publishes every six months in the SEAFARERS LOG a verbatim copy of its constitution. In addition, copies are available in all Union halls. All members should obtain copies of this constitution so as to familiarize themselves with its contents. Any time you feel any member or officer is attempting to deprive you of any constitutional right or obligation by any methods such as dealing with charges, trials, etc., as well as all other details, then the member so affected should immediately notify headquarters.

RETIRED SEAFARERS. Old-time SIU members drawing disability-pension benefits have always been encouraged to continue their union activities, including attendance at membership meetings. And like all other SIU members at these Union meetings, they are encouraged to take an active role in all rank-and-file functions, including service on rank-and-file committees. Because these oldtimers cannot take shipboard employment, the membership has reaffirmed the long-standing Union policy of allowing them to retain their good standing through the waiving of their dues.

EQUAL RIGHTS. All Seafarers are guaranteed equal rights in employment and as members of the SIU. These rights are clearly set forth in the SIU constitution and in the contracts which the Union has negotiated with the employers. Consequently, no Seafarer may be discriminated against because of race, creed, color, national or geographic origin. If any member feels that he is denied the equal rights to which he is entitled, he should notify headquarters.

SEAFARERS POLITICAL ACTIVITY DONATIONS. One of the basic rights of Seafarers is the right to pursue legislative and political objectives which will serve the best interests of themselves, their families and their Union. To achieve these objectives, the Seafarers Political Activity Donation was established. Donations to SPAD are entirely voluntary and constitute the funds through which legislative and political activities are conducted for the benefit of the membership and the Union.

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

Elimination Of Firemen Blamed

Accident Rate Jump Charged By Railroad Union President

WASHINGTON—The charge that railroad safety has been seriously undermined by the elimination of firemen from engine crews was made by President H. E. Gilbert of the Brotherhood of Locomotive Firemen and Enginemen on the AFL-CIO-produced radio program, "Labor News Conference."

Deaths and injuries from rail accidents during the first three months following the Presidential Emergency Board ruling, which cut many firemen from payrolls, jumped 69% over those during the same period one year ago, Gilbert declared.

He said the rail unions had "predicted this would happen. You cannot cut down the number of people in a crew without increasing the hazard rate, because every one of them has a function in connection with the safe and efficient operation of the train," he said.

Gilbert said that the BLFE will

press for restoration of firemen to all engine crews when the Board ruling expires in 1966, unless a prior agreement is reached. "It will be the position of the Brotherhood of Locomotive Firemen and Enginemen that the 1950 Diesel Agreement will be restored by law and by the award itself, which will require firemen-helpers on all locomotives," he said.

Gilbert said that in the meantime, his union will continue to press for additional rail safety regulations through the Interstate Commerce Commission.

Reporters questioning Gilbert on the weekly AFL-CIO-produced public service program were Neil Gilbride, labor reporter for the Associated Press, and William Eaton, Washington correspondent for United Press International.

Directory of UNION HALLS

SIU Atlantic, Gulf, Lakes & Inland Waters

PRESIDENT Paul Hall
EXECUTIVE VICE-PRESIDENT Cal Tanner
VICE PRESIDENTS Earl Shepard, Lindsey Williams, Al Tanner, Robert Matthews

- HEADQUARTERS REPRESENTATIVES
Baltimore, Boston, Buffalo, Detroit, Houston, Jacksonville, Miami, Norfolk, Philadelphia, San Francisco, Seattle, Tampa, Wilmington, etc.

Great Lakes

SECRETARY-TREASURER Fred J. Farnen
ASSISTANT SECRETARY-TREASURER Roy Boudreau
ALPENA, BUFFALO, CHICAGO, CLEVELAND, DULUTH, FRANKFORT, MOBILE, NEW ORLEANS, NORFOLK

Inland Boatmen's Union

NATIONAL DIRECTOR Robert Matthews
GREAT LAKES AREA DIRECTOR Pat Finnerty
BALTIMORE, BOSTON, HEADQUARTERS, HOUSTON, JACKSONVILLE, MIAMI, MOBILE, NEW ORLEANS, NORFOLK

- PHILADELPHIA, TAMPA, GREAT LAKES TUG & DREDGE REGION, Buffalo, Chicago, Cleveland, Detroit, Duluth, SAULT STE. MARIE, TOLEDO

Tug Firemen, Linemen, Oilers & Watchmen's Section ASSISTANT DIRECTOR Tom Burns
ASHTABULA, BUFFALO, CHICAGO, CLEVELAND, DETROIT-TOLEDO, DULUTH, MILWAUKEE, SAULT STE. MARIE

ST. LOUIS, MO., PORT ARTHUR, TEX., RAILWAY MARINE REGION, ASSISTANT REGIONAL DIRECTORS E. B. Pulver, R. H. Avery

United Industrial Workers

BALTIMORE, BOSTON, HEADQUARTERS, HOUSTON, JACKSONVILLE, MIAMI, MOBILE, NEW ORLEANS, NORFOLK, PHILADELPHIA, TAMPA

SEAFARERS IN DRYDOCK

All hospitalized Seafarers would appreciate mail and visits whenever possible. The following is the latest available list of SIU men in the hospital:

- USPHS HOSPITAL NEW ORLEANS, LOUISIANA: John G. Brady, Elmer P. Braquet, John A. Buttimer, Antoine Caragiorgio, Joseph G. Carr, Virgil Clement, C. E. Cummingo, R. E. Cumberland, Celestine DeSauza, S. A. Detrio, Glenn E. Dickens, Dominic DiGiovanni, Marshall Foster, Luis G. Franco, Chadbourne Galt, Joseph Green, Richard H. Hufford, Salres Kerajeorgian, Antoine Landry, Glenn E. Dickens, Dominic DiGiovanni, Marshall Foster, Luis G. Franco, Chadbourne Galt, Joseph Green, Richard H. Hufford, Salres Kerajeorgian, Antoine Landry, W. W. Bickford

Schedule of Membership Meetings

Table with columns for Meeting Location (e.g., New York, Philadelphia, Baltimore, Mobile) and Date (e.g., January 4, 5, 6, 13).

West Coast SIU-AGLIWD Meetings

SIU headquarters has issued the following schedule for the monthly informational meetings to be held in West Coast ports for the benefit of Seafarers shipping from Wilmington, San Francisco and Seattle, or who are due to return from the Far East.

Table with columns for Meeting Location (Wilmington, San Francisco, Seattle) and Date (January 18, February 15, etc.).

Great Lakes SIU Meetings

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

SIU Inland Boatmen's Union

Regular membership meetings for IBU members are scheduled each month in various ports. The next meetings will be: Philadelphia Jan. 5-5 PM, Baltimore (licensed and unlicensed) Jan. 6-5 PM, Houston Jan. 11-5 PM, Norfolk Jan. 7-7 PM, N'Orleans Jan. 12-5 PM, Mobile Jan. 13-5 PM

Railway Marine Region

Regular membership meetings for Railway Marine Region-IBU members are scheduled each month in the various ports at 10 AM and 8 PM. The next meetings will be: Jersey City Jan. 11, Philadelphia Jan. 12, Baltimore Jan. 13, Norfolk Jan. 14

First Check



Seafarer Lionel Desplant (seated) receives best wishes as he accepts his first Union pension check from SIU rep. Joe Di-Georgio. Desplant, who was awarded a disability pension, sailed as a night cook and baker.

Use Only One Mail Address

Seafarers with beefs regarding slow payment of monies due from various operators in back wages and disputed overtime should first check whether they have a proper mailing address on file with the company. SIU headquarters officials point out that reports received from several operators show checks have been mailed to one address while a beef on the same score is sent from another, thus creating much difficulty in keeping accounts straight.

GREAT LAKES TUG AND DREDGE REGION

Regular membership meetings for Great Lakes Tug and Dredge Region IBU members are scheduled each month in the various ports at 7:30 PM. The next meetings will be: Detroit Jan. 11, Milwaukee Jan. 11, Chicago Jan. 12, Buffalo Jan. 12, Sault Ste. Marie Jan. 13, Duluth Jan. 15, Lorain Jan. 15

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 Jan. 4, Baltimore Jan. 6, Philadelphia Jan. 5, Houston Jan. 11, Mobile Jan. 13, New Orleans Jan. 12

KNOW YOUR RIGHTS



AN INFORMED membership means a strong union. And to keep his union strong, every Seafarer should keep informed by exercising a most important union right — THE RIGHT TO KNOW!

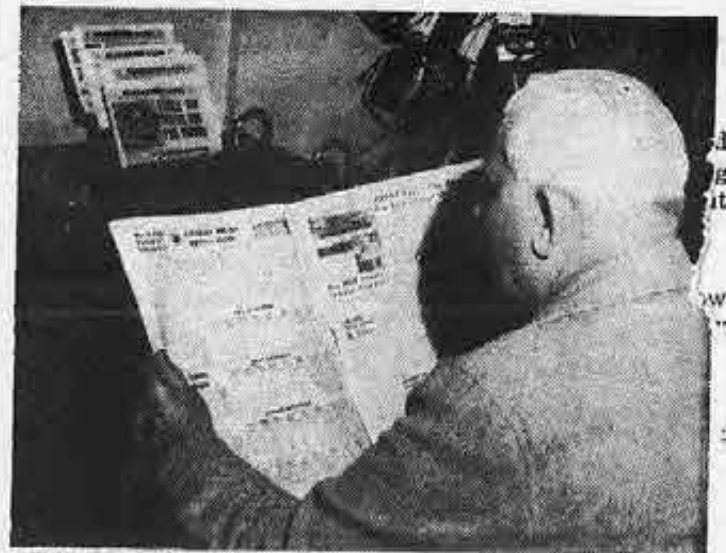
The 'right to know' means that every Seafarer has the right to information about every phase of his union's operation. Thus, he is encouraged to use this right by raising questions at and participating in union meetings, questioning his union representatives about any matter of interest to him and keeping abreast of union activities and affairs through a thorough reading of all union publications and documents which are distributed and posted for the purpose of keeping the membership informed.



THE RIGHT TO KNOW: To ask for information on all union matters at the membership meetings.



THE RIGHT TO KNOW: To question your union representatives on all union matters.



THE RIGHT TO KNOW: To receive information through the union's various publications.

Seafarers International Union
Atlantic, Gulf, Lakes And Inland Waters District