

AFL-CIO CALLS ON PRESIDENT JOHNSON TO SAVE U.S. SHIPPING

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Seafarer Teamwork, Courage Saves Two From Asphyxiation

The following account of a dramatic lifesaving operation aboard the SIU-contracted Transeastern (Hudson Waterways) was reported to the LOG by Seafarer M. Darley, D-405. Darley's on-the-spot report is printed here in his own words.

Raw courage, perfect teamwork, quick action and individual heroism shown by crewmembers of the SIU-contracted supertanker Transeastern (Hudson Waterways) saved two engineers from an eerie death by asphyxiation deep in the bowels of the mammoth ship recently.

The high seas drama occurred Jan. 27 shortly after 4 p.m. when the Transeastern was one day out of Suez bound for Germany with a full load of Persian Gulf crude. The 46,000-ton giant of the seas was steaming through placid eastern Mediterranean waters at a smart 16-knot clip when the shrill ringing of the general alarm bell shattered the serenity of normal shipboard routine, sending all hands scurrying to the scene of the emergency.

General quarters was sounded after Chief Engineer David Anderson, reporting from the engine room, notified the bridge that First Assistant Dave Dixon and Day Third Wilber Schoepfer were unconscious at the bottom of an after ballast tank. Quick-thinking undoubtedly saved the two men's lives. Anderson connected a hose to a nearby compressed air outlet and dropped it in the tank, located below the steering engine room. He then turned all three of the ship's air compressors on the single hose. The empty tank was completely void of oxygen, and the engineers had passed out for lack of fresh air.

Eye-Witness Report

Wiper Richard J. Harris, the only eyewitness to every phase of the near tragedy, recalled the chain of events thusly:

"Dixon went into the tank to inspect it for water content, but before entering instructed the wiper to standby the manhole entrance as his safety man. This is routine procedure for an experienced tanker man when going into any tank. The first was well up the ladder on his way out of the tank when he let go the rungs and fell to the bottom. Harris thought Dixon had accidentally fallen from the ladder and summoned Schoepfer.

The third assistant went to the assistance of Dixon, but apparently realized almost immediately that the tank was without oxygen. He started climbing for safety, but collapsed and fell when a short distance up the ladder. The chief engineer was then called and he instantly realized the trouble. The tank had been closed tight for some time, and the interior bulkhead had absorbed all oxygen through the normal process of oxidation."

As the drama unfolded below decks, men throughout the ship were working at a feverish pace to save their trapped shipmates, knowing that even one lost moment could mean the difference between life and death. And the rescue operation was carried out with the precision of a high speed computer.

Rescue Operation

Captain C. Greenroad took over the bridge and directed overall activities from there. Chief Mate Jimmy Garcich was in charge of on-the-spot rescue operations. The captain ordered the bridge watch officer, Second Mate V. Schuyler, and Third Mate

Tommy (Towboat) Thompson, OS, and Gerd Ehmke, salon messman, took turns cranking the hand-operated breathing apparatus.

Garcich chose to don the breathing apparatus mask and enter the tank first, although he would have been perfectly within his rights to have designated anyone else for the job. Schoepfer was laying across a beam nearest the ladder at the bottom of the tank, so Garcich made a line fast around his torso below the armpits, and eager hands hauled him to the deck above.

Second Trip

The chief mate, who was near exhaustion, came out of the tank and turned the mask over to Schuyler. Less than a minute was lost as the second mate slipped on the mask and went below for Dixon. The first assistant was laying face up, wedged in a recess of the tank; therefore, it was necessary to make the line fast around his ankles. He was hauled



Vegas Garcich Worrell

feet first out of the tank and through the narrow manhole entrance.

Both engineers were unconscious, but it was evident Schoepfer was in far the worse condition. If he was breathing it was not audible. When manual artificial respiration failed to bring him around, bosun Johnny Vegas applied mouth-to-mouth resuscitation. The veteran Seafarer breathed life-giving oxygen into Schoepfer's lungs and the engineer slowly responded. Vegas, a Navy landing craft coxswain during World War II who joined the SIU shortly after the cessation of hostilities, learned the latest life-saving methods at his own expense. He shelled out \$200 a few years ago for a special course in first aid. The father of five, Vegas hails from Brooklyn. Chief pumpman Paul Gazic, a member of the SIU since 1942, also assisted materially in helping revive the engineer.

Dixon was on his feet within a short time and showed no visible after-effects from his brush with the Grim Reaper, but Schoepfer was not so fortunate. He was in comatose shock for several hours, and the Transeastern put into the nearest port, Augusta, Sicily, where it was learned the day third suffered three broken ribs. He was hospitalized in the Sicilian port.

Capt. Greenroad expressed satisfaction with the manner in which crewmembers responded under emergency conditions, and the two engineers said they were "more than pleased." Dixon and Schoepfer posted the following signed statement in the crew mess:

"With heartfelt thanks we wish to try to express our gratitude for the prompt and courageous action of all hands, which resulted in our rescue. We are all familiar with drills; however, it is extremely gratifying to know everyone co-operates so wonderfully when a real emergency arises, especially when you are the ones who are saved. Words can never express our profound gratitude, but we hope that each and every member of the vessel's complement will understand what we are trying to say. "THANK YOU."

Heroism and valor at sea was nothing new for many of the Transeastern's complement. Seafarer Sikes, for example, only last year was awarded the Maritime Administration's Meritorious Service Award, the highest decoration given a merchant seaman. Only a handful of the coveted medals have been given out—and many of these were posthumous awards. This longtime Seafarer specifically was cited for his role in the rescue of several Chinese sailors. Sikes jumped into a raging China Sea to save one of the drowning Chinese seamen. Sikes also is the Transeastern's ship's delegate.



Sikes Lynn Darley

C. Nathfrost to break out the fresh air-breathing apparatus. Almost at the same instant, Garcich sent Seafarers Horace Sikes Jr. and Dexter Worrell, deck maintenance men, and able seamen Charley Speers and Frank Leonard amidships for the life-saving device. The two groups met in the shelter deck, where the breathing apparatus was stowed, and sped aft with the heavy box.

Although the equipment was located some 400 feet from the emergency scene and it was necessary to lug the cumbersome box up one deck and down two, the trip was made in record time. Also assisting in connecting and rigging the equipment were Seafarers Joe Thibodeaux, deck delegate, Baker Al Lynn and Al Moore, all able seamen. Seafarers

International President's REPORT



By Paul Hall

Two resolutions of vital interest to maritime came out of the recent AFL-CIO Executive Council meeting at Bal Harbor, Florida. In one resolution, the AFL-CIO Executive Council urged President Johnson to mobilize all Government administrative agencies to join in a program to build an American "merchant marine to meet the vital needs of the nation."

In another resolution, the Executive Board of the Maritime Trades Department urged the passage of legislation wiping out the tax havens enjoyed by American corporations operating runaway-flag ships.

These resolutions are designed to hit at two of the most serious of the problems faced by the American merchant marine in its fight for survival—problems whose solution will provide the basis for rebuilding the U. S. merchant marine to the size and capability which this nation needs.

The SIU and other maritime unions have spoken out many times about the manner in which U. S. Government agencies are constantly undermining the strength of the American merchant marine. These government agencies have made a farce of the 50-50 laws. They have made 50 percent of U. S. Government-financed cargoes the maximum instead of the minimum which moves in American bottoms. They have ignored the intention of congressional legislation and have apparently been free to do as they pleased when it came to the U. S. merchant marine. Government agencies, particularly the Agriculture Department, have consistently favored foreign-flag ships over American vessels and have been more interested in providing cargoes for foreign bottoms than in keeping the U. S. merchant fleet afloat. They have shut their eyes or looked the other way when foreign trade missions made cynical and blatant attempts to force U. S. vessels out of the carriage of foreign aid and other U. S. Government financed cargoes.

The AFL-CIO Executive Council has demanded that these agencies provide positive assistance to the President's Maritime Advisory Committee in the development of a program to implement this country's maritime policy—or, in other words, has demanded that these agencies abandon their anti-maritime policies and start pulling for a greater America along with the rest of us instead of in the opposite direction in which they have been going.

The President's Advisory Committee was a direct outgrowth of the unfair discriminatory practices of these government agencies. What these agencies seem to be saying, is that they, and not Congress, are running the country and setting its policy. They must be corrected in their error. Before President Johnson's promised "new policy" toward maritime can come into being, the attitudes of these agencies toward maritime must be changed.

The MTD's action calling for the elimination of tax havens in which American-owned runaway-flag ships can hide to avoid paying U. S. taxes is another step in the right direction to eliminate one of the problems facing the maritime industry.

These ships make a substantial portion of their huge profits in U. S. commerce, yet pay no U. S. taxes, employ foreign seamen at coolie wages and thumb their noses at the U. S. Government and maritime unions.

The MTD action calling for the closing of loopholes in our internal revenue law would force these runaway-flag operators to assume the same tax responsibility which the rest of American industry now assumes. These runaway ship operators are not "special cases" and should not be allowed to milk the American economy any longer for their own profit.

Speaks At American University

SIUNA V.P. Jordan Discusses Maritime Bargaining Problems

WASHINGTON—Some of the unique problems facing the maritime industry in collective bargaining were discussed here recently by SIUNA vice-president William W. Jordan as he spoke before the Ocean

Shipping and Foreign Trade Management Institute of American University. The SIUNA vice-president, who is also President of the SIUNA-affiliated Marine Firemen's Union suggested ways to improve labor-management relations in the maritime industry.

Jordan pointed out that many of the collective bargaining problems faced by maritime unions are brought about by the unique involvement of Government in maritime operations through the Maritime Administration and its branches.

Cites Example

As an example, Jordan noted that the Maritime Subsidy Board, although it stays well in the background of labor-management relations in the maritime industry still cannot be ignored by the shipowners in collective bargaining

negotiations because these subsidies often make up a part of seamen's wages.

A major improvement in maritime labor-management relations will result, Jordan noted, when the Maritime Administration refrains from advance pronouncements as to what wages, manning scales and other benefit provisions will, or will not, be disallowed for subsidy purposes.

"Free collective bargaining in the maritime industry, I submit, has resulted in fair and reasonable agreements," Jordan said. "The parties are entitled to, and must have at least a presumption that free collective bargaining will continue to result in such agreements."

The SIUNA vice-president also discussed the role of automation in maritime, and denounced the detrimental effect of runaway-flag shipping on the American merchant marine.



Vice-President Hubert H. Humphrey (standing) addressed the AFL-CIO Executive Council prior to its regular meeting at Bal Harbour, Florida. AFL-CIO President George Meany (center) and Labor Secretary W. Willard Wirtz look on.

MTD Calls For U.S. Closing Of Runaway Tax-Haven Loopholes

BAL HARBOUR, Florida—The AFL-CIO Maritime Trades Department meeting here last week proposed legislation that would sweep away the tax havens enjoyed by operators of runaway-flag merchant

fleets as a basic step in improving the faltering position of the U.S.-flag merchant marine.

The executive board of the MTD, headed by SIUNA president Paul Hall, adopted a policy statement calling on Congress to eliminate the income tax exemption currently "enjoyed by shipping substantially owned by American citizens or corporations operating under runaway flags" such as Liberia, Panama and Honduras.

A great part of the income gained by the operators of such ships, the statement pointed out, is derived from U.S. overseas commerce. Runaway-flag ships carry a larger portion of the nation's foreign commerce than do the ships flying the Stars and Stripes.

The tax haven granted to these operators "fosters and encourages a practice which has damaging effects upon American employment, federal tax revenues and the nation's gold supply," the MTD statement said.

Escape Taxes

"If this loophole is retained in our internal revenue law, to be consistent we should permit manufacturers to fly foreign flags over their factories, import coolie labor and escape paying income taxes on profits," the MTD maintained.

The MTD meeting here also called for other measures to improve the position of the U.S. merchant marine. They asked for the strengthening of cargo preference laws so that more government-generated cargoes would be carried in the nation's ships. They asked that special attention be given to the oil import program.

Full support for legislation to provide prevailing wage determination in compensation for fire-fighting personnel was expressed

by the department, and a protest was made against "unfair rules and regulations" in effect at the U.S. Naval Air Station at Alameda, Calif.

Vigorous endorsement was given by the MTD for the repeal of many of the existing excise taxes, and support was voiced for the battle of the Meatcutters Union against the government establishment of a seal catch monopoly in the hands of a runaway employer.

Aid Bulk Carriers

The MTD also called for increased construction subsidies for bulk carriers, and for a clearer interpretation of regulations on cargoes financed through the Import-Export Bank. Opposition to any plan which would allow the construction of American-flag ships in foreign shipyards was also strongly expressed.

To preserve the health of seamen and others, the MTD voiced its opposition to proposals that seek to cut back or close down services and hospitals maintained by the U.S. Public Health Service.

Extend Blacklist

The MTD conference also declared its specific support for legislation that would close U.S. ports to any ships engaged in trade with Communist Cuba, and urged that such legislation also include barring ships "engaged in commerce with North Viet Nam and Communist China from carriage of U.S.-sponsored cargoes."

In a statement on the current longshore dispute, the MTD declared that "there is no earthly excuse for the continued holdout of employers against the reasonable collective bargaining objectives of local unions of the Longshoremen in the South Atlantic and Gulf ports."

Mobilize Gov't Bureaus To Save U.S. Maritime, AFL-CIO Urges Johnson

BAL HARBOUR, Florida—The Executive Council of the AFL-CIO has urged President Johnson to mobilize all the agencies of his Administration to carry out a program aimed at building the American "merchant marine to meet the vital needs of our nation."

The call for action was passed by the Executive Council in meeting here. Its adoption was strongly recommended by the AFL-CIO Maritime Trades Department. SIUNA president Paul Hall, a member of the Council, heads the MTD. The action was also supported by NMU Pres. Joe Curran.

The labor body gave full support to the efforts of AFL-CIO "seagoing and longshore unions to develop programs through President Johnson's Maritime Advisory Committee to implement and strengthen the nation's maritime policy."

The resolution noted that the United States requires a well-balanced merchant marine sufficient to:

"1. Promote and protect our foreign commerce, including passengers and serve and develop the commerce of our

outlying states, possessions and protectorates;

2. Maintain a strong work force of civilian personnel aboard our ships and in our shipyards which will provide a practical demonstration of the standards achieved by American workers and the nation's intention to maintain such industrial standards in the face of direct competition from areas with less advanced standards;

3. Serve as a primary instrument to maintain a favorable international monetary balance;

4. Serve as a fitting symbol to our country's strength and prestige;

5. Serve as an auxiliary to the Armed Services."

The President's Maritime Advisory Committee, established a year ago, includes representatives from maritime labor, industry, government and the public. President Paul Hall, a member of the MAC, has placed recommendations for improvements in the U.S. merchant marine before the committee.

Among these is a proposal to tax runaway-flag shipping, with the tax money gain to be used for the construction of modern bulk carriers for the U.S.-flag fleet.

Other AFL-CIO Actions

In other actions taken by the Executive Council, the AFL-CIO strongly reaffirmed its top legislative goal of 1965 to repeal Section 14(b) of the Taft-Hartley Act, which permits the states to impose so-called "right-to-work"

laws that infringe on the right of free collective bargaining.

To aid in the War on Poverty, the Executive Council urged that the Congress raise the minimum wage and expand its coverage to all workers now exempted. A shorter national workweek and double-time for overtime was also recommended for passage by Congress.

For the nation's elderly, the AFL-CIO again voiced its full support to the King-Anderson Medicare Bill in its present form and applauded the efforts of the House Ways and Means Committee in speeding the legislation to the House floor.

They also called for prompt action to modernize the unemployment compensation system, which is 20 years out of date in meeting the needs of the unemployed.

The AFL-CIO Executive Council asked that priority be given in the housing field to legislation providing for \$2 billion in grants for the construction of community facilities to help preserve the nation's towns and cities.

Aid to Farm Laborers

The AFL-CIO also urged Congress to include farm laborers in the National Labor Relations Act and to provide them with minimum wage, maximum hour and child labor protection. The Council also repeated its opposition to the importation of foreign farm labor. A national farm labor recruitment program was called for to end the nation's dependence on foreign farm labor.

On the political front, the AFL-CIO, through COPE, its political arm, said it would launch an intensive register-and-vote campaign to

(Continued on page 18)

SIU Wins Detroit Taxi Vote

DETROIT — Local 10 of the Transportation Services and Allied Workers district of the Seafarers International Union of North America, AFL-CIO, won a smashing 2-1 election victory in balloting conducted here this week covering some 1,800 Checker Cab Company drivers. The announcement was made today by John Weaver, secretary-treasurer of the local.

The election win for Local 10 was the third in a row at Checker during the past nine months. It climaxes a three-year struggle to secure collective bargaining rights covering the Checker drivers.

A tally of the votes yesterday at the regional office of the National Labor Relations Board, which conducted the election on March 1-2, listed 454 votes for Local 10, and 261 votes for the company, out of a total of 715 ballots counted.

In addition, there are 216 challenged votes to be disposed of before a formal announcement of the Local 10 victory can be issued by the NLRB. However, since Local 10 has almost an absolute 50 percent majority of the total vote of 931, including the challenges, the union is confident of the outcome.

This week's election was a runoff of an election won by Local 10 last October in which the SIU defeated a local of Jimmy Hoffa's Teamsters Union. The election was ordered by the NLRB to settle the representation issue, after it ruled that the Teamsters did not qualify for a place on the ballot this time.

Move To Up U.S.-Flag Share Of AID Cargoes

WASHINGTON—The Agency for International Development, moving to stem the nation's continuing gold outflow, has notified voluntary agencies disbursing foreign aid donations that U.S.-flag shipping must be used to an even greater extent in the carriage of those donations.

A new certification will be required beginning March 15 demonstrating that an agency has offered such cargoes to U.S.-flag operators and has been turned down before a foreign-flag ship can be given the cargo.

This is the third attempt of the A.I.D. in the past six years to tighten up on the payment of dollars to foreign-flag shipping operators. Before 1959, A.I.D. made payments for freight charges to foreign operators. In recent years, those payments have all but stopped.

Only \$4 million of the \$92 million paid out by A.I.D. for freight

charges during 1964 went to other than U.S.-flag shipping. U.S.-flag cargoes—provided for under Title III of P.L. 480—have risen from 55 percent in fiscal 1961 to 61 percent in 1964.

The new certification called for by the A.I.D. must follow any bills of lading of foreign-flag shipping and must state:

"I certify that this cargo has been offered to those U.S.-flag carriers serving the ports of loading and discharge on a direct basis, and that none was able to accept this cargo within the limits of the available free time."

Complete records of such cargoes shipped by voluntary agencies are to be kept for checking and confirmation by the A.I.D.

SIU Takes Part In P.R.-U.S. Joint Job Training Conference

SAN JUAN—The formulation, initiation and execution of training programs for unskilled workers, first in Puerto Rico and later in the continental United States, was the subject of a recent United States-Puerto Rican Conference on Poverty and Unemployment, chaired by Keith Terpe, president of the SIU of Puerto Rico, and Theodore Kheel, executive secretary of the American Foundation on Automation and Employment.

The conference was co-sponsored by the Caribbean Foundation on Education and Employment on which Terpe serves as a member of the Board and Directors.

In discussions sponsored by the Conference, danger was found in the tendency today toward complacency about unemployment brought about by fractional reductions in the rate of joblessness.

These decreases represent an overall gain in employment, but not for the economic untouchables, the unskilled who remain untouched by the prosperity that is sweeping the nation. Collective bargaining cannot help this unfortunate group since it is both helpless, hopeless, and has no one to speak in its behalf.

During the discussions, parallels were made between the unemployment problems of Puerto Rico and the continental United States. The lack of skills on the mainland was caused mostly by rapid strides in automation that displaced many workers. On the other hand, unskilled labor in Puerto Rico stems

U.S. Operation Of N.Y. Barge Canal Sought

NEW YORK—New efforts are under way to place the New York State Barge Canal under Federal jurisdiction so that the waterway can again become an important link between this metropolitan area and the Great Lakes.

The transfer of the canal to Federal authority would be the first step of a program to expand and modernize the waterway, according to proponents of the move in the state legislature. The pro-transfer forces are banking on the publication of an Army Corps of Engineers study which is said to call for improvements in the Great Lakes region.

The canal now carries about three million tons of cargo yearly, the bulk of it petroleum products. It extends from Lake Erie at Buffalo to the Hudson River at Troy. A northern branch runs to Lake Erie at Oswego. Another branch, the Champlain Waterway, extends to the St. Lawrence River at Montreal.

Expansion of the canal under federal jurisdiction would allow barges to travel across its length in tandem. Currently, barges can transit the locks and curves of the canal only in single file. By widening the canal and making other improvements, experts believe that traffic can be raised an average of three percent yearly. The savings involved in transportation would amount to \$27 million a year, it is felt.

Also spurring canal improvement is a new sugar processing plant under construction in Montezuma. The plant will encourage the growing of sugar beets in the area, and an improved canal would speed this new cash crop to market.

from the industrialization of what was a basically underdeveloped area until recently.

Unemployment High

Unemployment on the island is twice as high as in the U.S. and

the rate of joblessness among youths is six times as high. The purpose of the discussions was to stimulate public and private programs, aided by matching Federal funds, to alleviate this problem.

To 'Explain' U.S. Maritime Aid

FMC Chief Meets Foreign Shippers

WASHINGTON—Admiral John Harlee, chairman of the Federal Maritime Commission, and a small group of maritime officials, left for Paris this week in the wake of protests from European shippers against U.S. cargo preference laws and other policies designed to protect the American-flag fleet.

Harlee's trip to Paris was for the announced purpose of discussing maritime problems with the Maritime Transport Committee of the Organization for Economic Cooperation and Development.

European shipping interests have been attacking efforts by the U.S. maritime industry to maintain its place in this nation's commerce. The Europeans are upset by the U.S. Cargo Preference Act, "ship American" campaigns and other measures.

They have stalled on U.S. efforts to have them make public documents relating to possible unfair rate practices in their trade with the U.S. Spokesman representing the American merchant marine feel that the FMC has vacillated on the problem of getting the European shippers to open their books.

While that particular problem has not been slated for discussion at the conference, the problem, many feel, is still unresolved. The hope among the American maritime industry is that Harlee will not make any further concessions and accommodations with the European shippers.

The FMC head was accompanied on the Paris visit by Timothy J. May, managing director of the FMC; Paul Geren, representing the State Department, and Philip Franklin of the Commerce Department under secretariat for transportation.

William Green Scholarships Are Offered

The William Green scholarship program of the Ohio State University is offering two undergraduate scholarships and two graduate fellowships in honor of the late president of the AFL.

The fellowships, for students of labor relations, are for \$2,250 each. The scholarships, for students concentrating on such fields as Economics History, Political Science, Mathematics, Science, Sociology and Business Administration, are for \$500 each.

Application blanks for Seafarers and their families interested in the scholarship program can be obtained from the William Green Memorial Fund, 239 Hagerty Hall, The Ohio State University, 1775 S. College Road, Columbus 10, Ohio.

Steel Recorder Wins Safety Award



Due to the fact that he could not congratulate each crew-member individually on winning the ship safety award for the fourth year in succession, Captain Anderson of the Steel Recorder (Isthmian) did the next best thing and got together one man from each shipboard department and the ship's delegate. Left to right above are Anderson, bosun Bill Davis, 3rd cook Harold Augins, oiler J. Prohownik, and ship's delegate Hank Swartjes.



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

East Coast Shipping Brisk

With the ILA beef settled on the upper east coast, the port of New York is back in business in a big way. The waterfront area is jammed with trucks unloading and picking up cargoes from the hundreds of ships in the harbor. Needless to say, shipping is very brisk and the hall is crowded. Ships laid up by the beef are crewing and re-crewing, and it should be some time before the situation gets back to normal speed.

Waiting to ship out of New York during the last period was Thomas Holt. Tom spent a month on the beach relaxing and is now looking for a long trip. Also looking for a long trip is S. Shek. He says he would prefer an Isthmian ship.

J. Obreza, who sail on deck, is watching the board for a bosun's job on a short trip. H. Justice says he will take any good steward's job.

BOSTON

Shipping has picked up considerably in Boston, with the Steel Navigator and the New Yorker crewing up in the last period. There was one payoff, and three ships serviced in transit. The outlook for the next period remains good.

Amos Buzzelle, a 25-year union man who last sailed as 3rd cook on the Cities Service Baltimore, has been holding down the Hall for the first job that comes along.

Malcolm MacDonald, a n o t h e r oldtimer, is happy to be home again. His last ship, the Couer D'Alene Victory, was tied to the dock for 53 days in Rio de Janeiro. John "Sully" Sullivan was also killing time on the same ship. After spending some time with the family, he says he'll look for a coast hugger.

Philadelphia

Shipping has been on the upswing in Philadelphia, with two payoffs, one sign-on and 12 in transits serviced during the last period. The picture is expected to remain bright, especially for ratings.

Richard Heffley, who started sailing SIU in 1943, was last aboard the Mayflower, where he sailed in the deck department. He says he really loves the sea and hopes to ship again as soon as possible.

James Haines, who holds an AB ticket in the deck department, is proud of graduating from the SIU upgrading school last fall. His last ship was also the Mayflower.

Stephen Homko, an SIU man since 1944, last sailed on the National Seafarer. Now he's watching the board for a group 1 job. Also on the beach here is Millard Cutler, who has been sailing SIU deepsea as a cook since 1946.

Baltimore

Shipping has been good here since the end of the ILA beef and is expected to get even better when when a final settlement in the West Gulf ports is hammered out. In the last period, there were eight payoffs, six sign-ons and 14 ships serviced in transit.

James F. Davis had to pay off the Robin Sherwood to go into the USPHS here, but now has his FFD again and is raring to ship. After spending time in drydock, Jim, who sails as an FWT in the blackgang, had nothing but praise for the SIU Welfare Plan.

Lloyd J. Zimmerman has had a run of tough luck. He paid off the Yorkmar in the fall to enjoy some vacation time at home. He had an apendicitis attack, however, and was laid up for two months in the USPHS. Now he is ready to ship again, but will have to wait a little while longer before he can go on vacation.

Michael Endres, who likes the Puerto Rico run, signed on the Olga for a change of scenery and enjoyed the sights in the Mediterranean. He says he saw a lot of interesting things in France, Italy, Greece, Turkey, North Africa. Now

he's watching for another sunshine run back on the P.R. route.

Norfolk

Shipping out of Norfolk has been good, with the Steel Chemist taking a lot of jobs not claimed after the ILA beef. The future looks bright, with the Commander due to payoff and clean the hall out. In the last period, two ships signed on and two were serviced in transit.

William Donald paid off the Eagle Traveler when his wife went into the hospital. Now the wife is better and he's been watching the board for the first AB's job.

John McDonald has his full book and is proud of it. He's watching out now for a coal run to Holland for his next trip. William Culpeper, a 20-year union man, was last aboard the Spitfire, where he made two trips as bosun. Now he's looking for another bosun's job.

Willis Harper, who soils as an AB, paid off the Steel King to take care of a little shoreside business. He is ready to ship again and wants another Isthmian ship on the pineapple run.

Puerto Rico

Shipping in the sunshine island has been only fair, with 14 ships serviced in the last period. The Alcoa Explorer arrived in San Juan during the tail end of the ILA beef on her way back from India. Jose "Pepe" Prats signed on as chief steward. He was joined on the explorer by Seafarers Eugene Nunez, Ernesto Martinez, R. Gautier, Servado E. Castro and Rafael Ramos.

SEAFARERS LOG

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SIU veteran John Van Dyk (left) gets his first regular monthly \$50 pension check and hearty congratulations from headquarters rep. Steve Zubovich. Van Dyk's last ship was the Geneva (U.S. Steel Corp.) where he sailed in the engine department.

Two Oldtimers Added To SIU Pension Rolls

Two more long-time Seafarers have joined the growing ranks of SIU members receiving \$150 per month pensions that enable them to live in security after lifetimes of sailing. Trustees of the Seafarers Welfare and Pension Plan approved the pensions for the two veterans, both members of the Atlantic and Gulf District.

The new pensioners are Frederick Harvey, 78; and John Van Dyk, 88.

Harvey, a native of Chicago, Ill., was a deck department veteran by the time he joined the SIU. Last sailing aboard the Fairland (Sea Land), he will make his home in Brooklyn, N. Y.

Van Dyk began sailing at the age of 15 aboard a Scandinavian fishing schooner. Soon graduating to sailing vessels, and eventually to steam vessels, he joined the SIU with 30 years of experience in all three ratings. He sailed mostly in the engine department. A native of Amsterdam, Holland, he now makes his home in Bayshore, L. I., with his wife, Olliffe. He last sailed aboard the Geneva (U. S. Steel).



Seafarer Oldtimer Fred Harvey (left) is all smiles as he picks up his first \$150 regular monthly pension check at New York headquarters from headquarters rep. Ed Mooney. Harvey last sailed aboard the Fairland (Sea Land) in the deck department.

Your Union Benefits

By Al Kerr, Secretary-Treasurer

Filing For Dependents' Benefits

Since the inception of this column, Seafarers have been asked to forward any questions or complaints they may have regarding the processing of applications for various benefits to the Secretary-Treasurer's office. The result has been a small number of complaints about the processing of some types of applications, and we are currently tightening up areas of administration where these items seem to crop up.

The complaints that have come in, as far as the majority of cases is concerned, have been the result of claims filed improperly at the time they were originally submitted. Therefore, in an effort to assist the membership in filing complete applications for the various benefits they may be entitled to under the SIU Welfare, Pension and Vacation Plans, we will continue to spell out the steps to be taken in filing for each type of benefit available, and to deal with one of them at a time.

Since the dependents benefits are the ones about which we receive the most inquiries, this area seems a good place to start.

A seaman who is filing for benefits must have been employed at least 90 days during the previous calendar year, and at least one day within the past six months immediately preceding the date his claim accrued. All of this employment must have been with an SIU-contracted company which was a part of the Seafarers Welfare Plan during the period the seaman worked for the company.

Who is termed a dependent? The "dependent" includes an employee's wife, unmarried children under 19 years of age, and any other person whom the member is entitled to claim as a dependent on his current Federal income tax return, under the US Internal Revenue Act.

Copies of legal documents establishing proof of dependency status must be filed with the Seafarers Welfare Plan office.

In order to be entitled to the dependent benefits, a patient must have been admitted to a hospital, and/or surgery must have been performed. In the event of surgery, it is not necessary that this surgery be performed in a hospital in order to be entitled to payment of this surgery benefit. The surgery benefit is paid in accordance with the Surgery Schedule for Dependent Benefits.

Any claim, as well as proof of a claim for dependent benefits, must be submitted to the office of the Seafarers Welfare Plan within 100 days of the performance of such surgery, or of the patient's discharge from the hospital.

In addition, the applicant must have, on file with the Seafarers Welfare Plan office, copies of the following or originals: An enrollment card, a claims statement (filled in on both sides and signed

by the attending physician or surgeon), a marriage certificate, the child's birth certificate (if a child is involved). For any other person whom the member is claiming as a dependent, he must furnish a copy of his latest Federal tax return as proof of dependency.

In the event a claim involving a hospital or doctor bill has not been paid, then the check in payment thereto will be drawn in the name of the member and/or the doctor or hospital, whichever is involved. This then means that the member must endorse the check and that the doctor or hospital must endorse it. This procedure is used, not to create a hardship on the member, the doctor or the hospital, but to insure that all hospitals and doctors are paid in full so as to maintain a good working relationship between the various hospitals and our membership.

Hall To Speak At Transport Seminar

NEW ORLEANS—SIU President Paul Hall and other representatives of maritime labor, management and government will take part in the sixteenth annual Institute on Foreign Transportation and Port Operations to be held here March 15 to 19.

The seminar sponsored by the Tulane University School of Business Administration will explore all phases of maritime transportation with the "advancement of maritime commerce of the United States by improved transportation" as its object.

The entire final session of the seminar will be devoted to "Maritime Labor Relations." Panelists for this discussion, in addition to SIU President Hall, will include William Jordan, President of SIU-affiliated Marine Fireman's Union; International Longshoremen's Association vice president Anthony Scotto, and representatives of the shipping industry.

Tug & Dredge Balloting Opens

DETROIT—Balloting for Regional Officers of the Great Lakes Tug and Dredge Region of the SIU Inland Boatmen's Union will start Monday, March 8, in accordance with the Union constitution. The tug and dredgemen will also select Port Presidents next month.

Candidates for the various offices were selected during the December, 1964 nominations period. The balloting for Regional Officers will begin on March 8, 1965, and continue through March 20, 1965. The election of Port Presidents will be conducted at the regular April membership meeting of the Great Lakes Tug and Dredge Region IBU-SIU.

All members have been mailed a special election supplement containing the Regional Director's reports on Election Ballot and instructions for voting, nominations for Port Presidents, nominations for Officials, and instructions for election of Port Presidents. The supplement also includes a selected voting guide for polls committees and a letter concerning procedures for mail ballots.

Elections will be conducted in the ports of Ashtabula, Ohio; Buffalo, New York; Chicago, Illinois; Cleveland, Ohio; Detroit, Michigan; Duluth, Minnesota; Lorain, Ohio; Milwaukee, Wisconsin; Sault Ste. Marie, Michigan and Toledo, Ohio.

Congressman Hits MA's Foreign Shipbuilding Plan

WASHINGTON—Sharp criticism of the Maritime Administration's plan to promote the building of U.S.-flag ships in foreign shipyards was voiced last week by Representative Edward A. Garmatz (D.-Md.) of the House Merchant Marine Committee.

The destruction of the American shipbuilding industry is "apparently basic to the success of the Maritime Administration's brainchild," Garmatz charged. He warned that Congress would "cast a jaundiced eye" at any proposals that would "wipe out" our privately owned shipbuilding industry.

He said that the shipbuilding industry was "vital to the economy and to national security." The lawmaker cautioned against the "economy argument" being advanced by the MA to carry through its plan to "scuttle" the U.S. shipbuilding industry and assign their work to foreign yards.

"One would think from all the fuss being made about higher costs in United States yards that the possible \$1.5 billion paid out in construction subsidies since 1936 was so much money down the drain," Garmatz continued. "Yet this is far from the case," he said.

Danger to Jobs

"Hundreds of thousands of jobs have been provided to skilled workers over the years in shipyards and in the sub-contractor and ship supply industry, Garmatz pointed out. He also noted that "millions in taxes thus far have flowed back into the Treasury and other millions were saved to the government in World War II" because of the shipyards in the U.S.

The Maryland Congressman also charged that the Administration's maritime program is eventually aimed at the "repeal of the Cargo Preference Act, which has been instrumental in preventing the complete collapse of America's once great tramp fleet." Garmatz recently placed a bill before the House which would put teeth into the Cargo Preference Act rather than weaken it.

The Shipbuilders Council of America also attacked the MA's proposal to let U.S. ships be built in foreign yards. The Council charged that the plan can only lead to a greater outflow of dol-

lars from the United States, something the Federal Government is making a resolute effort to stem now.

Labor Supports Tighter Federal Narcotics Laws

WASHINGTON — Alarm over the mounting use of "goof balls" and other narcotic drugs by teenagers has led the AFL-CIO to give its full support to legislation tightening up Federal controls on such drugs.

AFL-CIO Legislative Director Andrew J. Biemiller voiced labor's backing for a set of amendments to the Food and Drug Act, which have been sponsored in Congress by Representative Oren Harris (D.-Ark.), chairman of the House Commerce Committee.

Such legislation "has become increasingly needful as a public health measure," Biemiller said. According to information released by the Food & Drug Administration half of all barbiturates and amphetamines produced in the U.S. "ends up on the bootleg market."

Improved Control

The Harris Bill would require the keeping complete records at each stage of production, distribution and sale of barbiturates, amphetamines and any other drug which has a stimulating or depressing effect. It also provides authority to deal with "counterfeit" drugs — those made illegally and sold under phony brand-name labels.

Biemiller stressed the importance of the record-keeping requirements and urged that they be passed without being watered-down. "We fail to see how the law can be effectively enforced unless it is possible to check sales records against records of authorized prescription for the drugs," Biemiller stated.



SEAFARERS ROTARY SHIPPING BOARD



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

February 13 - February 26

Jobs appeared on the shipping boards faster than they could be called this period as shipping resumed in most ports previously strikebound. Longshoremen began moving cargoes at the beginning of the period. As a result, 2,085 Seafarers shipped, compared with 850 during the previous two weeks.

Because dockworkers were still on the bricks in South Atlantic and some Gulf ports, job calls were far above normal in Boston, New York, Philadelphia, Baltimore and Norfolk, while remaining at a slow pace in Tampa and Jacksonville. Local beefs in Houston, New Orleans, and Mobile were settled by the dockers with brisk activity resulting. Job calls picked up considerably in San Francisco during the period, while dipping slightly in Seattle and Wilmington.

The breakdown of job calls by department revealed that, as before, most jobs went to members sailing in the deck department. All three departments, however, showed far above normal shipping.

Registration dipped only slightly this period, with a

total of 1,103 registrations, compared with 1,159 in the previous period. The total number of Seafarers registered and on the beach at the end of the period, however, dropped considerably to 4,635, against 5,549 in the previous two week period.

The seniority situation during the past two weeks, favored full book members. The ratio of A Books shipping comprised 66 percent of the total, compared with 61 percent in the prior period. B Books comprised 27 percent of the total, dropping for the second time from 30 percent in the prior period. C Cards comprised only 6 percent of the total shipped contrasted with 9 percent in the prior two weeks.

Shipping activity picked up, as shipowners rushed to get their ships out of clogged ports. There were 43 payoffs during the period, compared with 48 in the previous period. Sign-ons, picked up to 36, contrasted to 16 in the prior two weeks, and in transit visits increased to 99, against 55 in the prior period.

Ship Activity

	Pay Sign In			
	Offs	Ons	Trans.	TOTAL
Boston	1	0	3	4
New York	9	6	9	24
Philadelphia ..	2	1	12	15
Baltimore	8	6	14	28
Norfolk	0	3	7	10
Jacksonville ..	2	2	6	10
Tampa	0	0	5	5
Mobile	3	2	3	8
New Orleans..	6	8	9	23
Houston	5	8	19	24
Wilmington ..	0	0	4	4
San Francisco..	2	3	6	11
Seattle	5	5	2	12
TOTALS ...	43	36	99	178

DECK DEPARTMENT

Port	Registered CLASS A				Registered CLASS B				Shipped CLASS A				Shipped CLASS B				Shipped CLASS C				TOTAL Shipped				Registered On The Beach CLASS A				CLASS B						
	GROUP				GROUP				GROUP				GROUP				GROUP				CLASS				GROUP				GROUP						
	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	A	B	C	ALL	1	2	3	ALL	1	2	3
Boston	4	10	2	16	0	0	2	2	4	13	3	20	1	0	2	3	0	0	0	0	0	20	3	0	23	4	14	1	19	0	1	3	4		
New York	13	31	8	52	3	8	12	23	50	94	23	167	4	11	19	34	0	9	8	17	167	34	17	218	118	174	39	331	28	58	93	179			
Philadelphia ..	4	6	2	12	0	0	3	3	4	14	6	24	1	4	7	12	0	2	1	3	24	12	3	39	10	17	3	30	0	4	12	16			
Baltimore	9	24	6	39	0	4	9	13	16	30	9	55	0	6	16	22	1	4	0	5	55	22	5	82	57	61	13	131	2	13	27	42			
Norfolk	2	2	0	4	0	1	4	5	7	11	5	23	0	3	5	8	0	0	1	1	23	8	1	32	17	14	2	33	0	11	10	21			
Jacksonville ..	4	3	0	7	0	0	1	1	7	7	1	15	0	0	2	2	0	0	1	1	15	2	1	18	8	14	1	23	6	15	13	34			
Tampa	2	1	0	3	0	0	0	0	1	1	0	1	1	0	0	1	0	0	0	0	1	1	0	2	11	16	3	30	1	4	7	12			
Mobile	8	10	2	20	0	3	10	13	21	33	12	66	1	8	8	17	0	1	0	1	66	17	1	84	35	40	6	81	1	9	30	40			
New Orleans..	11	24	3	38	2	13	18	33	36	65	16	117	4	25	27	56	0	1	1	2	117	56	2	175	89	93	14	196	3	43	78	124			
Houston	14	17	2	33	1	7	11	19	4	34	7	45	1	3	6	10	1	3	1	5	45	10	5	60	113	89	24	226	11	53	72	136			
Wilmington ..	5	2	0	7	1	1	0	2	3	2	1	6	0	2	0	2	0	0	0	0	6	2	0	8	14	16	6	36	2	3	8	13			
San Francisco..	5	7	2	14	2	3	5	10	3	8	1	10	0	2	5	7	0	0	0	0	10	7	0	17	26	27	4	57	2	18	12	32			
Seattle	9	11	0	20	4	4	8	16	3	9	3	15	3	6	9	18	1	2	0	3	15	18	3	36	19	18	2	39	0	7	6	13			
TOTALS	90	148	27	265	13	44	83	140	158	319	87	564	16	70	106	192	3	22	13	38	564	192	38	794	521	593	118	1232	56	239	371	666			

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	1	2	3	ALL	A	B	C	ALL	1	2	3	ALL	1	2	3
Boston	2	3	0	5	0	0	2	2	2	9	1	12	0	2	3	5	0	0	0	0	0	12	5	0	17	2	5	1	8	0	3	5	8		
New York	10	23	6	39	4	14	7	25	26	91	7	124	2	17	23	42	0	10	12	22	124	42	22	188	60	156	38	254	18	56	62	134			
Philadelphia ..	1	10	0	11	0	3	3	6	1	4	1	6	1	3	4	8	0	3	3	6	6	6	8	20	3	31	2	36	0	5	10	15			
Baltimore	4	15	3	22	1	9	12	22	7	25	2	34	1	15	15	31	0	3	2	5	34	31	5	70	15	57	13	85	2	22	30	54			
Norfolk	1	7	0	8	0	3	4	7	1	6	1	8	1	5	5	11	0	1	4	5	8	11	5	24	2	12	1	15	1	7	0	8			
Jacksonville ..	1	1	0	2	0	1	1	2	3	6	1	10	0	1	1	2	1	1	0	2	10	2	2	14	1	16	0	17	2	9	5	16			
Tampa	0	2	0	2	1	0	0	1	0	2	0	2	1	0	2	3	0	0	0	0	2	3	0	5	6	15	1	22	0	3	7	10			
Mobile	1	8	1	10	1	3	9	13	10	41	2	53	1	4	15	20	1	0	1	2	53	20	2	75	12	28	5	45	1	17	17	35			
New Orleans..	11	39	4	54	2	22	14	38	18	64	10	92	5	23	19	47	2	1	2	5	92	47	5	144	40	84	12	136	7	60	54	121			
Houston	6	14	2	22	1	16	12	29	5	33	4	42	1	15	9	25	2	1	0	3	42	25	3	70	40	111	6	157	23	61	69	153			
Wilmington ..	2	1	2	5	0	0	1	1	1	0	1	2	0	1	0	1	0	0	0	0	2	1	0	3	5	14	4	23	4	6	5	15			
San Francisco..	1	4	2	7	2	2	3	7	2	11	1	14	0	0	3	3	0	0	0	0	14	3	0	17	9	26	4	39	1	11	8	20			
Seattle	1	6	1	8	2	10	3	15	2	9	2	13	2	8	2	12	0	4	1	5	13	12	5	30	8	17	3	28	1	7	5	13			
TOTALS	41	133	21	195	14	83	71	168	78	301	33	412	15	94	101	210	6	24	25	55	412	210	55	677	203	572	90	865	58	267	277	602			

STEWARD DEPARTMENT

Port	Registered CLASS A				Registered CLASS B				Shipped CLASS A				Shipped CLASS B				Shipped CLASS C				TOTAL Shipped				Registered On The Beach CLASS A				CLASS B									
	GROUP				GROUP				GROUP				GROUP				GROUP				CLASS				GROUP				GROUP									
	1-s	1	2	3	ALL	1	2	3	ALL	1-s	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	A	B	C	ALL	1-s	1	2	3	ALL	1	2	3
Bos.....	0	2	1	1	4	0	0	1	1	1	2	1	5	9	0	0	4	4	0	0	0	0	0	9	4	0	13	1	0	2	2	5	3	0	3	6		
NY.....	4	12	7	14	37	4	3	14	21	11	26	16	43	96	4	2	16	22	1	0	17	18	96	22	18	136	35	59	52	72	218	9	26	59	94			
Phil.....	1	2	0	0	3	0	1	4	5	3	7	2	4	16	0	0	5	5	0	0	2	2	16	5	2	23	3	5	3	8	19	0	1	8	9			
Bal.....	2	11	6	12	31	2	0	9	11	4	11	4	15	34	1	0	17	18	0	0	4	4	34	18	4	56	15	34	19	22	90	4	1	36	41			
Nor.....	1	2	2	0	5	3	3	5	11	0	3	2	4	9	1	1	8	10	0	1	2	3	9	10	3	22	5	4	6	3	18	0	2	14	16			
Jac.....	0	1	0	0	1	2	1	0	3	0	4	1	2	7	0	1	2	3	0	0	4	4	7	3	4	14	2	6	2	0	10	4	2	6	12			
Tam.....	1	0	3	1	5	1	0	0	1	0	0	1	0	1	0	0	0	0	0	0	0	0	1	0	0	1	1	8	3	7	19	0	1	4	5			
Mob.....	2	6	2	6	16	1	0	11	12	5	14	5	31	55	2	0	16	18	0	0	2	2	55	18	2	75	11	20	14	19	64	0	1	26	27			
NO.....	3	20	5	16	44	0	1	29	30	6	34	10	69	119	1	1	50	52	0	1	3	4	119	52	4	175	23	60										

The Pacific Coast

By Frank Drozak, West Coast Representative

Seafarers Utilizing S.F. Clinic

The new facilities which opened in San Francisco on February 13 are already proving a valuable addition to the SIU's nationwide clinic system. More than 70 members have already received thorough examinations prior to shipping out. As in other ports, with the exception of Wilmington and Seattle, members shipping out of San Francisco must have a clearance card from the clinic before they ship.

The SIU-affiliated Seine Line Fishermen reached an agreement with the boat owners. The membership has ratified a new contract calling for a big increase in the SIU fishermen's share of the catch on mackerel boats. The Maritime Port Council and its affiliates supported the fishermen's beef and with their help brought about the gains for the Seine Line Fishermen.

The SIU-affiliated Petroleum Workers are still actively maintaining their boycott of Standard Oil of California products. Negotiations are scheduled for the coming weeks. The Petroleum Workers' main issue is maintenance of members. All union members and their families are urged to support the SIU Petroleum Workers' beef by not buying Standard Oil of California products until this dispute is settled in a fair and equitable manner.

San Francisco

Shipping has been fair here for the past period and is expected to pick up somewhat during the coming weeks with the *Choctaw*, *Wild Ranger*, *Overseas Rose*, *Overseas Joyce*, *Summit*, and *Elizabethport* expected to arrive in port. No pay-offs are listed during the coming period.

After close to eight months of voyaging around the Far East aboard the *Western Hunter*, *Stanley Bojko* says he's had enough of that run for a while and will try his hand at some other part of the globe. On the other hand, the *Far East* has a strong adherent in A. B. Pontek who recently paid off the

Ocean Dinny, *Pontek*, who does his work in the deck department, has been sailing for about 15 years, but had to get off recently for medical reasons. We hope to see him back sailing again very soon.

Wilmington

Shipping has been relatively slow here with 15 jobs shipped during the past two week period. We had the *Montpelier Victory*, *Longview Victor*, *Flomar* and *Antinous* in transit. The outlook for the coming period is considerably better however, with nine ships expected in transit—seven of them due the first week in March.

John Bowdon was just in from the Baltimore area and has registered here. He says he may move out to the coast permanently because he likes this area. We're glad to see him and hope he stays. *Pete Matovich* was in recently and registered. *Pete* says he's ready to ship out in the first job that hits the board.

Seattle

The shipping outlook is very good here. During the last period we paid off the *Robin Hood*, *Santa Emilia*, *Marine*, *Choctaw* and *Seattle*. Expected payoffs include the *Steel Rover*, *Overseas Rose*, *Wild Ranger*, *Overseas Joyce*, *Northwestern Victory* and the *Ames Victory*. Ships serviced in transit this last period were the *Anchorage* and the *Flomar*.

Four More Rail Tugmen On Pension

Four members of the SIU Railway Marine Region have been added to the list of Seafarers entitled to pensions from the Seafarers Welfare Plan. The Board of Trustees of the plan approved the members at their regular February meeting.



Totten

The newly retired members are Herman E. Ahrens, 65; Andrew Polasky, 65; George A. Totten, 65; and Henry George Braunwald, 65.

Ahrens began sailing on tugs of the Erie Lackawanna Railroad in 1917. He retired after working for the same company for 46 years, having sailed as mate aboard tugs and passenger ferries for the company.

Polasky began sailing in the New York harbor aboard the SIU-RMR contracted tugs of the Pennsylvania Railroad. Still working for the same company at his retirement, he sailed as mate and deckhand.

A native of Belfast, Ireland, Totten began sailing for the Pennsylvania Railroad in 1918. Working as a deckhand, Totten sailed for the company until his retirement. He makes his home in Woodhaven, N.J.

Braunwald, who has been sailing as mate on tugs of the Pennsylvania Railroad since 1920, said that with the pension he is now receiving, he and his wife Dorothy will have a chance to enjoy their retirement years in leisure.



Part of the latest group of SIU-RMR members to be approved for \$150 monthly pension benefits is shown above receiving congratulations from RMR regional director G. P. McGinty (center). *Pete Maddaluna* (far left) is not one of the latest group of pensioners, but came along to congratulate his fellow retirees. The newest batch consists of *Andrew Polasky* (second from left), *Herman Ahrens* (second from right) and *Henry Braunwald* (far right).

New Mexico Legislature Kills Right-To-Work Bid

SANTA FE, New Mexico—A move to push through a "right-to-work" amendment to the New Mexico constitution, outlawing the union shop, has been smashed by the state Legislature. Sponsors of the anti-union resolution were stunned by the setback and indicated they would make no attempt to revive it this year.

The Senate defeated the "work" resolution, 18-14, on February 8. Three days later, the House voted 51-21 to "postpone indefinitely" consideration of a companion bill.

New Mexico was a major target this year of the "right-to-work" forces, despite repeated defeats of anti-union shop bills in the legislature and rejection by the voters in a 1948 referendum. In 1963, the Senate passed a "work" bill, 17-15, but the House turned it down, 36-27.

Some Switch

A switch of three key votes in the Senate doomed the revived "right-to-work" campaign in the state. Two senators who had voted to ban the union shop two years ago switched positions on the key February 8 vote. Also voting against it was a senator who had joined in co-sponsoring the bill at the start of the session.

The chairman of the New Mexico "work" organization, Ellis Whitney, told newsmen he was "stunned" by the Senate vote.

"Insofar as the present legislature is concerned, right-to-work is a dead issue," Whitney conceded. But he added that his group will renew its efforts in the next legislature. "While we have lost a major skirmish, the war is by no means over," Whitney declared.

Voting for "right-to-work" were the Senate's four Republican members and 10 Democrats. Eighteen Democrats opposed the measure.

In terms of population each country, regardless of size, is represented by one senator so the rejection was even more decisive.

Senators opposing the ban on the union shop came from counties with a total population of 636,000. Those voting for "work" represented counties with a combined population of only 316,000.

During the debate, Senator C. Fincher Neal told his colleagues that the supporters of the "work"

bill "want you to give them a bludgeon to use over the heads of our working people. The power of the state should be used to foster good labor-management relations—not to destroy them."

Moral Issue

Neal, who represents the Carlsbad area and was floor leader for the fight against "right-to-work," said the controversy was "a moral issue." He added:

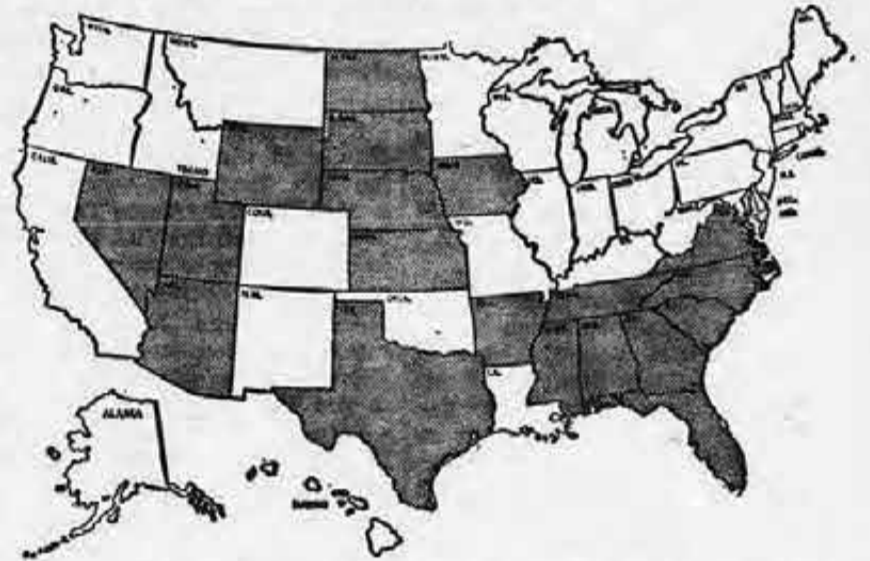
"My church is against this law. Your church is against this law and our churches are against it because they are trying to protect the welfare of our people."

James G. Patton, chairman of the National Council for Industrial Peace, whose New Mexico affiliate

actively opposed the bill, hailed the legislature's action. Patton, who is also president of the National Farmers Union, said:

"We have repealed the law in Indiana and turned back this effort in the New Mexico legislature. It is time to get on with ending the loophole in federal law which permits such legislation in the states. I refer to Sec. 14b of the Taft-Hartley Act."

Last November, New Mexicans re-elected Governor Jack M. Campbell (D), who had pledged to veto any "right-to-work" bill that might reach his desk, and defeated U.S. Senator Edwin L. Mechem (R), who had sponsored an anti-union shop measure when he was a member of the legislature.



States with right-to-work laws on the books are indicated as shaded areas in the above map.

New Bill Proposes U.S. Build Mercy Ship Fleet

WASHINGTON—A new fleet of American ships designed to give emergency help to nations in times of disaster has been proposed in Congress by Representative Seymour Halpern (R-N.Y.), and is now being considered by the

House Foreign Affairs Committee.

Under the Halpern bill, ships would be taken from the mothball fleet and restored to useful service as hospital ships, generator ships and cargo ships loaded with medical supplies, food, clothing and other necessities.

The new fleet would be designed and equipped to "render prompt emergency aid and assistance to peoples of the coastal regions of other nations upon the occurrence of famine, epidemic disease, earthquake, flood, hurricane or other disaster."

Training and technical assistance could also be provided from the ships under Halpern's bill. The emergency food supplies aboard the cargo ships could come from surplus U.S. commodities, Halpern suggested. He said the ships could be divided into separate task groups operating in different parts of the world.

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

The Gulf Coast



By Lindsey Williams, Vice-President, Gulf Area

Gulf Coast Shipping On Upswing

Shipping on the Gulf Coast only awaits a settlement in Miami between the South Atlantic operators and the longshoremen before the situation gets back to normal. In the settled ports the re-hiring process is already getting underway at a fast tempo. In New Orleans, more than 400 men were recalled to SIU-contracted ships in the first two weeks after the strike ended there. In Mobile, about 175 Seafarers went back to work during the same period.

In addition, of course, the logjam started to break up for hundreds of harbor and inland boatmen who had been idled as a direct result of the strike. This was particularly true where harbor boatmen were concerned. The affect of the settlement there was felt almost immediately.

As this was written, ILA negotiations still had not settled their difficulties in the South Atlantic District, but this round of bargaining was expected to follow the pattern of the West Gulf settlement. ILA officials freely predicted the South Atlantic contract talks would be concluded without too much difficulty.

Besides celebrating the opportunity to go back to work, Seafarers in New Orleans and Mobile at the same time joined in the fun and frolic of the carnival season. Day and night parades and festivities were climaxed by the wild day-long celebration of Mardi Gras (Fat Tuesday), the last day of the pre-Lenten season, which this year fell on March 2.

New Orleans

With the end of the strike, many New Orleanians passed up the Mardi Gras festivities in favor of the opportunity to get back to work

after the involuntary period of idleness. Among those joining the festivities as their ships came in for pay-off was Clyde "Whitey" Lanier, after nearly two years as chief steward on the Del Sud. Whitey took time out to visit the hall to renew acquaintances during a meeting of the Greater New Orleans AFL-CIO to which he has been an SIU delegate. Among those who shipped out since the strike was John Luther who came in from Pearl River and made an oiler's job on the Alcoa Master, bound for the Mediterranean and Pakistan. Matthew Eurlsa took a job on the Penn Challenger when take him to India. Joe Lae made the chief steward's job on the Allice Brown on the regular Bloomfield European run. Leon Franklin took the night cook and baker's job on the same ship. Johnny Long made the chief electrician's job on the Del Oro, but it lasted only until the ship completed discharging cargo which had been tied up during the strike. After that, the ship went into layup temporarily and the crew was discharged. Lambert Martindale left the chief cook's job on the Columbia and

registered in Group 1 of the steward's department.

Mobile

Shipping prospects are good in Mobile as elsewhere in the Gulf for the next two weeks. The Rachel V and the Trans Texas both laid up before the ILA strike and will be open jobs when they crew up, probably during this period.

Among those home for the carnival season are Charles J. Mitchell, who was chief steward on the Penn Vanguard for about a year. He is registered in Group 1S. He has been an SIU member since the early days of the Union and has been shipping out of various Gulf ports for the last 20 years. Otha Bryars had a fireman's job on the Penn Challenger when the ship laid up. He is enjoying a vacation with his family at his home in Perdido, Ala., and says he plans to do a little wild turkey hunting while he is on the beach. M. D. "Tiny" Hibbs went home to Lucedale, Miss., for a rest after getting off the Bradford Island. He was an AB on the Cities Service tanker.

Frank Gomez said he probably would return his oiler's job on the (Continued on page 20)

AFL-CIO Decries 'Empty Label' Campaign

AMA's Anti-Medicare Pitch Labeled 'Cynical Propaganda'

WASHINGTON—The American Medical Association's new "eldercare" proposal is nothing but a "cynical propaganda campaign" to block a social security program of hospital care for the aged, an AFL-CIO spokesman charged.

AFL-CIO Social Security Director Nelson H. Cruikshank issued a point-by-point refutation of the "empty promises" of the AMA plan, which he termed "a slight modification of the present public assistance program" for the needy.

Despite the AMA's "frantic . . . last-ditch efforts," Cruikshank said, the King-Anderson bill will be enacted "within a matter of months."

The legislative drive to pass a social security hospital care program was given a strong boost by President Johnson, who said: "The people . . . want this program. They are going to have this program."

Johnson called on "all Americans" to push for "prompt enactment of a comprehensive program of hospital care for the aged through social security." He told his Council on Aging, made up of federal officials dealing with programs affecting the elderly, that "we are in sight of the promised land."

Nationwide Campaign

The AMA coupled a nationwide newspaper advertising campaign for its self-styled eldercare plan with spot announcements on 346 television stations and 722 radio stations. Local AMA affiliates in many areas are purchasing additional radio and television time and newspaper space. The AMA's

public relations office also announced that it is distributing 10 million pamphlets attacking the Administration's health care program.

The AMA bill would provide federal matching funds for state programs to finance all or part of the cost of private hospital and medical insurance for persons over 65 whose income is below levels specified by the state. The part of the premium cost not paid from public funds would have to be paid by the individual.

Cruikshank labeled as an "empty promise" the claim made in the AMA advertisements that its eldercare program would involve "less cost to the taxpayer." "If all promised benefits were actually provided," he replied, "the cost to the taxpayer would be many times the cost of the King-Anderson bill."

Proven Inadequate

Cruikshank pointed out that most states have not been able to

provide sufficient matching funds to finance adequately the Kerr-Mills programs for the needy aged which now exist. Furthermore, he noted, there is no protection in the bill against "exorbitant profits" and high administrative expenses of commercial insurance companies.

By contrast, he noted, King-Anderson benefits would be paid for by modest payroll contributions from workers and employers and the only change to general revenues would be for benefits to persons not covered by social security. Another "empty promise," Cruikshank said, is the AMA statement that its plan "would provide a wide range of hospital and medical services for the elderly—much more than medicare."

While the AMA plan "authorizes" a wide range of benefits, the actual benefits would be determined by the states and limited by the availability of state funds, Cruikshank noted.



By Al Tanner, Vice President

and Fred Farnen, Secretary-Treasurer, Great Lakes

Signs Of Spring On Lakes

A sure sign of spring on the Great Lakes is when smoke starts pouring out of the galley stacks of laid-up vessels. The Huron Cement Fleet has already started to fit-out and we have notified the crews of their reporting dates. Wyandotte Transportation Company is fitting out their vessels, the Wyandotte, Huron, and the Alpena. It looks like an early start this year and we expect a great year for shipping. The ports of Duluth and Cleveland will re-open on March 1 and we urge all members in those areas to register on that date.

The blizzard that hit Detroit and Toledo on February 23 (worst in 30 yrs.) did not halt the fitting out of several vessels. The Detroit Hall remained open and members were issued clearance cards to their various ships.

CHICAGO

Shipping in Chicago has been good with men of various ratings shipped on the Highway 16, Detroit, Schemm and the newly acquired Harvester owned by the Gartland Steamship Company. The last two vessels mentioned have called men for winter work in addition to men ordered to shift the Harvester to a new berth this coming week. Winter shipping in Chicago has been the best in years.

There are 14 SIU Great Lakes member men in the Marine Hospital, all of whom are anxious to be discharged in order to spend a little more time at home prior to the expected early fit-out. This goes for some of our IBU members holding seniority with the Great Lakes dredge and dock company.

This company has recently been awarded a four and a half million dollar contract to continue the dredging of the Calumet River to the harbor. This should keep our IBU brothers working all season.

The International Brotherhood of Electrical Workers, local 1220 in Chicago is preparing a mass demonstration outside of the offices of radio station WWJD in protest of unfair labor practices by this station. The union agreed four years ago that all music played in conjunction with advertising could be done via recordings. The radio station is now using the radio announcers in playing these recordings and other music as opposed to using union disc jockeys. WCEL "The Voice of Labor," operated by the

Chicago Federation of Labor, is joining in this protest along with the Chicago Port Council of the MTD.

Since our last report, this branch was represented at several meetings relative to the proposed closing of the Chicago Marine Hospital. The most recent meeting was held Monday, February 22nd in the federal building at the offices of Congressman Sidney Yates. (D) 9th district and second man on the House Appropriations Committee. Attending this meeting, in addition to SIU representatives from the port of Chicago, were representatives from the United States Public Health Service Hospital, licensed and unlicensed tugmen and a representative from the Chicago branch of the NMU. Statistics were given to Congressman Yates from all sides for his presentation for argument in Washington.

It appears however that the (Continued on page 22)

Information Each 'Peggy' Must Know

*Twas brillig, and the slithy toves,
Did gyre and gimbol in the wabe.
All mimsy were the boro-groves,
And the mome raths outgrabe.
Louis Carroll*

If a Baedeker is a guide book and a glossary is a list of words, what is a peggy, smoke-o, rummager, doc, fog-locker, tab-nab or green oil? And what do they mean to a seafarer?

To an American seaman they probably mean absolutely nothing. But according to Dr. Ronald Hope, director of Britain's Seafarers Education Service, every British seaman must understand these words or suffer the embarrassment of actually going to look for green oil (something like a left handed monkey wrench) to fill the starboard lights while he could be enjoying a smoke-o (tea break) with the rummager (customs inspector) and the doc (cook) and eating a tab-nab (hard cake) while lounging comfortably on his fog-locker.

According to the glossary (word list) in Dr. Hope's Baedeker (guide book) a peggy (deck boy) is traditionally sent to hunt for green oil (something like a left handed monkey wrench) to fill the starboard lights while he could be enjoying a smoke-o (tea break) with the rummager (customs inspector) and the doc (cook) and eating a tab-nab (hard cake) while lounging comfortably on his fog-locker.

What's a fog-locker? That's where you keep fog — everybody knows that!

OLD-TIMER



WHEN PAINTING IN CLOSED AREAS MAKE CERTAIN THERE IS SUFFICIENT VENTILATION.



YOUR INCOME TAX



(The following guide was prepared for the use of Seafarers by the SIU Accounting Department)

Your 1964 forms have been revised in accordance with the Revenue Act of 1964 which reduced tax rates and provided a minimum standard deduction.

Many other changes have been made to conform to the new legislation which provided:

Higher ceilings on charitable contributions and the retirement income credit; Benefits for persons 65 or over on medical expenses and sales of their residences;

Deductions for moving expenses; Restrictions on the sick pay exclusion and the deduction for taxes paid;

An increase in the dividends exclusion and a decrease in the dividends received credit; and

An averaging system to moderate the effects of unusual increases in income.

Generally, with very few exceptions, seamen are treated no differently under the income tax laws than any other citizen or resident of the US. (The non-resident alien seaman must also file a return, but the rules are not the same for him.)

WHO MUST FILE. Every Seafarer who is a citizen or resident of the United States—whether an adult or minor—who had \$600 or more income in 1964 must file; if 65 or over, \$1,200 or more.



A Seafarer with income of less than these amounts should file a return to get a refund if tax was withheld. A married Seafarer with income less than his own personal exemption should file a joint return with his wife to get the smaller tax or larger refund for the couple.

WHEN TO FILE. Tax returns have to be filed by April 15, 1965. However, the April 15 deadline is waived in cases where a seaman is at sea. In such instances, the seaman must file his return at the first opportunity, along with an affidavit stating the reason for delay.

HOW TO FILE. The Seafarer has two return forms to choose from, Form 1040 and card form, Form 1040A. Form 1040 is limited to a single sheet. Supporting schedules may be attached according to the individual needs of each taxpayer.

Generally, if your income was entirely from salary, wages, interest, dividends, and sources other than those for which schedules (B, C, D, and F) are required, you will need only Form 1040. You can use it whether you take the standard deduction or itemize deductions.

If you have income from sources listed below, complete and attach one or more of the following forms:

- Schedule B for income from pensions, annuities, rents, royalties, partnerships, estates, trusts, etc.;
- Schedule C for income from a personally owned business;
- Schedule D for income from the sale or exchange of property; and
- Schedule F for income from farming.

WAGE EARNERS WITH LESS THAN \$10,000 INCOME. You can use a simpler return (Form 1040A), printed on a punch card, if:

1. Your income was less than \$10,000, AND
2. It consisted of wages reported on withholding statements (Forms W-2) and not more than \$200 total of other wages, interest, and dividends, AND
3. Instead of itemizing deductions,

you wish to use the tax table or to take the standard deduction which is generally the higher of:

- (a) the 10-percent standard deduction—about 10 percent of your income, or
- (b) the minimum standard deduction—and amount equal to \$200 (\$100 if married and filing separate return) plus \$100 for each exemption claimed on item 15 on the back of your Form 1040A.

If your income is less than \$5,000, you can choose to have the Internal Revenue Service figure your tax for you. A husband and wife may file a joint return Form 1040A if their combined incomes do not exceed these limits.

DON'T USE FORM 1040A IF—

- (1) You wish to take any deductions for specific items, such as unreimbursed employee expenses.
- (2) You wish to claim a dividends received credit (for dividends over \$100).
- (3) You wish to claim a retirement income credit.
- (4) You wish to compute your tax under the head-of-household rates or to claim "surviving spouse" benefits.
- (5) You wish to claim any exclusion for wages or salary you received for a period while you were sick and this amount is shown on your Form W-2.
- (6) You wish to claim credit for payments of estimated tax for the taxable year or for an overpayment from 1963.
- (7) Your wife (or husband) is filing a separate return on Form 1040 and itemizes her (or his) deductions.
- (8) You have a nonresident alien status.

HOW TO PAY

The balance of tax shown to be due on your return must be paid in full with your return if it amounts to \$1 or more. Make checks or money order, payable to "Internal Revenue Service."

ROUNDING OFF TO WHOLE DOLLARS

The money items on your return and schedules may be shown in whole dollars. This means that you eliminate any amount less than 50 cents, and increase any amount from 50 cents through 99 cents to the next higher dollar.

ADVANTAGES OF A JOINT RETURN. Generally it is advantageous for a married couple to file a joint return. There are benefits in figuring the tax on a joint return which often result in a lower tax than would result from separate returns.

CHANGES IN MARITAL STATUS. If you are married at the end of 1964, you are considered married for the entire year. If you are divorced or legally separated on or before the end of 1964, you are considered single for the entire year. If your wife or husband died during 1964, you are considered married for the entire year. Generally, a joint



return may be filed for 1964 provided you have not remarried before the end of 1964.

EXEMPTIONS. Each taxpayer is entitled to a personal exemption of \$600 for himself, \$600 for his wife, an additional \$600 if he is over 65 and another \$600 if he is blind. The exemptions for age and blindness apply also to a taxpayer's wife, and can also be claimed by both of them.

In cases where a man's wife lives in

a foreign country, he can still claim the \$600 exemption for her.

In addition, a taxpayer can claim \$600 for each child, parent, grandparent, brother, brother-in-law, sister, sister-in-law, and each uncle, aunt, nephew or niece dependent on him, if he provides more than one-half of their support during the calendar year. The dependent must have less than \$600 income and live in the US, Canada, Panama or the Canal Zone.

A child under 19, or a student over 19 can earn over \$600 and still count as a dependent if the taxpayer provides more than one-half of his support.

The law also enables a seaman who is contributing (with other relatives) more than ten percent of the support



of a dependent to claim an exemption for that individual, provided the other contributors file a declaration that they will not claim the dependent that year.

CREDIT FOR EXCESS SOCIAL SECURITY (FICA) TAX PAID. If a total of more than \$174 of Social Security (FICA) tax was withheld from the wages of either you or your wife because one or both of you worked for more than one employer, you may claim the excess over \$174 as a credit against your income tax.

TAX CREDIT FOR RETIREMENT INCOME. A tax credit is allowed for individuals against retirement income such as rents, dividends and earnings at odd jobs. However, an adjustment must be made in this credit for Social Security benefits.

HOW TO REPORT YOUR INCOME. All income in whatever form received which is not specifically exempt must be included in your income tax return, even though it may be offset by deductions. Examples are given below:

- Examples of income which must be reported:** Wages, salaries, bonuses, commissions, fees, tips, and gratuities. Dividends. Interest on bank deposits, bonds, notes. Interest on U.S. Savings bonds. Profits from business or profession. Your share of partnership profits. Disability retirement payments and other benefits paid by the Veterans Administration. Dividends on veterans' insurance. Life insurance proceeds upon death. Profits from sales or exchanges of real estate, securities, or other property. Industrial, civil service and other pensions, annuities, endowments. Rents and royalties from property, patents, copyrights. Your share of estate or trust income. Employer supplemental unemployment benefits. Alimony, separate maintenance or support payments received from (and deductible by) your husband (or wife). Prizes and awards (such as items received from radio and TV shows, contests, raffles, etc.).

Examples of Income Which Should Not Be Reported:

- Workmen's compensation, insurance, damages, etc., for injury or sickness.
- Interest on State and municipal bonds, Federal and State Social Security benefits.
- Railroad Retirement Act benefits.
- Gifts, inheritance, bequests.

DIVIDEND INCOME. If a seaman

has income from stock dividends, he can exclude the first \$100 from his gross income. He may be eligible to an additional credit against his total tax liability up to a maximum of two percent of the balance of the dividends received in 1964.

If a joint return is filed and both husband and wife have dividend income, each one may exclude \$100 of dividends from their gross income.

WELFARE, PENSION AND VACATION BENEFITS. Benefits received from the SIU Welfare Plan do not have to be reported as income.

Payments received from the SIU Pension Plan are includable as income on the tax return of those pensioners who retire with a normal pension. There is a special retirement income tax credit to be calculated on Schedule B which is to be attached to the return.

Pensioners under 65 who receive a disability pension do not have to include such payments on their tax returns. However, all disability pension payments received after age 65 are taxable in the same manner as a normal pension.

Vacation pay received from the Seafarers Vacation Plan is taxable income in the same manner as wages.

DEATH BENEFIT EXCLUSION. If you receive pension payments as a beneficiary of a deceased employee, and the employee had received no retirement pension payments, you may be entitled to a death benefit exclusion of up to \$5,000.

GAMBLING GAINS. All net gains from gambling must be reported as income. However, if more was lost than gained during the year, the losses are not deductible, but simply cancel out the gains.

INVESTMENT CREDIT. Form 3468 is to be used by a Seafarer claiming the investment credit. The credit is allowed for investment in tangible depreciable personal property used in business. The credit is an amount equal to 7% of such investment and applied against your income tax.

INCOME AVERAGING. A Seafarer who has an unusually large amount of taxable income for a tax year beginning after December 31, 1963, may be able to reduce the total amount of his tax



by using the income averaging method. This method permits a part of the usually large amount of taxable income to be taxed in lower brackets, resulting in a reduction of the over-all amount of tax due.

If your averageable income for 1964 is more than \$3,000 and you are an eligible individual, you may choose to compute your tax under this new method. Your averageable income for 1964 will generally be the amount by which your taxable income exceeds 133 1/3% of your average base period income (the average of your taxable incomes, for the four immediately preceding tax years). In this situation 1964 is your computation year and your four immediately preceding tax years are your base period.

The following items can be used as deductions against income (IF YOU DO NOT TAKE THE STANDARD DEDUCTION):

CONTRIBUTIONS. A taxpayer can deduct up to 20 percent of gross income for contributions to charitable institutions. (Continued on page 15)



By Robert A. Matthews,

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

Several interesting letters have been received at headquarters requesting clarification on various shipboard beefs. The first two questions, submitted by C. E. Henby, ship's delegate on the Alice Brown, deal with overtime for a missing man.

Question No. 1: 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 No. 2: 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."

James Quinn, ship's delegate aboard the Western Hunter wrote the Contracts department concerning two questions regarding the replacement of anodes in Tanks.

Question No. 1: "The Firemen and Oilers were instructed to take out the anodes in the tanks and were later instructed not to do this work, and the work was given to the Deck Department..."

Answer: This work is the duties of the Pumpman, as per Article IV, Section 10, of the Standard Tanker Agreement. Since the Deck Department has already been paid overtime for doing this work, we cannot compel the Company to pay again for not utilizing the services of the Oilers and Firemen.

We are instructing the Company that, in the future this work is the duties of the Pumpman and if extra help is needed that other Engine Department Unlicensed Personnel shall be used for this work.

Question No. 2: "We signed on in the port of Honolulu for one or more ports in the Middle East and back to a final port in the continental United States. Does the above articles mean that in the event the ship goes back to Honolulu the ship must pay off?"

Answer: No. Honolulu is not the Continental United States, and the vessel would not have to break articles when it returns to Honolulu.

References: Article II, Section 55: TRANSPORTATION AND PAYING OFF PROCEDURES.

(b) "It is agreed that the Articles shall terminate as the final port of discharge in the continental United States of America. If the final port of discharge is located in the port of engagement, first class transportation shall be provided to only those men who leave the vessel, plus wages and

subsistence to port of engagement in continental United States, or at the seaman's option, cash equivalent of the actual cost of first class rail transportation shall be paid."

Money Due

The Contracts and Constitution department is still holding a number of checks for the Seafarers listed below. These men are urged to pick up their checks from this department or notify headquarters where the checks may be sent.

In the settlement of disputed overtime aboard the Transorleans, checks are being held for James Mahoney and Seymore Sikes.

From the Ames Victory, checks are being held covering travel wages, subsistence and transportation for Wallace P. Anderson, Morris Berlowitz, Ralph L. Jones and Lee W. Morin.

In the settlement of disputed overtime for tank cleaning aboard the Manhattan, checks are being held for F. Carpenter, L. Harvey, H. Koppersmith, and S. Puntillo.

Checks for the settlement of disputed overtime aboard the Penn Carrier are being held for Earl H. Beamer, Jose M. Cacosta, Michael C. Miller, and Walter Smith.

Former crewmembers of the Niagara, who are owed money for the settlement of disputed overtime, are Francis M. Greenwall and Richard Heckmen.

George Doest still has a check waiting for him for settlement of disputed overtime earned aboard the Seatrain New Jersey.

A transportation differential check from the Elimir is still being held for James H. Smith.

Checks for the settlement of a transportation dispute are being held for these former crewmembers of the Valiant Hope: Thomas E. Bewley, Edward E. Edinger, Thomas E. Hanson, Athanasios Karatgas, Donald Kershaw, Robert McCulloch, Thomas E. Morris, and Berthall L. Winborne.

Former crewmembers of the Hercules Victory who have checks waiting for them for the settlement of disputed overtime are Murry Carroll, Ole A. E. Hilsen, Everett J. Huntley, Edward Jensen, William A. Laughlin, Ernest J. Lichtensen, William Logan, Thomas J. Ratcliff, Robert Smith, George Stanley and Donald T. Watson.

The contract department is holding checks covering subsistence for the following ex-crewmembers of the St. Lawrence: George S. Lane, ... and Nicholas Sakellariades.

Right-Wingers Get History Lesson

Aid To Depressed Regions Nothing New In U. S. History

WASHINGTON—Right-wing and other anti-labor groups, who set up cries of "un-American," un-constitutional" or "against the American way" every time U.S. aid is allocated to help depressed areas of the nation or to alleviate unemployment problems, obviously know nothing about American history.

The fact is that a concept as old as self-government in the United States is put to work when the nation gathers its forces and plans the economic development of regions distressed by massive poverty.

An article published in the AFL-CIO monthly publication, the Federationist, recalls that as the continent was being explored and its areas of settlement were growing, "industry and commerce prospered in good part because the federal government laid the basis and

deliberately promoted economic development."

Appalachia Cited

Regional economic development was one of the challenges President Johnson pinpointed in his State of the Union message. The best-known of the areas that need it is Appalachia, the 10-state mountain region reaching from Pennsylvania into Alabama.

Comprehensive redevelopment programs are needed for all distressed areas of the country as well as for Appalachia, "with federal government financial aid and coordination," says the article, which is an Economic Trends & Outlook feature prepared by the Department of Research of the AFL-CIO.

"Some voices surely will be raised in opposition to any federal role," it predicts, recalling the opposition four years ago when the more limited program of the Area Redevelopment Act was before Congress.

"American history, however, gives the answer to these critics. It reveals that, practically from the founding of the nation, government has played a major role in encouraging economic development. In fact, much of the activity of government today is concerned with providing services essential to the success of private enterprise and to stimulation of economic growth."

Railroads—Canals

The article cites as examples federal construction of roads to connect the East Coast and the Ohio Valley in the early years of the 19th Century, followed soon by construction of canals by the states to improve communications. Public outlays for land and water communication "were rapidly transforming" the country before the Civil War, the study says.

Congress passed the Pacific Railroad Act in 1862, giving millions of acres of land and "generous" construction loans to the railroads to such an extent, the article says, that by the end of the century 192,000 miles of track, "much of it government-subsidized," spanned the nation.

The nation over great spans of time undertook to preserve some of the wilderness the founding fathers knew, the magazine says. The Tennessee Valley Authority, it continues, was a "spectacular success" in transforming a depressed area into one of comparative prosperity.

Shortsighted View

"Shortsighted sectional economic rivalry... and outmoded ideological prejudice—the charge is that this is 'socialism'—have frustrated the birth of new regional development programs," the magazine comments.

"The persistent and continuing opposition of any business spokesmen to an expanded government role in resource and economic development is hard to understand either in terms of business interests or of ideological grounds."

Coordination of interrelated efforts such as redevelopment and the ending of local distress is essential if success is to be achieved, the article says. The job at best is "a long-range and difficult task," it asserts.

Four IBU Oldtimers On Pension

The Board of Trustees of the Seafarers Welfare Plan have approved four more members of the SIU Inland Boatmen's Union for lifetime pensions of \$150 a month. The four new SIU-IBU pensioners, include Jerry Allen, 54; Clyde R. Worrell, Jr., 62; Felix Frank Miller, 71; Harry William Greiner, 57.

Allen began sailing on tugs of the Curtis Bay Towing Co. in Nor-



Allen



Worrell

folk, Va. Still employed by the same company, at his retirement, he sailed as deckhand. A native of North Carolina, he retired to his home in Norfolk.

Worrell began sailing on tugs of the Curtis Bay Towing Co. in Norfolk. Continuing to work for the same company until he retired.



Greiner



Miller

Worrell sailed as a deckhand. A native of Hillsville, Va., he now makes his home in Waynesboro, Va.

Miller began sailing in the Milwaukee harbor in 1925. After working for several companies in the harbor, he retired after sailing aboard tugs of the SIU-IBU contracted Merritt, Chapman and Scott Co. Miller makes his home in Milwaukee.

Greiner joined the Union in Galveston, Texas. An employee of Galveston Wharves, and a native of Beaumont, Texas, he retired to his home in Galveston.

The INQUIRING SEAFARER

QUESTION: Science is close to finding a sure cure for baldness. If you were going bald, would you use the new cure?

Felipe Aponte: I would definitely not use it right away. I would want to wait and find out if it is really safe first. These drugs when they first come out have too many side affects for me to trust them. I want to see what they are before I use any drug. Otherwise it might be extremely dangerous.

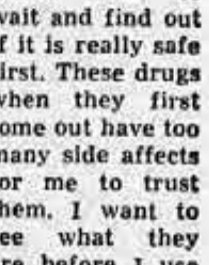
Herman Ricci: I would positively use it. As you can see, I don't look so young anymore, but I feel young. Even if a man has grey hair, he looks younger if he has lots of hair. If this stuff really works, I would surely use it to get my hair back so that I would look as young as I feel.

Genero H. Ruiz: I believe I would use anything that was sure to work. There are a lot of quack medicines for baldness, though. The purpose of using it would be to look younger. I think that anyone wants to retain at least the appearance of his youth after he gets older.

M. B. Osman: Sure, I'd use it. A full head of hair is important to a man's appearance. There is a streak of vanity in most men that make them want to use a cure for baldness if it really works. I would think I was pretty funny looking if I got all dressed up and had no hair. My head would be undressed.

John Japper: Sure I'd use a cure for baldness. I'm a gambler, and what do I have to lose, except maybe more hair. You can see I'm beginning to get thin on top, and it makes me look older than I am. I'm past the point of wanting to look older than my age.

John Lyman: No, I would not use it. I'm thin on top, but so what? I think I am past the point of trying to impress people with how I look. If people don't want to look at me because I'm thin and grey on top, I'm not going to worry about it. I guess when people get old, appearance doesn't mean as much. It's the person that counts.



SPAD

**Seafarers
Political Activity
Report**



COPE MAPS OFF-YEAR VOTE EFFORTS—Cope, the political arm of the AFL-CIO has begun a campaign to bring out the maximum number of voters for the 1966 Congressional and local elections. The campaign will be aimed at preserving and strengthening the liberal gains made in the 1964 national elections. COPE is hoping to reverse the trend of the past 33 years in which the administration in power usually loses Congressional strength during off-year elections. The trend is attributable to the sharp drop-off in voter turnout by lower and middle income citizens during the off-years.

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SENATE VOTES SUCCESSION AMENDMENT—The Senate passed by a vote of 72 to 0 a proposed constitutional amendment providing for the taking over of presidential duties by the Vice President should the President become incapacitated. The amendment also provides for the selection of a new Vice President in the event that the office becomes vacant because of presidential disability. If the measure is now approved by a two-thirds vote of the House it must then be ratified by three-quarters of the states to become a part of the constitution. The amendment would allow the President to nominate a person to fill the vice presidency should that post become vacant subject to the approval of Congress, and would set up procedures allowing the president to notify Congress that he was unable to serve so that the Vice President could take over the White House duties with the title of Acting President.

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AFL-CIO URGES GREATER SCHOOL AID—The Administration's proposed billion dollar school aid bill will have a "real impact" on education for children in deprived areas but will not be enough to solve the problem, Lawrence Rogin, AFL-CIO Education Director, has declared. "We will need more money because there are more kids coming into school and because the problems of education are more complicated," he said. The educational problems of deprived children are "more acute" in the big cities where populations are concentrated, Rogin maintained, even though educational opportunities are broader in the urban areas.

LABOR ROUND-UP

The State, County and Municipal Employees have scheduled a special convention to act on amendments to the union's constitution for Minneapolis starting May 29, president Jerry Wurf announced. The special convention is the first in the union's 28-year history. It was unanimously recommended by a nine-member Constitution Review Commission established by the regular union convention last year.

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Milton Webster, veteran union leader and first vice president of the Sleeping Car Porters Union, died at the age of 77 while attending the AFL-CIO Executive Council meeting in Bal Harbor, Florida. The Executive Council expressed their sadness at Webster's passing, noting that he had "spent his entire life fighting for the rights of all people and for the improvement of their living and working standards."

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The Arizona AFL-CIO has undertaken a study to find the best way to develop a camp for union members and their families, president William J. Harkness announced. The state labor body recently bought a 23 acre tract of land in the Prescott National Forest and plans to begin building cabins on it this spring.

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Charles H. Marciante, secretary-treasurer of the New Jersey AFL-CIO, has called upon Governor Hughes to end his opposition to the \$1.30 minimum wage for migrant Puerto Ricans proposed by the Federal Government. He also urged the state's chief executive to "do all in your power to see to it that the new wage rate and the fringe benefits which accompany it are put into effect immediately."

The Brewery Workers are planning an intensive organizing drive which will ask the aid of all of the union's members. Plans for the drive for new members were discussed at a three-day special conference in Cincinnati, Ohio. Delegates from 78 Brewery Workers locals attended the meeting. Announcing that the union has put up \$100,000 for the drive, president Karl Feller called upon every member to join actively in a "full partnership dedicated to the future survival of the union."

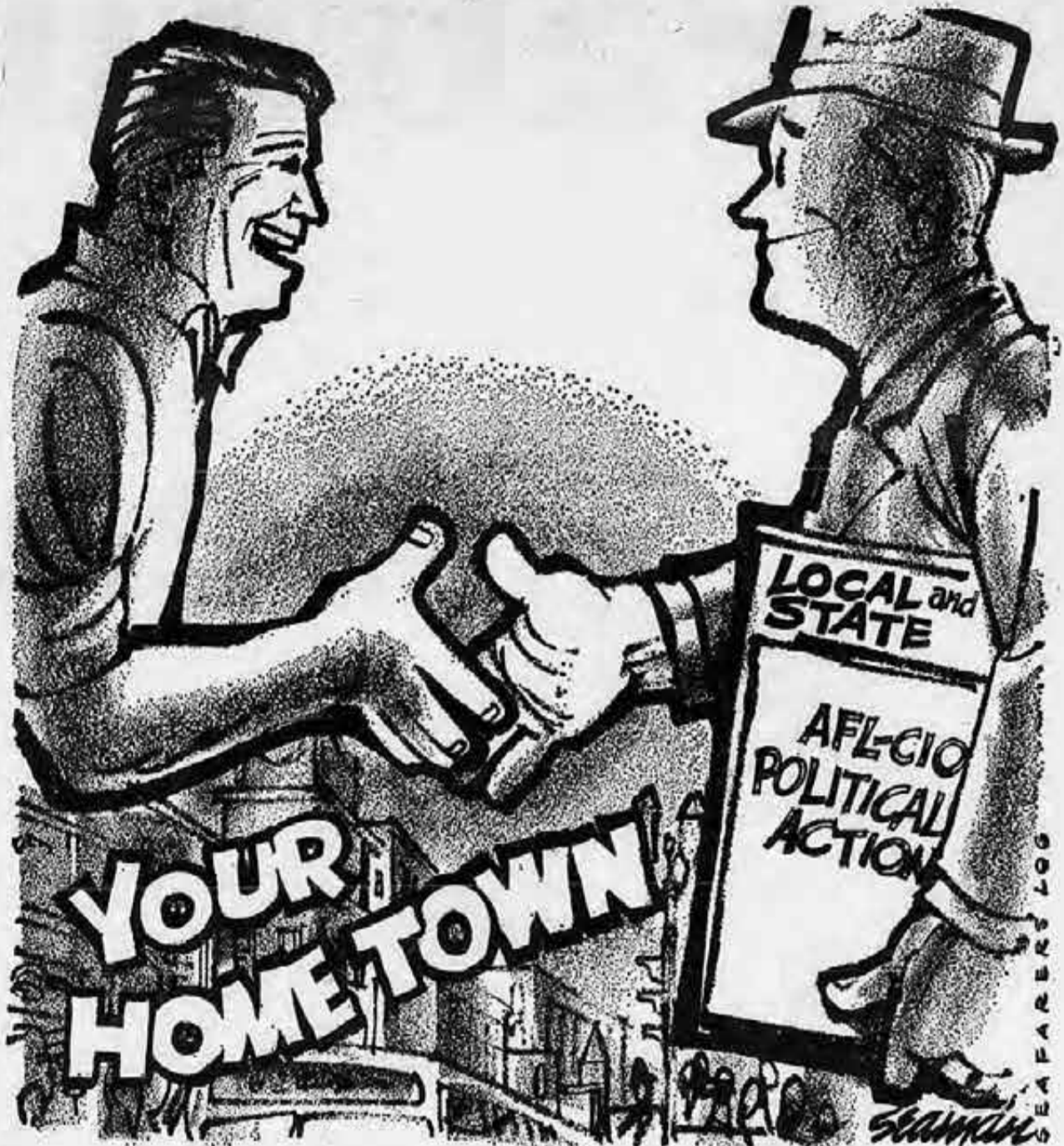
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The Locomotive Firemen & Enginemen settled a five-year dispute with the Southern Railway, winning "substantial" retroactive wage health and welfare benefits and "equitable" protection for men now employed as locomotive firemen-helpers. The settlement came after 27 days of intensive negotiation between the union and management in Cleveland. The new contract covers over 1,200 firemen and hostlers on the Southern and the Carolina & Northwestern Railway, and locomotive engineers on the Georgia Southern & Florida Railway. The agreement was signed in Washington.

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More than 20,000 trade union members have received training from the American Institute for Free Labor Development at resident schools and seminars in 19 Latin American countries, according to an AFL-CIO survey. More than 6,000 trade unionists have attended formal study courses since the program began in 1962. Another 14,000 union members were reached by AIFLD education programs in local seminars and lecture series. These figures do not include 292 union leaders who graduated in eight classes by the AIFLD's international training center in Washington.

'Boy, Am I Glad To See You!'



The AFL-CIO and its affiliated unions, including the SIUNA, are getting off to an early start on political action for the 1966 off-year elections. The register-and-vote and political education campaign will be carried out under the leadership of COPE, the political arm of the AFL-CIO.

Its main aim is to bring out a maximum number of voters for the coming off-year Congressional and local elections in an effort to reverse the historic trend in which the party in power loses strength during off-elections. In the 1964 campaign, the liberals in Congress made great gains, giving a better chance for passage of such labor-backed measures as medicare, aid to education and repeal of Section 14(b) of the Taft-Hartley Law.

If the progressive trend in Congress is to continue, the liberal gains made in 1964 have to be maintained and even, if possible, increased. By organizing election activity at every level and by bringing out trade unionists and their families in the 1966 election this can be accomplished.

It will take hard work, however, and that's why COPE is beginning now while there is still time. COPE plans to organize campaigns in the 1,000 urban areas in the country with populations of more than 10,000. It will concentrate on local and state contests as well as those involving Congressional and Senate candidates.

The success of the labor movement's local level political action program will assure continued progress toward a better America.

AFL-CIO Sets Goals

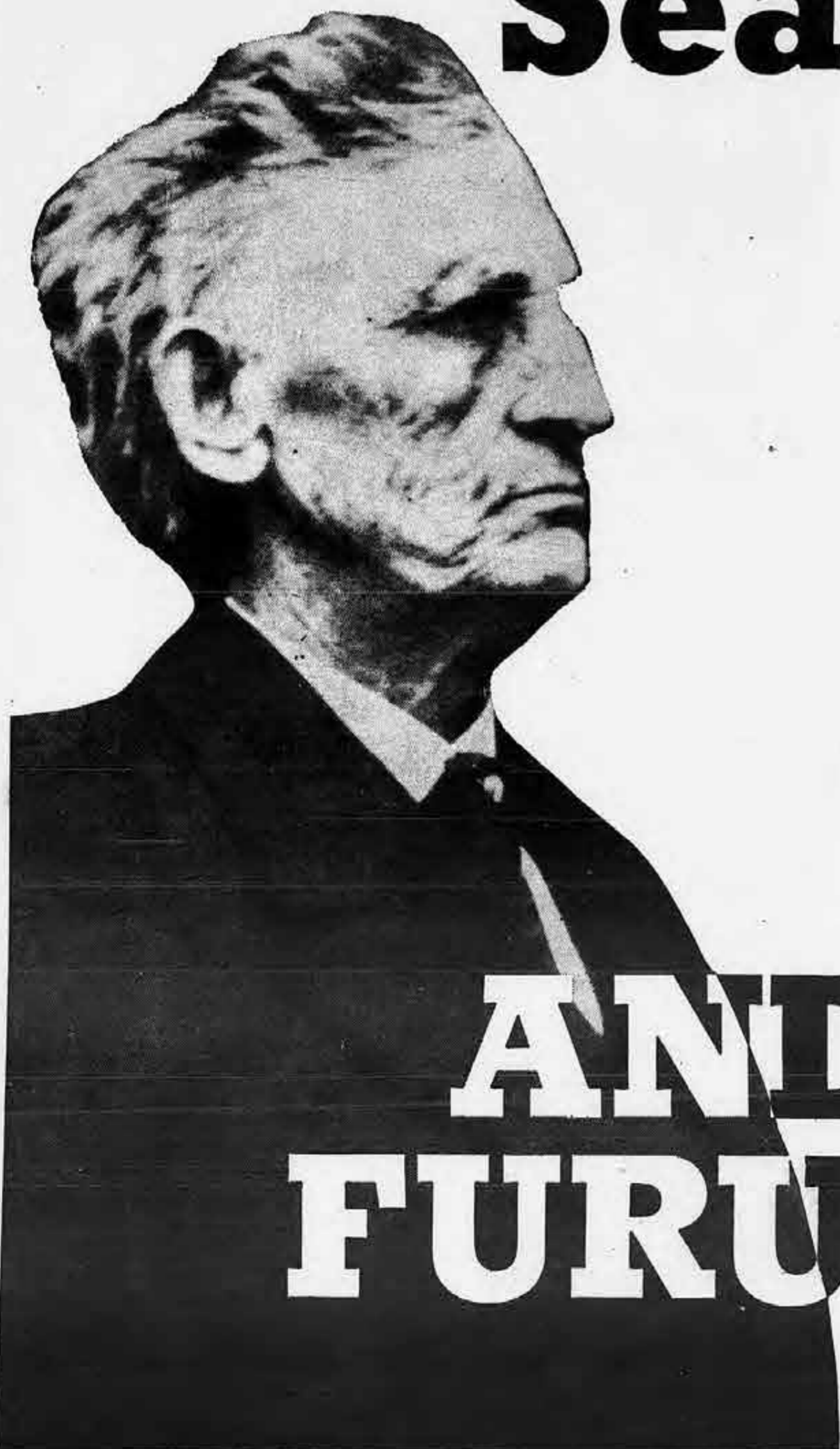
The winter meeting of the AFL-CIO Executive Council which ended last week in Bal Harbour set forth the 1965 program of the labor movement. At the top of the list of legislative priorities was the repeal of Section 14(b) of the Taft-Hartley Act, which allows the states to have anti-labor "right-to-work" laws.

The Executive Council urged the prompt enactment of the King-Anderson Medicare Bill now before Congress without any changes. Forces are now at work which would weaken the bill or substitute the AMA-fostered Eldercare bill. Eldercare is a fraud, designed to set a roadblock in the way of real medicare.

The labor movement also endorsed school aid, minimum wage and hour improvements, the anti-poverty program and other programs designed to bring President Johnson's vision of a Great Society closer to reality. The Maritime Trades Department, meeting in conjunction with the Executive Council, offered constructive suggestions on the problems of maritime.

With the objectives clearly spelled out, the labor movement will now begin the work of putting its program in effect.

Patron Saint of the Seafarers



ANDREW FURUSETH

MORE THAN any one man in American history, Andrew Furuseth is a name to be revered by all seafaring men. The accomplishments of this remarkable man not only freed the American seaman from the serfdom which bound him to his ship, but enabled him to hold his head up in dignity as an equal of every other worker in the United States.

Seafarers have always had a special respect for "Old Andy," as he was affectionately known. It was through his efforts that the Sailor's Union of the Pacific was founded in 1885 in San Francisco, providing a strong, enduring West Coast labor organization which ultimately led to the founding and chartering by the AFL of the Seafarers International Union of North America in 1938. Furuseth guided the SUP through its difficult, formative years, serving as secretary-treasurer from 1892 to 1936.

What distinguished Andrew Furuseth from other seamen of his day was his realization that a union was the only form of organization through which the American sailing man could obtain a livable wage, better working conditions and, most important, the restoration of his dignity. Since the seaman was nothing but a serf, tied to his ship as a medieval peasant was bound to the lord of his manor, Furuseth knew that the key to a better life lay in abolishing or revising the laws which kept him in degradation.

The legal system which made American seamen virtual slaves of their captains was based on maritime laws that originated before the founding of the United States. Unlike workers on shore, a sailor couldn't quit his job when conditions became unbearable. If he did, he would immediately be imprisoned as a deserter.

Naturally, the possession of this kind of absolute power by a ship's master led to terrible abuses. Men who made their living by sailing bore the marks of whippings, beatings, kicks and clubbings for minor offenses they committed. The courts would give a captain and his "bucko" mates almost a free hand on board ship—including the power to kill a man.

Another evil which kept the seaman of that day in perpetual bondage was the notorious crimp system. When a seaman accepted a crimp's offer of lodgings, food and clothing—all made available on credit, he was mortgaging his future wages. When a crimp found his victim another job, he would collect a healthy advance on the poor sailor's pay for the services he had provided at inflated prices.

Legislative Battle

Furuseth's struggle for just laws to eliminate the seaman's serfdom status began in 1894 when he first went to Washington to represent the SUP.

On March 21, 1938, the SIU-contracted Scoharie hove to in latitude 47°12' north, and, as Seafarers in the crew stood with heads bowed, the ashes of Andrew Furuseth were scattered into the sea.

Furuseth's everlasting memorial is the Seamen's Act of 1915, which liberated American Seafaring men from the abuses of archaic laws and practices.

Furuseth's first victory came in 1895 when President Cleveland signed the Maguire Act which abolished imprisonment for desertion and forbade the payment of advances of seamen's wages for vessels moving in the coastal trade. Three years later, Congress provided more relief for seafaring men with the passage of the White Act, which the SUP leader had supported vigorously.

This legislation eliminated the penalty for desertion while a vessel was in a U.S. port; wiped out corporal punishment; and gave a ship's crew the right to demand a survey of seaworthiness. The White Act also revised two vicious practices: allotments of up to one month's wages were still permitted on ships in foreign trade, and the sentence of one month's imprisonment for desertion in foreign ports.

Seaman's Magna Carta

While these pieces of legislation represented significant improvements in the life of the seaman, Furuseth had to devote another 18 years of argument and persuasion before Congress passed the Seamen's Act of 1915, the crowning achievement of his career. In the course of this epic struggle, he developed a close friendship with Wisconsin's famed liberal senator, "Fighting" Bob La Follette. After Senator La Follette guided the Seamen's Act through both houses of Congress, President Woodrow Wilson signed the historic "Sailor's Magna Carta" into law on March 4, 1915.

The Seaman's act set up the classification system of ordinary and able bodied ratings for the deck department, and required that 65 percent of deck personnel had to be AB's. Other major innovations included the establishment of a nine-hour work day in port; the elimination of unnecessary work on Sundays and holidays while a vessel was in safe harbor; the requirement of adequate lifeboats for all passengers, and a provision that made officers liable for injuries sustained by seamen.

Important achievements from the revision of previous statutes were the end of advances and allotments, abolition of imprisonment for desertion, increased fore'sle space and better food.

Senator La Follette's victory message to the SUP fully emphasized the significance of what the seamen had gained as a result of Furuseth's long struggle. "... I rejoice that in the Providence of God I am permitted at last to hail you as free men under the Constitution of our country. The Fourth of March, 1915, is your emancipation day ... In the years to come, as you commemorate this great event, you should dedicate a part of the service to the memory of Andrew Furuseth. Except for his intelligent, courageous and unswerving devotion to your cause for twenty-one years you would be bondsmen instead of free men today."

Sailed Under 5 Flags

Andrew Furuseth was born to poverty-stricken parents near the town of Romedal, Norway in 1854. Going to sea at the age of 19, he sailed under five

different flags for the next seven years, landing in California in 1880.

During the next few years, while Furuseth was shipping out of San Francisco, angry seamen who were fed up with miserable conditions, formed the organization in 1885 that was to become the Sailors Union of the Pacific. He joined the infant union shortly after its birth and was elected secretary in 1887.

The task of guiding the young union through its early years was a difficult one, but under Furuseth's leadership, the SUP progressed to the point where it won its first contract from the shipowners in 1902. The young union's dynamic leader was also devoting his efforts to organizing a national seaman's organization during this time. The nucleus of this union was formed through Furuseth's initiative in 1892, and later became known as the International Seamen's Union.

Injunction Expert

One of Furuseth's major crusades was his fight against the labor injunction. In 1906, when told he faced the prospect of jail because the SUP had violated a court injunction, he responded with these now famous words: "They can't put me in a smaller room than I've always lived in, they can't give me plainer food than I've always eaten, they can't make me any lonelier than I've always been."

His vast knowledge about the use of the injunction against labor unions was one of the most significant contributions that led to the passage of the historic Norris-LaGuardia Anti-Injunction Act. Speaking of Furuseth's role in the fight for this law, the late Representative Fiorella LaGuardia said, "I remember when we held hearings ... the cream of the American Bar appeared before us, and this hearty old sailor appeared before the Committee Judiciary ... and made one of the most able, intelligent arguments on equity jurisprudence that was ever made in the Supreme Court ... before Senate or House Committees, or any place in this country."

Last Voyage

Seafarers the world over mourned the passing of Furuseth on January 22, 1938. His body lay in state in the Department of Labor, the first union leader ever to be accorded this honor. His funeral was attended by leaders of the nation's labor movement, senators, congressmen and justices of the U.S. Supreme Court.

In accordance with "Old Andy's" wishes that he be buried at sea "as far from land as possible," his ashes were carried to the mid-Atlantic by the SIU-manned S.S. Schoharie. As Seafarers in the crew stood in respect, the ship's captain said, "Fellow shipmates, we are assembled here to execute the wish of Andrew Furuseth, an unselfish worker for the betterment of seamen, who through legal means has done more to secure improved conditions under which you work than any other man." And, with these words, Andrew Furuseth's remains were scattered into the ocean.

"He could not abandon his beloved sea calling and he would not submit to slavery ...

In all the years of this historic struggle for human liberty, which finally culminated with President Wilson's signing of the Seamen's Law, March 4, 1915, Andrew Furuseth was the one man who had faith, the vision, and the courage necessary to sustain the contest.

He launched the movement. He kept it afloat ... (he) brought it safely into port."

Senator Robert La Follette
(Sponsor of the 1915 Seamen's Act)



By Fred Stewart & Ed Mooney
Headquarters Representatives

Performers Undermine Union Gains

The SIU has made it clear over its long and proud history that it will not tolerate performers and foulballs whose actions endanger the continuing progress of responsible seamen. The Union has maintained a "tough" policy toward these elements, aimed at driving them from the ranks of responsible seamen.

Two categories of performer, pilferers and gashounds, are especially marked for elimination from the SIU. The Union is on record in saying that charges will be placed against any men found guilty of either of these charges. For newcomers, we will define these two types.

PILFERERS: Men who walk off a ship with crew's equipment or ship's gear, such as sheets, towels, ship's stores, cargo, etc., with the idea of selling or making use of them ashore.

GASHOUNDS: Men who jeopardize the safety and well-being of their fellow crewmembers by drinking while at work aboard a vessel or who turn to in a drunken condition. Also those who disrupt the operation of a ship, the payoff or sign-on by being gassed up.

Another category of performer—the weedhound—has been successfully eliminated from SIU ranks.

This Union was built of, by and for seamen. Seafarers fought many long and bloody battles to obtain the decent wages and working conditions they now enjoy. Through the Union, seamen, for the first time in the maritime industry have received many benefits and the ability, furthermore, to support themselves and their family in a decent and independent manner. The SIU does not intend to jeopardize these hard-won gains by tolerating irresponsibles in its midst.

While there are foulballs in any occupation, our Union has been fortunate in keeping such characters to a minimum. But we must not rest at that; we must eliminate all such elements. Therefore, all Seafarers, members and officials alike, are under an obligation to themselves and their Union to place charges against any characters of this kind, and any man, upon being convicted by a Union Trial Committee of any of the actions outlined here will face

Union discipline up to and including expulsion from the SIU.

Other actions which merit and demand discipline by the Union are clearly outlined in our Constitution. They include the following:

- Deliberate failure or refusal to join one's ship, or misconduct or neglect of duty aboard ship to the detriment of the Union or any of its contracts and agreements.
- Failure or refusal to pay a fine or assessment within the time limit set therefor either by the Constitution or by action taken in accordance with the Constitution.
- Refusal or wilful failure to be present at sign-ons or payoffs.
- Disorderly Conduct.

Get Certificate Before Leaving

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

MARAD Plan To Cut Ship Aid Blasted Before Propeller Club

WASHINGTON—Changes in U.S. maritime policy which have been proposed recently by the Maritime Administration were rapped solidly here by Representative John J. Rooney (D-N.Y.), in a speech before the Propeller Club. The MARAD proposals would reduce federal support of U.S. shipping and make drastic changes in existing policies.

Rooney pointed out that "the country has gotten much more out of the merchant marine than the merchant marine ever got out of the country," and added that the government's outlay to aid the U.S. merchant fleet "is returned many fold" in jobs, taxes, national security and promotion of commerce.

"I can't believe that anyone is

serious in wanting to phase out any segments of our industry from cargo preference in carrying Government aid," he said. "Some of the proposals now being advanced seem to be directed toward the demise of the merchant marine rather than to its promotion."

The failure of Government agencies to adequately carry out their responsibility to implement the nation's maritime policy was blamed for many of the difficulties in which the U.S. maritime industry finds itself today.

Recommendations

In addition, the congressman:

- Opposed any wholesale abandoning of the trade-route concept in which U.S.-flag ships are assigned to specific cargo routes deemed essential to the interests

of our foreign trade.

- Reaffirmed his support of the parity principle, in which federal assistance is extended to subsidized American steamship lines to enable them to compete against low-cost foreign lines.

- Rejected the proposal which would permit U.S. ships to be built in foreign shipyards. It would make just as much sense, he noted, to build all of our security instruments abroad and transfer our industrial productions to foreign soil.

- Deplored the failure of this country to halt the contraction of its passenger ship fleet.

- Criticized the logic of those who would prevent American-flag ships from carrying at least half of all U.S. government-financed foreign aid cargoes.

R.R.s Pushing Inland Waters User Tax Levy

WASHINGTON—The railroads are again plugging for a waterway users tax as part of their continuing effort to downgrade and weaken the nation's inland water carriers.

The American Association of Railroads has opened a campaign for the levy now under consideration by Congress. Any weakening of the water carriers through new taxation would, of course, strengthen the competing rail carriers.

With the water carriers out of the picture the railroads would be free to charge the limit for the transport of dry and liquid bulk cargoes. The only restraint on them would come from the Interstate Commerce Commission. The ICC has a long history of favoring the railroads over the water carriers, however.

Three attempts in the past to enact a waterway users tax—two cents a gallon on fuel prices—were defeated by Congress. The latest attempt has the backing of the Administration, however, giving the railroads hope for success.



By Cal Tanner, Executive Vice-President

No 'Economy' In Foreign Shipbuilding

The Maritime Administration has come up with several proposals in recent weeks that seem aimed at wrecking the U.S. merchant fleet rather than rebuilding it. The most injurious of these was a proposal to allow American-flag ships to be built in foreign shipyards. The MA put forth the idea as an "economy move"—the means of saving part of the Federal subsidies which now go for ship construction in this country.

If enacted, this "economy move" would be the death blow to the American shipbuilding industry. That industry has been in decline for over a decade. Few ships are being built in American shipyards while the number of those yards steadily drops. In recent weeks, for instance, the Todd Shipyard Company announced it would close its Hoboken, New Jersey, facility to consolidate what business it has left in Brooklyn.

Some like to blame the stagnation of American shipbuilding on high costs, the same argument used to explain the general decline of the U.S. merchant fleet. The argument, however, is a phony one. While it is true that U.S. production costs are usually higher in most industries because of the decent standards by which American working people live, and many other factors, this has not prevented our nation from increasing its export of goods

overseas in recent years. The fact is that other nations are willing and eager to buy U.S.-made products.

The owners of runaway ships, bent on squeezing the highest possible profit out of their operations, have accounted in great measure for the decline of the American fleet and shipbuilding industry. Also to blame is the inactivity, neglect and often destructive attitudes the government has shown toward the American merchant marine. Now they would build up our fleet in foreign yards while destroying our own shipbuilding industry in the process. In the long run this can only lead to a greater disaster for American maritime. For no seafaring nation has ever been able to maintain a strong merchant fleet without also maintaining a strong shipbuilding industry.

Among the short term reasons that weigh against the placing of American ship orders in foreign yards is this nation's continuing balance of payments problem, which means that more dollars are leaving the country than are coming in through overseas earnings by Americans. Sending ship orders to foreign yards would only add to this problem. To stem the flow of gold, in fact, many lawmakers are now urging that a greater part of U.S. exports be carried in American ships. This is

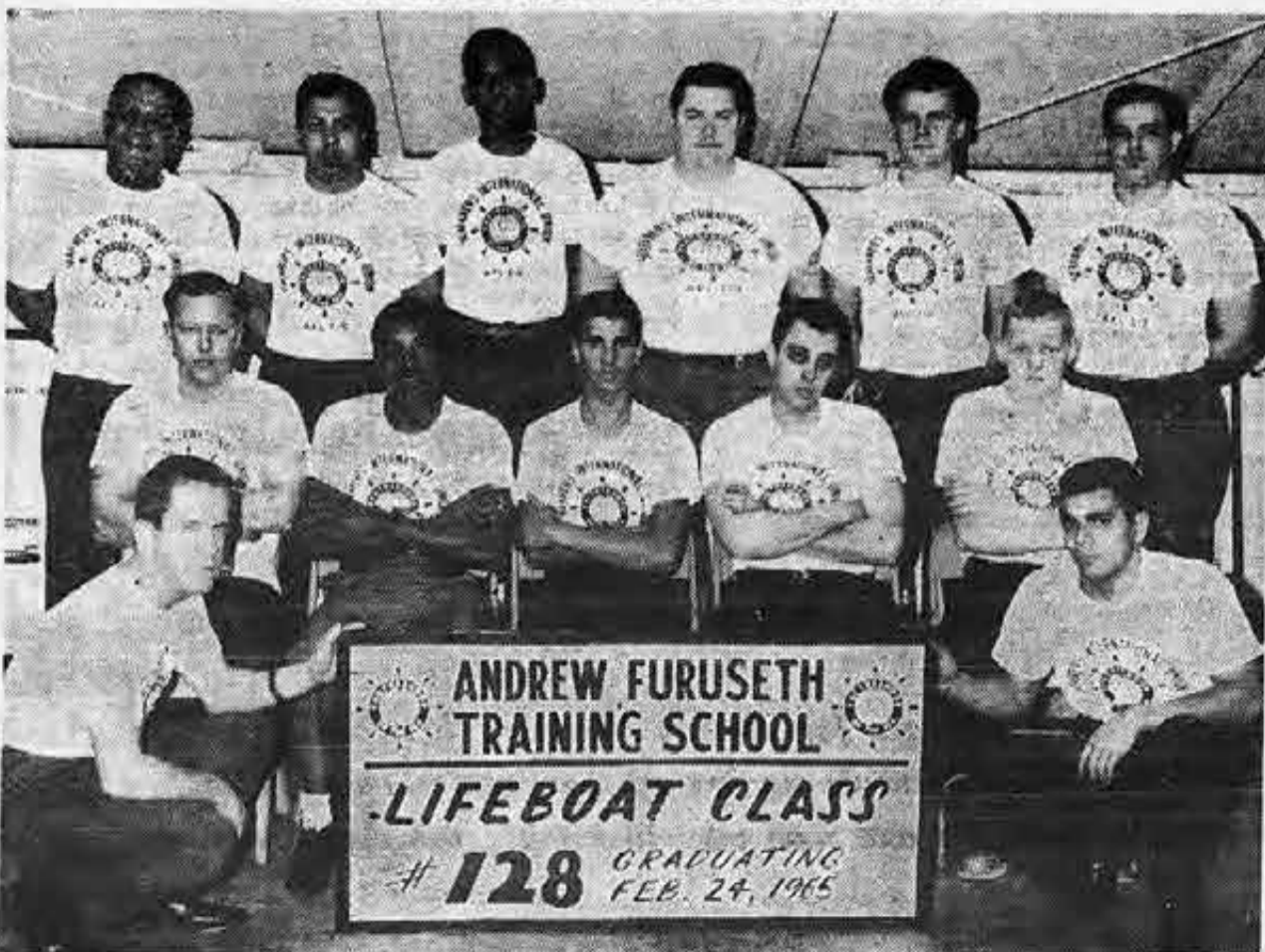
in sharp contrast to the MA's proposal to send even more dollars abroad with ship orders.

Over the long run, the skills of shipyard workers would be progressively lost to the nation, and put us in a weak position should any future crisis arise which would necessitate an increase in the rate of ship construction.

The Maritime Advisory Council, created by the White House to seek solutions to the maritime problem, has been presented with a proposal which would go a long way toward correcting some of the worst aspects of the situation. SIU president Paul Hall, a member of the MAC, proposed recently that the runaway-flag fleet be taxed, with the tax money going toward construction of new U.S. bulk carriers in American yards.

The suggestion is a demonstration of the solutions which can be found if Administration leaders and lawmakers maintain a determination to keep the American fleet and shipbuilding industry at the service of our nation. Farming out shipbuilding to foreign countries, weakening the Cargo Preference Act, are poor answers to the needs of maritime.

Lifeboat School Class Graduates



ANDREW FURUETH TRAINING SCHOOL
LIFEBOAT CLASS
#128 GRADUATING FEB. 24, 1955

Graduates of Lifeboat Class No. 128 pose for their graduation picture after successfully passing the Coast Guard examination and receiving their lifeboat tickets. The latest group of Seafarers to get their tickets includes (l-r, front) Mahland Cann, Santiago Nieves, (middle) J. S. Mitchell, Leo Brazil, Steve Barbon, Jo Basile, August Voorde (rear) Instructor, Dan Butts, John J. Reinosa, Jr., Mahamed Sama Hussien, Bill Duffy, Jr., Harmut Schultz, and Michael Aversano.



REGIONAL DIRECTOR'S REPORT ON THE ELECTION BALLOT FOR VOTING FOR GREAT LAKES TUG AND DREDGE REGION PORT PRESIDENTS—1965-1968

The following is a report on the Election Ballot for voting for the 1965-1968 Election of Port Presidents for the Great Lakes Tug and Dredge Region, Inland Boatmen's Union of the Seafarers International Union of North America-Atlantic, Gulf, Lakes and Inland Waters District.

Instructions for the election of Port Presidents have been prepared in accordance with Article X, Section 2 (c) (1) and were submitted to the membership and accepted at the regular January meeting of the Region. The report included provisions for a secret ballot; a means for accounting for the ballots; the election of a committee of at least three (3) members in good standing in such ports where the election is to take place to supervise the balloting (no officer or candidate may serve on this committee); for producing membership identification and for confining the vote only to members in good standing whose residence is located within the geographical confines of the port.

All nominations received for the elective position of Port President were presented at the regular membership meetings of the Region in February, 1965.

I shall direct the printing of the ballots and forms necessary for conducting the election of Port Presidents for the Great Lakes Tug and Dredge Region, Inland Boatmen's Union of the Seafarers International Union of North America-Atlantic, Gulf, Lakes and Inland Water District, which will be held during the regular membership meetings of the Region during the month of April, 1965.

Voting will take place during the course of such April meetings; ballots will be tallied for each Section for which nominations have been received and the results of the election shall be reported to the membership and will become a part of the official minutes of the Port and Region. The results of the election within each Section shall be final.

The following ports will conduct elections for Port Presidents during such regular meetings in April, 1965. Ballots

will be prepared for each Port and Section where nominations have been received, as listed below:

Port	Tug Section		Dredge Section		Allied Marine Section	
	Voting	No Voting	Voting	No Voting	Voting	No Voting
Ashtabula...	X			X		X
Buffalo....	X		X			X
Chicago....	X		X			X
Cleveland...	X		X			X
Detroit....	X		X			X
Duluth....	X		X			X
Lorain....	X			X		X
Milwaukee...	X			X		X
Sault Ste. Marie	X		X			X
Toledo....		X	X			X

The Position of Port President-Tug Section and Port President-Dredge Section will appear on the respective ballots for the particular port involved.

J. P. BYRNE, B-12045

Brother J. P. Byrne, B-12045, in a communication to me dated January 29th and received in Headquarters on February 29th, 1965, requested that his name be withdrawn as a candidate for the position of Port President, Tug Section, Port of Chicago, in this coming election of Port Presidents for 1965-1968 for the Great Lakes Tug and Dredge Region. Therefore, in accordance with Brother Byrne's request, his name will not appear on the ballot as a candidate for the position of Port President, Tug Section, Port of Chicago.

JOHN J. MARX, M-12152

In the Regional Director's "Report on Nominations for 1965 Election of Port Presidents" dated February 2, 1965, Brother Marx was disqualified for the following reasons: a letter of nomination for John J. Marx, M-12152, for the position of "IBU Port Agent, Port of Detroit, Tug Section" was submitted in his behalf by Leonard Jacosky, J-12024. In his letter of nomination of John Marx, Brother Jacosky failed to give the home address of Brother Marx and also failed to submit a signed statement by John Marx as required by Article X, Section 2 (a) of the Constitution.

Brother Marx, in a communication dated February 10, 1965 to "Patrick Finney," IBU Area Director, did submit the signed statement required by Article X, Section 2 (a) of the Constitution, and has furnished his home address along with his letter of acceptance of the nomination for the position of Port President, Port of Detroit, Tug Section. As he has now remedied the defects in his acceptance of the nomination, his appeal is accepted and his name will appear on the ballot as a candidate for that position.

Eligible nominees for each of the Sections and Ports will be as follows:

PORT	TUG SECTION	DREDGE SECTION
ASHTABULA	John E. Mero, M-12024	None
BUFFALO	Thomas J. Burns, B-12006	Arthur W. Miller, M-12096
CHICAGO	Robert Affleck, A-12018 John J. Antich, A-12024 Richard D. Johnson, J-12020 Jack E. Smith, S-12025	William Earl Olsen, 0-12019 Trygve Varden, V-12000
CLEVELAND	William Hearn, H-12008	Thomas F. Gerity, G-12007
DETROIT	Laurence G. Bernard, B-12099 Byron F. Kelley, K-12039 John J. Marx, M-12152 Robert W. Smith, S-12048 Joseph R. Turner, T-12014	David LeBarron, L-12005 Angus MacEachern, M-12004
DULUTH	Eldridge T. Leith, L-12020 Arthur C. Notton, N-12009 Raymond A. Thomson, T-12011	Arthur B. Johnson, J-12016 Kirby R. Stortz, S-12003
LORAIN	Harold A. Ruthsatz, R-12011 Robert C. Sanders, S-12070	None
MILWAUKEE	Joseph Miller, M-12095	None
Sault Ste. Marie	John E. Bernard, B-12026	Wayne W. Weston, W-12002
TOLEDO	None	Leslie William Willard, W-12027

The procedure for voting was furnished in my report to the membership in January and was also contained in the Election Notice which was mailed to the membership on February 19, 1965. Your attention is directed to these documents for further information with respect to the conduct of this election.

Fraternally,
ROBERT T. JONES
Regional Director

Income Tax Filing Guide

(Continued from page 9)

tions, and an additional ten percent in contributions to churches, hospitals and educational institutions.

INTEREST. Interest paid to banks and individuals on loans, mortgages, etc., is deductible.

TAXES. In general, you can deduct: personal property taxes, real estate taxes, state or local retail sales taxes, state gasoline taxes and state income taxes actually paid within the year. You cannot deduct: Federal excise taxes, Federal Social Security taxes, hunting and dog licenses, auto inspection fees, tags, drivers licenses, alcoholic beverage, cigarette and tobacco taxes, water taxes and taxes paid by you for another person.

MEDICAL AND DENTAL EXPENSES. All expenses over three percent of adjusted gross income for doctor and dental bills, hospital bills, medical and hospital insurance, nurse care and similar costs can be deducted. Other such costs include such items as eyeglasses, ambulance service, transportation to doctors' offices, rental of wheelchairs and similar equipment, hearing aids, artificial limbs and corrective devices.

However, if the Seafarer is reim-

bursed by the Seafarers Welfare Plan for any of these costs, such as family, hospital and surgical expenses, he cannot deduct the whole bill, only that part in excess of the benefits paid by the Plan.

All expenses over one percent of adjusted gross income for drugs and medicine can be deducted. The deductible portion is then combined, with other medical and dental expenses which are subject to the normal three percent rule.

Special Rule for Certain Persons 65 or over:

The unreimbursed portion of the medical and dental expenses including medicine and drugs are deductible in full for the following persons:

- (a) The taxpayer and his wife if EITHER is 65 years of age or over;
- (b) A dependent who is 65 or over and who is the mother or father of the taxpayer or his wife.

CARE OF CHILDREN AND OTHER DEPENDENTS. If deductions are itemized, a woman or a widower (including men who are divorced or legally separated under a decree and who have not remarried) or a husband whose wife is

incapacitated or is institutionalized for at least 90 consecutive days or a shorter period if she dies, may deduct expenses paid, not to exceed a total of \$600, for one dependent, or not to exceed a total of \$900 for two or more dependents for the care of:

- (a) dependent children under 13 years of age; or
- (b) dependent persons (excluding husband or wife) physically or mentally incapable of caring for themselves;

If such care is to enable the taxpayer to be gainfully employed or to actively seek gainful employment.

ALIMONY. Periodic payment of alimony to a wife in accord with a written agreement between them can be deducted.

CASUALTY LOSSES. The reasonable value of all clothing and gear lost at sea due to storm, vessel damage, etc., for which the taxpayer is not otherwise compensated, can be deducted as an expense. The same applies to fire loss or losses in auto accidents which are not compensated by insurance. These losses are limited to the amount in excess of \$100 for each loss.

WORK CLOTHES, TOOLS. The cost and cleaning of uniforms and work clothes which ordinarily cannot be used as dress wear can be deducted. This includes protective work shoes, gloves, caps, foul weather gear, clothing ruined by grease or paint, plus tools bought for use on the job, or books and periodicals used in direct connection with work.

UNION DUES. Dues and initiation fees paid to labor organizations and most union assessments can be deducted.

PURCHASE OF US SAVINGS BONDS. If you are entitled to a refund, you may apply it to the purchase of Series E US Savings Bonds. If you check the appropriate box you will be issued as many bonds as your refund will buy in multiples of \$18.75 for each \$25 face value bond.

DECLARATION OF ESTIMATED TAX. The purpose of this declaration is to provide for current payment of taxes not collected through withholding, where a taxpayer may have a considerable amount of outside income. In such cases, a Seafarer should check the instructions on his tax return carefully, as the "Declaration of Estimated Tax" also must be filed on or before April 15, 1965

Judges Rule State Senate Illegally Apportioned

Iowa Labor Wins Court Fight For Legislative Redistricting

A three-judge federal court has ruled that the Iowa State Senate is illegally apportioned under the Supreme Court's "one man, one vote" decisions. The ruling came in a lawsuit brought by the State AFL-CIO.

It was just one of several cases in which union officials, acting with authority from state labor bodies, have gone into court or joined other court actions to compel relief from unequal legislative districts that deny proportionate ballot-box strength to the residents of heavily-populated city and suburban areas and give control to residents of sparsely-settled rural areas.

The court ruled that if the Iowa legislature now meeting does not revise the Senate districting before the next session, the State AFL-CIO and two of its officers acting as individuals would be per-

mitted to seek further relief to bring the Iowa Senate in line with the "one man, one vote" concept.

If this should happen, the court might order a special election in which all candidates for state Senate would run at large, since the judges have specified that they will not themselves draw lines for new districts.

Hawaii Directive

Meanwhile in Hawaii, another three-judge federal court outlawed the state Senate districts and ordered the calling of a constitutional convention to put apportionment requirements in conformity with U.S. Supreme Court decisions. The legislature was directed to make no final legislative decisions until its reapportionment problem had been resolved. The court had previously withheld its order to give a special session time to redistrict, but reopened the case when the special session quit without action.

The Iowa and Hawaii decisions were the latest in a great group of actions on state reapportionment, involving both federal and state judicial orders, that will force probably more than half the states

to redistrict one or both of their legislative houses this year.

Twenty-six states, including Iowa, are already under court order to redistrict according to the "one man, one vote" decisions. In seven other states, according to a survey by Congressional Quarterly, legislative reapportionment is "especially likely" because of already-pending court actions or the threat of action, and action is possible in others. Lawsuits to force more equitable state legislative districts were filed or implemented last year in a total of 39 states.

The Iowa suit leading to the federal court's state Senate decision was filed in the name of the Iowa Federation of Labor and, as individuals, the federation's President Charles L. Davis and Secretary-Treasurer A. Jack Lewis.

In less than three years since the Supreme Court's March 1962 landmark decision in a Tennessee case, holding that federal courts have jurisdiction and power to force equitable state legislative districts, profound changes have taken place as state general assemblies have sought to conform. The full impact has not yet been

(Continued on page 22)

Union Election Wins Up During Last Quarter '64

WASHINGTON—U.S. unions won 59 percent of collective bargaining elections in the last quarter of 1964—1 percent below the average of the preceding three months but three points above the record of 1963's last quarter—the National Labor Relations Board reported.

In the 1,913 representation elections held in the final three

months of last year, 90 percent of the eligible voters cast ballots. Of the valid votes, 94,989 or 67 percent were cast in favor of union representation. Unions won majority designation in 1,125 elections.

AFL-CIO unions participated in 1,326 elections, the NLRB reported. They won a majority in 728, lost in 598 for a winning margin of nearly 55 percent.

Increased Activity

The board reported that it issued 91 percent more decisions in contested unfair labor practice cases than during the comparable period a year earlier. Workers, employers and unions filed 3,474 charges alleging unfair labor practices—2,410 against employers and 1,064 against unions. Less than 10 percent will get to the five-member board for final disposition if past experience holds true.

In 1964's final quarter, the board handed down rulings in 203 cases of unfair practices. Such cases reach the board at the rate of 93 per working day, the report said.

At the end of December, 569 cases were awaiting decision by board members, compared with 576 cases as of Sept. 30, 1964, and 475 on Dec. 31, 1963. Of the 569 current cases, 402 involved unfair labor practice charges.

At the quarter's end, 7,898 cases of all types were awaiting disposition at all procedural levels. This compares with 8,540 pending at September 30, 1964, and 7,125 pending Dec. 31, 1963.

Research Ship Crew Goes SIU

KINGSTON, R.I.—Trustees of the University of Rhode Island have recognized the SIU as the sole bargaining agent for unlicensed seamen aboard the ocean research vessel, the Trident.

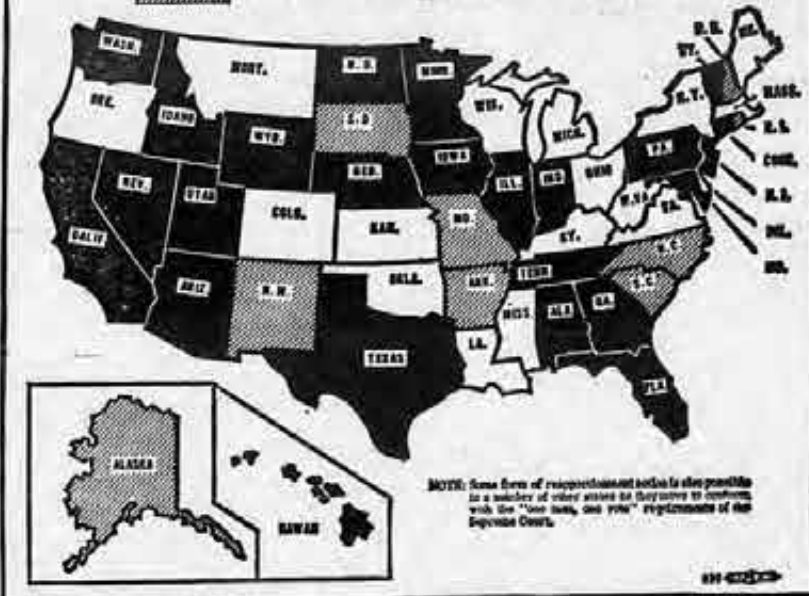
The Boston SIU obtained pledge cards from the Trident's crew and recognition from the trustees came last month.

The Trident, now undergoing overhaul in a shipyard, is slated to sail soon on a research mission to Brazil. The vessel carries on its research work in connection with laboratory studies at the University of Rhode Island.

It will join the growing fleet of research and oceanographic ships now under SIU contract. This fleet includes the Anton Bruun (Alpine Geophysical), recently returned from a two-year project in the Indian Ocean, and the Robert D. Conrad (Maritime Operations), which is owned by Columbia University.

WHERE REAPPORTIONMENT MUST COME IN 1965-68

States under court orders to reapportion before next elections.
Other states in which reapportionment action is especially likely.



The standings of the various states with respect to the U.S. Supreme Court's "one man, one vote" decision is illustrated in the map above.

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

By SIDNEY MARGOLIUS

The American Medical Association not only is against medical insurance for the elderly under Social Security. The doctors' association also has become an ally of the large pharmaceutical manufacturers in discouraging doctors from prescribing drugs under their lower-priced generic or common names even though the brand-name versions of the same drugs may cost patients from three to ten times more.

The power of the organized doctors and the pharmaceutical industry is apparent in the comments of independent pharmaceutical companies made to this reporter. They show an actual fear of the large manufacturers and their economic and political influence.

"Doctors are not prescribing generic drugs to the extent that a thinking person would expect after the enactment of the Kefauver-Harris drug law," one retail pharmacist reported.

"The influence of the big pharmaceutical companies reaches everywhere," an independent drug manufacturer said. "Don't quote me about the difference in prices; I have my family to think about," a druggist said.

The author of a book on consumer problems even found that the Pharmaceutical Manufacturers Association had written to the publisher and distributor charging the book contained "an impressive amount of misinformation and editorialized distortion about the cost of drugs" and asked that in the future the publisher let the association "check facts with respect to the prescription drug industry."

The recent statement of the American Medical Association that doctors should prescribe by brand name to be sure of quality, was an unfair blow, especially to older people who have chronic illnesses requiring constant medication. The statement also was an affront to the Food & Drug Administration which has the responsibility for supervising quality of all medicines whether sold under brand name or generic names.

Here are the facts:

• The 1962 Kefauver-Harris Drug Amendments gave additional assurance to your doctor that the quality of non-brand name drugs is reliable. The Food & Drug Administration was given more authority to inspect drug factories and control the manufacture of drugs to assure their safety, identity and purity. The FDA also now has more funds to carry out these responsibilities.

Thus the fear of inferior quality is no longer a valid reason for buying a brand-name drug instead of the lower-priced generic equivalent. Actually, it never was a valid reason because the FDA always tended to inspect the smaller manufacturers more closely than the big ones. Moreover, the big manufacturers themselves sell the same drugs under their generic names to other distributors at lower prices than they charge under their brand names.

• Mistakes have been found by the FDA among some of the largest manufacturers of the expensive brand-name drugs as well as some of the smaller companies making generic drugs. For example, one big manufacturer recently sent out a shipment of

aspirin tablets with a few penicillin tablets in each bottle.

Another big manufacturer recently had an antibiotic shipment seized by FDA because it sent it out without first getting the required inspection certificate.

Reputable generic-name manufacturers maintain their own laboratories to test quality, and even test the generic drugs they buy from the big manufacturers before packaging them under generic names.

• The Veterans Administration, the U.S. Government, and such large municipal purchasers as the City of New York all buy drugs under generic names for their hospitals and institutions. If these agencies, which are the biggest purchasers in the country, can buy generically, private doctors, too, can feel safe in prescribing the generic compounds of well-established smaller manufacturers who maintain quality-control laboratories.

• Your retail pharmacist himself is your best assurance of purity and quality, points out Harry Winocur, manufacturer of the pharmacy operated for its own members by District 65, New York, of the Retail, Wholesale & Department Store Union. Retail pharmacists in general have a reputation for watching quality closely.

Unless your doctor understands the importance to you of the difference in price between brand and generic prescriptions, you are a captive customer for the brand-name manufacturers. Your pharmacist must fill the prescription with the brand your doctor specifies. Thus it may be necessary for patients, especially those with chronic illnesses, to explain to the doctor that they cannot afford the brand-name version, and ask for a generic equivalent from a reliable manufacturer. In the final analysis, however, you do have to use what your doctor considers best in his experience.

If the American Medical Association is sincerely worried about quality of generics, it could help moderate-income patients more by seeking aid for the FDA in making certain of adequate control by all manufacturers, whether brand-name or generic.

It is a fact that the medical association today gets a large part of its financial support from brand-name drug manufacturers, through their advertising in the AMA Journal. At an estimated cost of \$1500 a page, big manufacturers may buy as many as ten pages of advertising in a single issue. (The Federal Trade Commission found that in one recent eight-year period, advertising in the AMA Journal increased from 32 pages an issue to 534.

The difference in price between brand-name and generic drugs is sizable. Take a brand-name drug like Tedral, often prescribed for asthma sufferers. The druggist pays \$24 per 1000, and in turn retails them for \$45 to \$50 (actually in lots of 100, at \$4.50 to \$5).

Or a cut-rate source like the mail-order pharmacy sponsored by the American Association of Retired Persons, may retail Tedral for \$3.75 per 100. But comparable generics, such as Theophenedrine, retail for as little as \$1.50 per 100.

Visiting New York Hall



Seafarer Richard Volkerts brought his sons (l-r) Alfred, 8 and Rudolph, 11 along when he dropped in at the New York hall recently, where they enjoyed lunch in the headquarters cafeteria. Volkerts, whose last ship was the City of Alma (Waterman), sails in the steward department. He has been an SIU member for over 21 years.

Manpower Training Program Successful

WASHINGTON—About 75 percent of the unemployed workers who have completed job retraining under the Federal manpower training program have already found jobs, according to a recent Labor Department report.

About 90 percent of those who have found work are in occupations related to their training, the report emphasizes.

In all, the job training program seems to be working well in raising the skills of substantial numbers of trainees. The report shows that only 14 percent of the male trainees previously had skilled jobs, but that 51 percent were being trained for such occupations.

The record of the program is impressive because those enrolled in the program thus far have represented some of the hard-core of the nation's unemployed. One

third of the first 100,000 trainees had been out of work for half a year or longer. Long-term unemployment makes up about 15 percent of total unemployment.

Program Growing

Although the initial group covered in the report had a higher educational level than the unemployed as a whole, the Labor Department points out that amendments now before Congress would permit the training of more uneducated and young persons.

The importance of the Federal manpower training program and the Federal job development program is pointed up in statistics recently released by the Bureau of Labor Statistics indicating that the nation's labor force would grow by some 24 million workers between 1964 and 1980.

An estimated 1.5 million jobs would have to be created each year, on the average, just to absorb the growth in the labor force, and the new workers would require the skills necessary to fill these jobs.



Truth In Packaging, Lending Bills Introduced

'Truth' Bills Before Senate Hit Consumer-Aimed Frauds

WASHINGTON—A revised "truth-in-packaging" bill has been introduced by Senator Philip A. Hart (D-Mich.) with eight other Democrats as co-sponsors. A "truth-in-lending" bill has also been placed before the Senate for consideration.

Describing the "truth-in-packaging" bill as "aimed at deceptive labeling and packaging of supermarket products," Hart noted that "praiseworthy" changes had been made in commercial packaging practices since he first introduced a "truth" measure in 1961. In recent weeks, however, he had received hundreds of letters from consumers who "are not convinced that the few improvements have come anywhere near correcting all the practices the bill is aimed at," he said.

The bill would authorize the Federal Trade Commission and the Food & Drug Administration to prescribe uniform packaging and labeling of food, drugs, cosmetics and other consumer goods. The AFL-CIO supported the Hart proposal in the 88th Congress.

The bill was approved last year by a Senate Judiciary subcommittee but was not acted on by the full committee. Hart's new measure will be considered by the Commerce Committee but Senator Everett Dirksen (R-Ill.), the GOP floor leader, has demanded that it be referred to the Judiciary Committee also for study.

Hart has filed a second measure, co-sponsored by 17 additional senators, to create an independent office of Consumers "to look out for the economic interests of American consumers." A companion bill has been sponsored in the House by Representative Benjamin S. Rosenthal (D-N. Y.).

Truth-In-Lending

A similar bill aimed at "truth-in-lending" has been introduced by Senators Paul Douglas (D-Ill.) and Clifford P. Case (R-N. J.).

Explaining the necessity for such legislation to protect the American consumer from being fooled into paying excessive interest rates, the Senators told of used car interest rates as high as 40, 60 and 100 percent, a 347 percent rate of interest on a furniture purchase, a television set purchase in which the interest was not mentioned orally or in writing, but was charged at 33.3 percent.

These examples of excessive interest rates were disclosed in Senate hearings on the pending "truth-in-lending" bill.

In describing the proposed leg-

islation, Douglas said that "it would require that those who lend money for personal purposes, such as consumer loans, and those who

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Your SIU Clinic




By Joseph B. Logue, MD, Medical Director

Diet May Determine Life Span

As reported in HEALTH BULLETIN, scientists trying to explain why some people grow old faster than others are on the trail of what may be one answer to the riddle—differences in food preferences. Leading the field in this challenging area of research is the Human Nutrition Research Division of the U.S. Department of Agriculture. In long-term experiments with animals, it has shown that varying combinations of standard foods can cause marked differences in the rate at which animals grow old. All of the animals in the U.S.D.A. tests received diets containing adequate amounts of vitamins and minerals. But when the same food elements were presented from different food sources (particularly animal products), longevity changed markedly.

Principal purpose of the study was to determine the effect on longevity of different types of fat in the diet and of various protein and fat-containing foods, such as eggs, milk, beef and peanut butter. Rats fed hydrogenated vegetable oils were found to live longer than those fed lard. Butter caused shortened life when fed in larger amounts, but moderate quantities of butter resulted in longevity similar to that of animals fed vegetable oil.

Most striking was the detrimental effect of a diet containing 25 percent egg. Animals eating it had the shortest life span of any in the study. Curiously, however, when animals were given a 100 percent egg diet their longevity improved. The U.S.D.A. scientists feel that eggs may not be at fault and guess that "an imbalance of nutrients rather than egg itself may have been responsible for the adverse results with the diet containing 25 percent egg."

Milk and peanut butter caused rapid growth in young rats and resulted in some extremely large animals. Both this and other studies have shown that animals which grow fast and gain much weight when young live shorter lives. The 20 percent peanut butter rats had almost as poor longevity as the 25 percent egg group. Milk and beef-fed animals lived longer, but still not as long as those given a standard diet supplemented with vegetable oil. Checks on metabolism and the condition of various tissues (particularly the kidneys) throughout the lives of the experimental animals, showed that diets which caused shortened life also caused disturbances and degeneration.

The Human Nutrition Research Service is now pushing for a full scale test of the effect of food combinations on human health. In a report released on January 25, the Animal and Animal Products

Advisory Committee asked the parent U.S.D.A. to "determine the significance of these findings to humans." But the U.S.D.A.'s Dr. Ruth Leverton indicated that such studies would produce no further surprises, but confirmation of what is already known. "Even though we need much more information, we can be certain that utilization of fats in man is affected by all the foods he eats, his endocrine system, his physical and mental activities and his aging," she told the advisory committee. A complete summary of test results so far has been presented in Home Economics Research Report No. 24, published by the Department of Agriculture and available from the Superintendent of Documents for 70 cents.

A leader in previous research on the effects of diet on longevity is Dr. Clive M. McCay, of Cornell University, now retired. His classic experiments with rats observed for a lifetime showed that drastic reduction of caloric intake resulted in unusually long life spans, provided that levels of protein, minerals and vitamins were kept adequate. His work pointed to carbohydrates as a negative factor, and showed that overeating shortened life much more than could be accounted for by just an added load on the system.

Israel Building Deep-Sea Port

TEL AVIV, Israel—The newest deep-sea harbor on the Mediterranean is rapidly nearing completion at Ashdod, Israel. In the fall of this year hundreds of tons of citrus fruit, Israel's major export, will begin moving out of Ashdod, to be followed soon afterward by cargoes of phosphate, potash and other minerals.

The first phase of the \$50 million port project will afford deep-water berthings for 10 ships. By 1968-70 the port is expected to be able to handle up to 22 ships at a time with modern cargo handling, terminal and warehouse facilities.

A major feature of the new port is the use of tetrapods placed on the offshore side of the two main breakwaters to help break up and dissipate incoming waves. The tetrapods are giant four-limbed concrete objects resembling children's jacks and weighing between 12½ and 38½ tons each. About 19,000 of these tetrapods have been manufactured on the spot and installed during the initial construction phase.

Israel hopes that completion of the new harbor at Ashdod will help ease some of the traffic at the port of Haifa, whose facilities have been strained by the nation's rapidly growing economy. Ashdod, which now has a population of about 25,000, is expected to grow tenfold by 1980 as planned construction is completed.

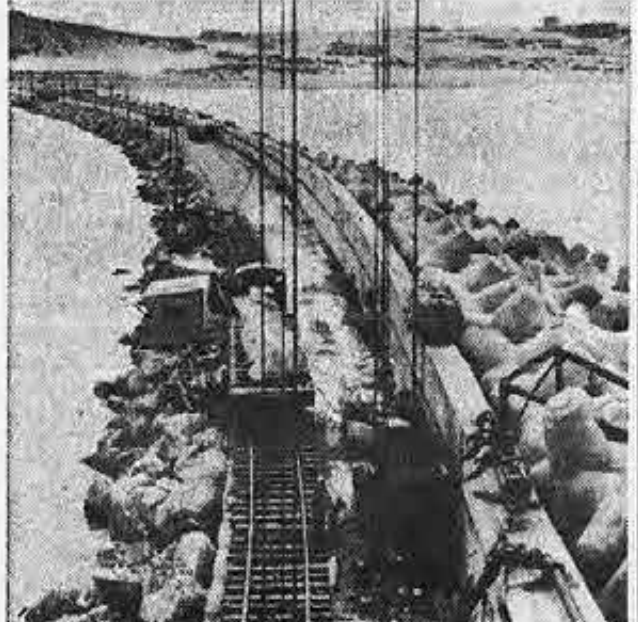


Photo above shows construction work on one of two main breakwaters at new Mediterranean port of Ashdod, Israel. Tetrapods are at right.

SIU Clinic Exams—All Ports

EXAMS THIS PERIOD: January 1 - January 31, 1965

Port	Seamen	Wives	Children	TOTAL
Baltimore	160	29	22	211
Houston	157	18	3	178
Mobile	93	4	11	108
New Orleans	270	11	23	304
New York	479	55	46	580
Philadelphia	60	11	6	77
*San Juan	44	29	28	101
TOTAL	1,263	157	139	1,559

*12/21/64 to 1/20/65

Federal Employees Joining Union Ranks

WASHINGTON—A total of 205 collective bargaining agreements covering nearly 25 percent of the federal government's 2.5 million civilian employes have been negotiated since the late President Kennedy's executive order encouraging bargaining was issued in 1962, according to an advance summary of a Labor Dept. study.

The findings "clearly indicate," said Labor Secretary W. Willard Wirtz in releasing them, that the philosophy of good labor-management relations is being effectively and extensively implemented within the federal government.

The survey was made public on the third anniversary of Kennedy's order. It showed 593,000 members of Uncle Sam's work force covered by contracts in late 1964—470,000 of them in pacts negotiated by the Post Office Dept. and six unions.

Unions Involved

Three unions—the Postal Clerks and the Letter Carriers, both AFL-CIO affiliates, and the unaffiliated National Rural Letter Carriers Association—represented about 75 percent of all protected U.S. employes. About 8,000 supplementary agreements have been negotiated locally, the Labor Department said, with the number expected to rise to 20,000.

About two-thirds of all employes covered by contracts belong to 21 unions affiliated with the AFL-CIO, the survey showed. Fourteen unaffiliated unions represent the remaining one-third.

The Government Employees are recognized as bargaining agent for more employes outside the postal service than any other union—55,000 men and women who work under 108 contracts.

Other Unions

Next in line came the AFL-CIO Metal Trades Department, which represents 37,000 workers under 10 contracts. Another AFL-CIO affiliate, the Machinists, was in third place, bargaining for 8,700 employes. Other AFL-CIO unions recognized for more than 1,000 workers were the International Brotherhood of Electrical Workers 1,800; Lithographers & Photoengravers 1,400, and Operating Engineers 1,200.

Twenty-one federal departments and agencies have signed one or more union contracts, more than half in the Defense Dept. These included Navy 61, Army 34, Air Force 9 and the department itself one. Ten or more agreements have been signed by the Veterans Administration (29), General Services Administration (21), Interior Dept. (14) and Dept. of Health, Education & Welfare (10).

The Labor Dept.'s agreement with the Government Employees, covering virtually all eligibles in Washington, is unique.

The executive order provides three forms of recognition for federal employes—informal, formal and exclusive. Exclusive recognition and bargaining rights are given organizations chosen by a majority in an appropriate unit.

Once Common Waterboats On Way Out

BALTIMORE—When this harbor fills with busy merchant ships on quick-turn-around schedules, the lonely survivor of a once thriving fleet of waterboats has her work cut out for her.

The same is true for the lone water tender which works New York's harbor. Such boats, once common in east coast harbors, are fast disappearing. This despite the fact that the need for them is still vital.

Water tenders carry fresh water to ships. The water is not only used to fill ship's tanks for drinking water and steam, but also to clean the cargo tanks of tankers and bulk carriers. The need was especially great this winter.

Winter is the busy season for water tenders because pierside pipes tend to freeze up, making them useless in cold weather.

Business drops off considerably, however, during the warmer months. Then the waterboats do irregular jobs, supplying water to ships spending longer periods at sea than planned, or to ships with tank cleaning jobs to be done.

Operators of the waterboats in New York and Baltimore have continually complained that they have a hard time meeting expenses because of the lack of steady business. In recent times, the fleet of water tenders serving New York harbor dropped from seven to the present one.



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. Stegal

"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)

AFL-CIO Urges Ship Buildup

(Continued from page 3)

maintain and broaden the liberal gains made in Congress during the 1964 national elections. All trade unionists and their families will be urged to make their political weight felt by voting in the off-year Congressional, state and local elections scheduled for 1966.

The Executive Council warned against any subversion of the "one man, one vote" principle established by decisions of the U.S. Supreme Court and warned against both a referendum-styled constitutional amendment and a plan to bypass Congress to overturn the decisions. The federation urged all AFL-CIO affiliates and state and local bodies "to throw their full support" behind the court actions and against all efforts in Congress or the state legislatures to weaken them.

During the week-long winter meeting in Bal Harbour, the AFL-CIO Executive Council was addressed by Vice President Hubert H. Humphrey and Secretary of Labor W. Willard Wirtz.

'Space Junk'—Modern Flotsam And Jetsam

WASHINGTON—Flotsam and jetsam is slowly accumulating in outer space, as it has on the seas for thousands of years. According to the dictionary, flotsam is parts of a wrecked ship and jetsam is goods cast into the sea to lighten a vessel during a storm.

There are 372 hunks of junk of U.S. origin and 16 of Russian origin in earth orbit at the present time, according to the Goddard Space Flight Center in Greenbelt, Maryland. In addition, Goddard notes but does not include in its figures about 400 million hair-thin wires, called Project West Ford space needles. Launched in 1962, they are orbiting around the earth in a continuous band about five miles wide and 25 miles thick.

Not counting the 400 million

needles, more than 1,000 man-made objects—satellites, spacecraft, capsules and assorted bits and pieces of them—have been put in orbit since 1957. Many of these objects have already burned up in the earth's atmosphere, however.

Assorted Debris

Most of this "space junk" or flotsam and jetsam is produced and remains in orbit when satellites separate after launching into two or more parts (the satellite, heat shield, and launching device for instance). Sometimes this happens by plan, sometimes by accident. A U.S. launching in 1961 produced the transit 4A navigation satellite, the Injun satellite, and 204 pieces of assorted metal junk—all of which is still in orbit.

Not only the earth, but the sun also has collected some of this space-age flotsam and jetsam, including seven U.S. spacecraft and six pieces of junk, and six Soviet spacecraft. Lying somewhere on the surface of the moon are five space vehicles—undoubtedly reduced to junk by their monumental fall—three U.S.-made and two Soviet-made.

Merchant Ship Casualties High During 1964

LIVERPOOL, England—One out of every three merchant ships active in 1964 suffered some sort of damage or disablement, according to the latest figures released by a British insurance group.

The annual report of the Liverpool Underwriters' Association found that 34.6 percent of the world's 24,028 merchant ships of over 500 tons sustained damage from collisions, weather, stranding, fires and explosions, malfunctioning machinery or contact last year.

Excluded from the report were the 117 ships reported as total losses during 1964. The lost ships constituted 477,208 gross tons. While the loss level remained "disturbingly high," the report maintained that it was at least an improvement compared to the 148 vessels of 517,087 gross tons lost in 1963.

Collisions were the chief cause of ship damage. Of the total of 8,317 accidents, 1,753 were a result of collisions. Next in seriousness was machinery damage, reported by 1,575 vessels, and contact damage, reported by 1,512 vessels. Fire and explosions accounted for damage in 422 vessels.

Fire Losses

Most fires, the report showed, occurred in cargo spaces, followed by machinery and accommodation spaces. The most fire prone cargoes were copra, fishmeal, oilcakes and general cargo.

The ratio of ship casualties to the total number of vessels in the world's merchant fleet is continuing on an upward trend, the report showed. In 1960 the ratio stood at 32.2 percent, and in 1963 it was 33.2 percent. For 1964, it was 34.6 percent. The report did not offer a breakdown of ship casualties by flags.

In the world's-record department, the biggest satellite still in orbit is the 100-foot-in-diameter Echo I sphere launched by the U.S. The heaviest and most massive is the 37,700, 84-foot long Saturn V rocket launched by the U.S. in January, 1964.

Mine Bureau Eyes Undersea Metal Deposits

SAN FRANCISCO — The U.S. Bureau of Mines will switch part of its operation from underground to undersea in a search for heavy minerals used in the manufacture of metal for space vehicles.

The research will be carried on from the government's first vessel devoted to recovering minerals from beneath the ocean—the 65-foot former Army freight boat Perspicacity. The boat is now on a shakedown cruise in San Francisco waters.

When she goes to work, the Perspicacity will rove about 10 miles off the west coast in search of such minerals as zircon, ilmenite and rutile. Deposits of these minerals have been spotted at 1,000 feet depths by oil drillers.

The Bureau said that abundant quantities of manganese-filled nodules have been found on the ocean floor at depths of 14,000 feet. Mining this source will present the Bureau with one of its greatest challenges. Manganese, vital in steelmaking, has not been found in large or high grade quantities in the United States.

Later this year, the Perspicacity will be joined by a 165-foot converted submarine net tender outfitted for mining research. The newer vessel will be equipped with underwater television and still cameras to help in the mineral search operations.

YOUR UNION MEETINGS ARE IMPORTANT TO YOU.

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'Sea Daze'

by Jim Mates



"Take it straight back to my foc'sle! When I say get the bosun's chair, I don't mean my lounge chair!"

THETIS (Rye Marine Corp.), Jan. 4—Chairman, Sidney C. Segree; Secretary, Raymond A. Bunce. Two men missed ship in Yokuska, Japan and two men were hospitalized. Some disputed OT in deck and engine departments.

SEA PIONEER (Pioneer Tankers), Jan. 31—Chairman, Garret A. Wile; Secretary, None. \$34.64 in ship's fund. Collection of 50 cents from each crewmember will be taken up to purchase a radio for crew's lounge. Vote of thanks to entire steward department for the good food, baking and service. Engine room delegate requests a full first-aid kit for the en-

gine room. Motion made that when ship goes to Persian Gulf, crewmembers should sign for six months only, or if they sign one year articles, that they be sent home after six months by the Company and at Company's expense. Motion to have headquarters send out something on the raise in wages.

BANGOR (Bermuda Shipping), Jan. 17—Chairman, W. Sutherland; Secretary, L. Santa Ana. Brother Eddie Villasol was elected to serve as ship's delegate. Too messmen to be turned over to patrolman for not doing their duties and performing. \$10 in ship's fund. Crew requested to clean rooms and strip bunks before leaving ship.

TAMARA GULDEN (Transport Commercial), Jan. 17—Chairman, W. Guirau; Secretary, O. Rayner. One brother went to hospital in Izmir, Turkey and returned to ship to pack his own gear. \$1 in ship's fund. Some disputed OT in engine department. Discussion about better stores for next trip. Poor grade meats aboard on last voyage.

NORINA (Marine Traders), Jan. 3—Chairman, E. Wheeler; Secretary, F. Farmer. Motion made to have ship sprayed for roaches while ship is in port. Motion made to have crews notified about Union contract through the LOG. Beef about no holiday dinner on New Years day. Vote of thanks to the baker for a job well done.

ROBIN TRENT (Robin Line), Jan. 17—Chairman, Edgar L. Jester; Secretary, Orville Payne. Brother Francisco Gaspar was elected to serve as ship's delegate. No beefs reported by department delegates.

GLOBE PROGRESS (Maritime Overseas), Jan. 31—Chairman, Kosta Hatimisis; Secretary, Nicholas Hatimisis. Vote of thanks to the ship's delegate for doing a fine job. Vote

of thanks to the steward department for a job well done. No beefs reported by department delegates. Everything is running smoothly.

CHILORE (Venore), Jan. 14—Chairman, Alonzo D. Sistrunk; Secretary, Steve Kolina. No beefs reported by department delegates. The entire crew enjoyed Christmas in Houston, this being the home port for most of the crew. Those who didn't spend Christmas at home enjoyed a big spread aboard ship.

MARGARET BROWN (Bloomfield), Jan. 31—Chairman, N. R. Pettersen; Secretary, R. A. Benados. Some disputed OT in steward department. Most of the repairs have been completed. The rest will be done before the ship sails for Europe.

COLUMBIA (United States Steel), Jan. 31—Chairman, Frank Pasaluk; Secretary, Melano S. Sospina. Ship's delegate reported that everything is going very smoothly with no beefs. The ship is going to drydock and the crew will be laid off for at least three weeks. \$10 in ship's fund. Vote of thanks to the entire steward department for a job well done. Best feeding ship afloat.

DEL MONTE (Delta), Jan. 23—Chairman, Howard Menz; Secretary, Albert Espenada. Ship's delegate reported that there were no beefs. He was extended a vote of thanks by the crew. Motion that headquarters keep all ships notified as to the progress made in negotiating new contract. \$9.28 in ship's fund.

SPITEFIRE (American Bulk), Jan. 31—Chairman, C. A. Welch; Secretary, Robert K. Holt. One man hospitalized in Amsterdam, Holland. Few hours disputed OT in each department. Vote of thanks to the baker for exceptional fine job.

HASTINGS (Waterman), Feb. 2—Chairman, William Holland; Secretary, John Wells. No beefs reported by department delegates. Discussion on draws, launch service and food storing. Vote of thanks extended to the steward department.

STEEL WORKER (Isthmian), Feb. 7—Chairman, A. Hanna; Secretary, L. Ducette. \$43.00 in ship's fund. Few hours disputed OT in deck and engine departments. Ship should be fumigated for rats and roaches.

CITIES SERVICE NORFOLK (Cities Service), Feb. 14—Chairman, William Morris; Secretary, Lawrence Melanson. Everything is running smoothly with no beefs. Brother Edward J. Wright was elected to serve as new ship's delegate.

From the Ships at Sea

With no hotplates available aboard *The Taddei Victory* (Consolidated Mariners) because they burn out too fast to keep operating, and the old standby of hot water urns outlawed by the Public Health Service as a safety hazard, what are the tea-drinking members of the crew to do? The coffee urns

are always befouled (or so the true tea-drinker feels) with the hot black stuff and most shipmates are coffee drinkers from way back who turn deaf ears to the tea-drinkers plight.

Not so the chief cook aboard the *Taddei Victory* however, reports ship's delegate **Dewey Martin**. The cook came up with the suggestion that the crew try heating their tea water in a coffee urn with the basket removed and promised to keep one available for their use.



Martin

Crewmembers so inclined are enjoying their tea breaks again, and everything seems to be hunky-dory — or at least until a hot-chocolate lover turns up.

Howard Menz, the ship's delegate aboard the *Del Monte* (Delta) recently had good reason to be proud of himself. The crew, in a unanimous vote of confidence, elected him ship's delegate for the second time. As if that were not enough, they gave him more praise in the form of a vote of thanks for the excellent job he did in the past while running liaison between the crew and the officers.

One of the big questions that has been bothering the crew of the *Del Monte* (Delta) is: Why are they not allowed to see the passengers movies anymore? Several months ago, the films shown topside stopped being sent below the decks and the crew was forced to set up its own movie fund in order to enjoy the latest products of Hollywood. **Peter Gonzalez**, while he was ship's delegate, began an investigation, and finally came up with an answer: One of the former crewmembers had an intense dislike for movies and ruined the game for the rest of the crew. Gonzalez did not mention how this was accomplished, but noted that the means were effective. He, and the new ship's delegate **Joseph Powers**, are trying to get the films for the crew's use again, however, and are both confident that they will soon be successful.

When **M. Knickman** had to get off the *Kenmar* (Calmar) recently, his fellow crewmembers were sorry to see him go for more than one reason. It is always sad to have a friend go to the hospital, as Knickman did in Aberdeen, but the crew also lost a very fine ship's delegate. To show their appreciation of Knickman's efforts in their behalf, the crew voted him

a special thanks at a recent shipboard meeting.

The crew aboard the *Geneva* (U.S. Steel) recently discovered a few of the headaches involved in having films for the crew's viewing aboard ship.



Van Epps

Clyde Van Epps, ship's delegate reports that the company recently provided the crew with a movie projector, and also supplied six films. The cost of the film, however, would have to come out of the crew's pockets, as well as the purchase of films in the future. During the good and welfare section of their latest shipboard meeting, the crew decided to donate \$1 a piece from their pockets and then set up an arrival pool to take care of the rest. Then the crew had to decide what time the movies should be shown, and who was going to take care of the film and projector.

Clarence Cousins, who sails in the deck department proudly announced recently that his son, **Bruce Edgar Cousins**, is now in the Navy undergoing Boot Training in Great Lakes, Ill. Naturally proud that his son is taking to the sea just like his dad, Cousins says that **Bruce** plans to join the Sea-



Clarence and Bruce Cousins

bees and will operate heavy duty equipment after his training period. The Cousins family hails from Butler, Pa., where **Bruce** attended high school and then graduated from the Heavy-Duty Equipment School in nearby New Castle, Pa.

Sidney Sokolic, ship's delegate aboard the *Penn Transporter* (Penn Shipping) says that they are having a very smooth voyage. "No beefs, everything working smoothly," he says. The crew will get a vacation in Rio de Janeiro, too. The ship is expected to stop in Rio for about a month. "Half of that time will be in anchorage," says Sokolic, "which means we should have some time to get acquainted ashore."

The Seafarers aboard the *Seatrain New York* (Seatrains) are looking forward to a new look in their quarters, says **Eugene R.**

Ceccato. The topic of repainting all the unlicensed personnel quarters was recently brought up and the crew completely agreed with the suggestion.

A suggestion was made during the good and welfare section of the shipboard meeting on the *Santa Emilia* (Liberty Navigation) that locks be put on all screen doors in the lower passageways. The suggestion was aimed at keeping the peddlers out of the below decks area while in Alexandria, reports **George Hair**, meeting chairman.

Julian Dedicatoria, ship's delegate aboard the *Commander* (Waterman) reports that the last pay-off, in Philadelphia, "was a honey." He says that the patrolmen visiting the ship went away shaking his head at how little work he had to do to straighten beefs. "It's all because of our get along policy," Dedicatoria says. "I hope it lasts forever."

SIU ships are still talking about sumptuous holiday dinners according to reports that have come into the LOG office. Aboard the *Alcoa Voyager*, says ship's delegate **Jerry Hauser** even the captain had considerable praise for the steward department's culinary skills. "The captain thought the Christmas dinner was really great," he says. Aboard the *Montpelier Victory* (Montpelier Tankers), the crew thought the Christmas Dinner was more than great. As a matter of fact, ship's delegate **John Flanagan** says that the menu prepared for the crew by chief steward **Walter Marcus** should be used by all SIU stewards as a guide in holiday menu planning.

"We had such items on the menu as hors d'oeuvres, grape fruit supreme, chicken egg drop soup, baked fresh mackerel, roast tom turkey with oyster dressing, giblet gravy and cranberry sauce, baked sugar cured ham with wine sauce, and roast prime ribs of beef a jus to start off the meal." Flanagan brags. "It's a wonder that everyone didn't add fifteen pounds to their weight." But that was only the beginning. Also included in the menu were 15 minute grill pork chops, several choices of vegetables, salads and desserts. The dessert menu alone was enough to make any man's mouth water. Such items as minced meat pie, pumpkin pie, apple pie, fruit cake, baked Alaska, cakes, blue cheese, American cheese and Swiss cheese, hard candies, mixed nuts, cluster raisins, and assorted fresh fruits graced the bottom half of the menu. "We are really glad to have such a fine galley gang aboard our ship," Flanagan said. "We all give our thanks to our hard working stewards."



Atlas Damaged In Drydock Fire, SIU Crewmembers Escape Injury

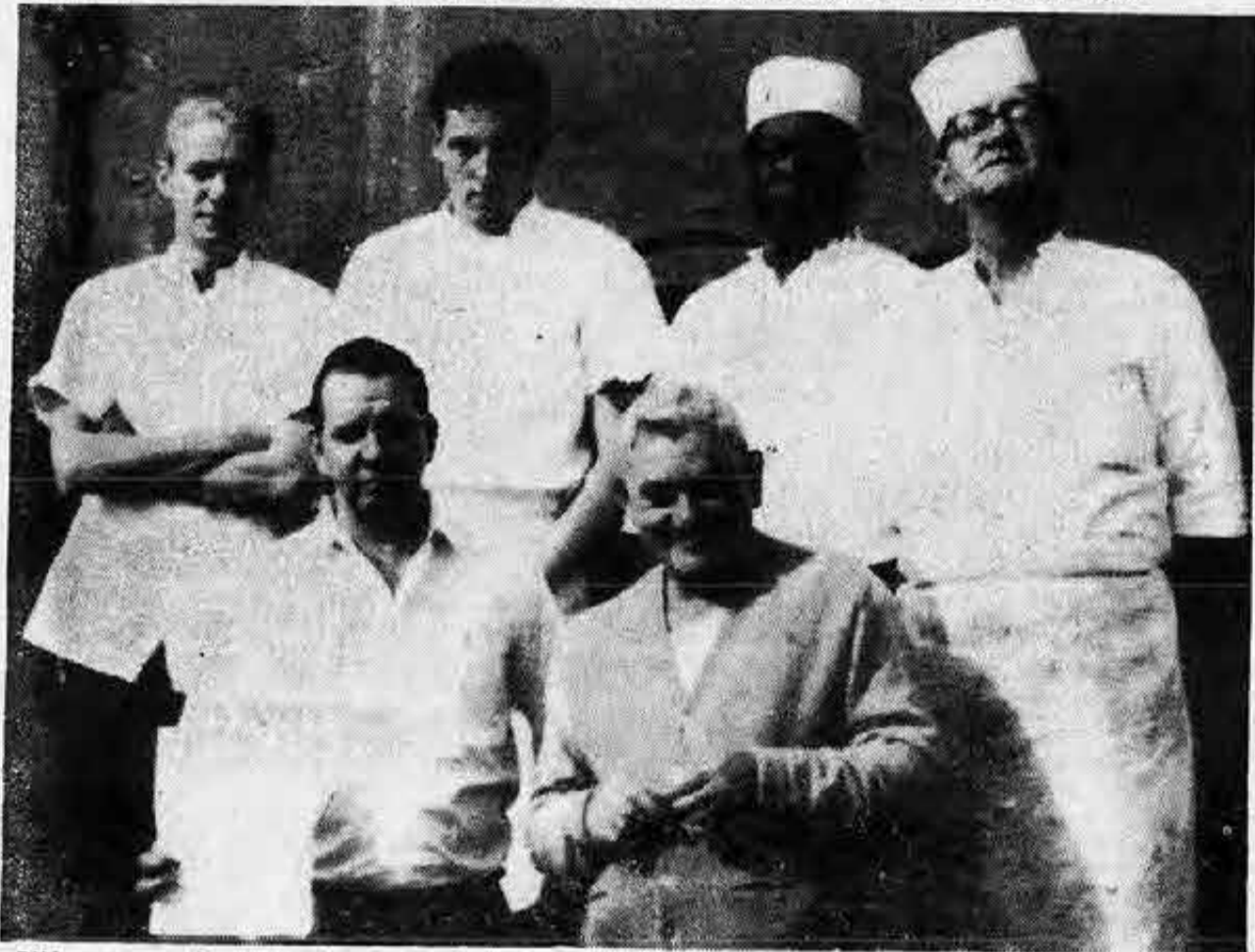


SIU crewmembers aboard the supertanker Atlas (A. L. Burbank) escaped injury when their ship caught fire while in dry dock at Iowi, Japan. Local firefighters who responded to the alarm were able to extinguish the blaze before any serious damage occurred.

According to Alfred Hirsch, ship's delegate, significant damage caused by the blaze was centered in the engine department fore'sle. The black gang's quarters suffered heavy smoke damage, and a considerable amount of water still remained in the room after the fire was extinguished.

Seafarers, whose clothes and personal gear was damaged in the burned out room, will receive compensation for their losses in accordance with SIU contract provisions. The crew was already receiving subsistence when the ship was laid up in drydock. Several SIU members decided to take advantage of the added time in layup to do some traveling and sightseeing in Iowi and Kobe area.

Hirsch reports that the crew had nothing but raves for the efforts of the steward department. Under the expert direction of chief steward W. J. Anderson and chief cook Kazmir Lynch, the Atlas' galley gang turned out holiday meals that were in the finest SIU style.



SIU crewmembers on the Atlas (A. L. Burbank) had time to do some sightseeing when their ship went into drydock in Iowi, Japan. The tanker's steward department, which drew praise from every Seafarer aboard, mug it up for the camera, after turning out a mouth-watering holiday meal. Displaying souvenir copies of the menu for the big feast are (l-r, front) chief steward W. J. Anderson and ship's delegate Alfred Hirsch; (rear) Seafarers Maklin, Lynch, Merckerson and Kazmir Lynch, chief cook. In top left photo, Dom Prsini, engine utility, (r) explains the operation of a blow torch to Hirsch.

A Live One



Which of the three models is the live one? Charles O'Brien, who sails in the deck department on the supertanker Atlas (A. L. Burbank), posed for this gag photo with two department store mannequins in Kobe, Japan while his ship was in drydock. O'Brien assures all his SIU friends that his interests lie exclusively with the warm blooded female species.

Gulf Coast

(Continued from page 8)

Del Mundo. He took it easy here with his family during the strike but is ready to get back to work as soon as possible. Henry J. Koppersmith is on the look out for any second cook's job. He came home to visit his family after working about nine months on the Manhattan. Garth G. "Bull" Durham came home when the Del Sol was laid up by the strike. He planned to stick around until the arrival of the stork, expected almost any day, with the first child for the Durhams.

Houston

Douglas E. "Smiley" Claussen turned up at the membership meeting in February with his foot out of a cast for the first time in nine months. Smiley says he can get around good enough now to go coon hunting occasionally, but he still is waiting for his "fit for duty" slip. This can't come too soon, he says. Frank Taylor got off the Bethore on Christmas Eve and says he is long overdue getting out again. This applies to a lot of guys who got caught by the strike, but the way the ships are moving again everyone should be back on the job before long. Frank is looking for a bosun's job with a long trip preferred. Another one who found his vacation stretched out longer than he expected was C. E. Hawks who got off the Santa Emilia.

C. A. Vasquez says his last trip on the Valusia was the best he has made since he has been sailing. He is ready to take anything moving, but he would prefer something going to Brazil.

Buddy Jordan came up from Galveston to visit friends at the hall on the last meeting day. Buddy, a G & H Towing Company engineer, says a lot of the G & H boys had a chance to catch up on their fishing and other hobbies as a result of the decline in harbor towing business during the tie-up. Earl "Buckshot" Alverson was ready to go back to his fireman's job on the Hanover after, in his words, catching up on "fishing, hunting, beer and girls." At Buckshot's age, we suspect he didn't have too far to go to catch up on a couple of those items.

SIU Pensioner Travels Home To Philippines

After enjoying the first visit to his native Philippine Islands in years, retired Seafarer Gregorio Mirabueno has written the LOG expressing his gratitude for his SIU pension that made the trip back home possible.

Mirabueno declares that the Union Welfare plan has made it possible for him to get a good look at his native country for the first time since he left home to come to the U.S. Right now, he is renewing old friendships in Sorsogon province, where he was born 71 years ago. One of the highlights of Mirabueno's four month visit to the Philippines was a long stay in Manila, the capital of the island republic.

The retired Seafarer writes that his SIU pension has made it possible to achieve one of his life-long wishes—to visit his homeland. Concluding his letter, he says, "I am really glad to say that I have been, and still am, a member of the most wonderful Union in the world."



Taking time off from touring the Philippines, SIU pensioner Gregorio Mirabueno gets set to do some gardening at a friend's home in Sorsogon province. Mirabueno writes that it was his Union pension that made the trip back to his home country possible.

Appreciates SIU Thoughtfulness

To The Editor:

My sons and I would like to express our deepest appreciation to all the members of the SIU for the most beautiful spray of flowers which was sent to the wake of my husband, Paul Catalano.

I know that he will always be remembered by his fellow Seafarers for his kindness and thoughtfulness to all.

Mrs. Edna Catalano

~ ~ ~

New Pensioner Lauds Welfare

To The Editor:

My wife and I would like to express our thanks to all the officials of this wonderful Union who helped me to receive my regular \$150 pension check. I miss the ships of course, and the sea. I also miss the hiring halls where it was always possible to shoot the breeze and play some cards while waiting for another ship. All that is behind me, but will never be forgotten. Of course, I expect

to get around the hall in New York occasionally, but right now, I'm taking it easy.

I want to say hello to all my Union brothers in Baltimore. I have many friends there, as

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.

that port has been my second home since 1915.

John Van Dyk

Send Thanks For Fast Aid

To The Editor:

I wish to thank the Seafarers Welfare Plan for the speedy assistance rendered in my behalf recently. I am proud to have a son who belongs to such a wonderful organization that

proves so beneficial to its members and their families.

Words alone can hardly express the gratitude I feel from within. Thanks to everyone for the help.

Mrs. Lina Newton

~ ~ ~

Hails Prompt Welfare Aid

To The Editor:

I would like to express my deepest appreciation for the many wonderful things the SIU did for me when I was hospitalized recently. There is an old saying that says "When you're well, you think you'll never get sick, but when you're sick you think you'll never get well."

Thanks to the SIU and all the hospital benefits that it gives us, when I was sick I didn't have to worry about a thing.

I wish that every union member in the United States had such a wonderful organization providing for them. I also want to thank the officials who did such a wonderful job in making sure I got all the benefits I had coming to me. Thanks again to a really wonderful Union.

W. Feibel

LET 'EM KNOW... Write TO THE LOG

Don't Delay On Heat Beefs

Now that the cold weather is here, Seafarers are reminded that heating and lodging beefs in the shipyard can be easily handled if the ship's delegate promptly notifies the captain or chief engineer and shows them the temperature reading at the time. Crewmembers who beef to themselves about the lack of heating but wait three or four days before making the problem known to a responsible ship's officer are only making things tougher for themselves. The same applies when shipyard workers are busy around living quarters. Make sure you know where and when the work was done so that the SIU patrolman has the facts available in order to make a determination.

LOS ANGELES (Sea-Land), Feb. 21—Chairman, George Finklea; Secretary, Leo Bruce. \$5 in ship's fund. Some disputed OT to be clarified by boarding patrolman. He will also be notified about the shortage of stores aboard ship.

ALCOA EXPLORER (Alcoa), Feb. 14—Chairman, J. McRae; Secretary, J. Prats. Some disputed OT to be settled by boarding patrolman. Discussion about repairs and ship being fumigated. Patrolman to contact captain of ship regarding stores in foreign ports. Vote of thanks to the steward department for a job well done.

MANHATTAN (Hudson Waterways), Feb. 14—Chairman, Billy G. Edelman; Secretary, L. P. Hagmann. Ship's delegate reported that everything is running smoothly with no beefs. One man missed ship.

STEEL RECORDER (Isthmian), Jan. 17—Chairman, Bill Davies; Secretary, Tom Gordon. Ship received new TV—this was due to money received from the company for safety award for first six months of 1964. \$10 left in ship's fund. No beefs reported by department delegates. Vote of thanks to the steward department for exceptional dinners on Thanksgiving and Christmas.

OCEAN DINNY (Maritime Overseas), Feb. 7—Chairman, John Nash; Secretary, Thomas Ulisse. One man hospitalized in Naha, Okinawa. Most repairs taken care of at sea, the remainder to be done in port. Ship's delegate, Brother John Nash wished to resign after serving for two trips. Motion made to have patrolman check to see if lifeboat is seaworthy or not. Vote of thanks to the deck department.

DIGEST of SIU SHIP MEETINGS

for keeping pantry and messroom clean. Vote of thanks to the steward for a job well done.

NATIONAL DEFENDER (National Transport), Jan. 30—Chairman, Holmer L. Ringo; Secretary, Bernard Landes. Brother William Cameron was elected to serve as new ship's delegate. Some disputed OT in engine department. No beefs reported.

RIDGEFIELD VICTORY (Columbia), Feb. 9—Chairman, William L. Tillman; Secretary, Julius M. Johnson. \$39 in ship's fund. OT beef regarding restriction to the ship to be disputed upon arrival to the States. Discussion regarding medical attention aboard ship.

L-SMAR (Calmar), Feb. 14—Chairman, B. M. Romanoff; Secretary, T. Mignano. \$3.65 in ship's fund. No beefs and no disputed OT reported.

STEEL EXECUTIVE (Isthmian Lines), Feb. 14—Chairman, R. Hutchins; Secretary, Star Wells. \$27 in ship's fund. \$100 short from Honolulu one O.S. Some disputed OT in engine department. Motion made that headquarters contact SUP regarding treatment and runaround given to ill and injured SIU men in Honolulu. Also that Alaska and Hawaii be included in the agreement insofar as repatriation is concerned when a crewmember is ill or injured. Request that Company put more money aboard for draws.

ANTINOUS (Waterman), Feb. 7—Chairman, Mason E. Nunn; Secretary, Fred Sullivan. One man missed ship in San Francisco. Two men left in hospital in Okinawa. No beefs were reported by department delegates.

SEATTLE (Sea-Land), Feb. 19—Chairman, Dennis Manning; Secretary, Wally Mason. Ship's delegate reported no beefs. Everything is going along smoothly. \$41.34 in ship's fund. Vote of thanks to Brother Charlie Foster, who is getting off ship, for a job well done as baker.

TRANSYORK (Hudson Waterways), Jan. 23—Chairman, Wilbert J. Miles; Secretary, Leon D. Lucas. Discussion about asking the Chief Mate to

paint all the rooms as they are in bad shape. Hospital should be repaired. Ship's delegate reported that everything is running smoothly.

STEEL NAVIGATOR (Isthmian), Dec. 30—Chairman, Gordon Owen; Secretary, Charles H. Tyree. \$36.50 in ship's fund. Disputed OT to be taken up with boarding patrolman.

AMES VICTORY (Victory Carriers), Feb. 7—Chairman, Bobby Thornton; Secretary, D. M. Woods. No beefs reported by department delegates. New ship's delegate to be elected.

CHATAM (Waterman), Feb. 21—Chairman, Sidney A. Garner; Secretary, Sidney A. Garner. Some disputed OT in deck and engine departments to be taken up with patrolman. Everything else is running smoothly.

SAN FRANCISCO (Sea-Land), Jan. 17—Chairman, Richard J. McConnell; Secretary, R. L. Hall. \$7.64 in ship's fund. No beefs reported by department delegates.

SEATRAN TEXAS (Seatrains), Feb. 28—Chairman, John Cole; Secretary, Luis Gil. Brother John Cole was elected to serve as ship's delegate. No beefs were reported by department delegates. Recommend to the Negotiating Committee for a twenty year pension on 210 days a year basis, and a substantial pay increase in line with the increase given to the Longshoremen.

TRANSEASTERN (Hudson Waterways), Feb. 17—Chairman, M. Darley; Secretary, Robert White. Ship's delegate reported that all is running smoothly. Some minor beefs to be brought up at payoff. \$22 in ship's fund. Unanimous vote of thanks was extended to all delegates for their efforts on behalf of the crew. Mail service very poor. Vote of thanks to the steward department.

TRANSHATTERAS (Hudson Waterways), Feb. 19—Chairman, James J. Gorman; Secretary, Leslie J. Guillot. Disputed OT reported in each department. Ship's delegate told crew to put in for launch service money due them for no launch in Port of Chittagong, East Pakistan from January 8 through January 15.

SEATTLE (Sea-Land), Feb. 6—Chairman, Charlie Foster; Secretary, J. Murray. Brother W. Mason was elected to serve as new ship's delegate. Motion that headquarters publish in the next issue of the LOG, any news of contract gains, overtime rates, shipping rules, wage increases and constitution.

RACHEL V (Rachel), Feb. 7—Chairman, R. Knoles; Secretary, D. Sykes. Ship's delegate reported that everything is O.K. Ship sailed from Portland short a few stores.

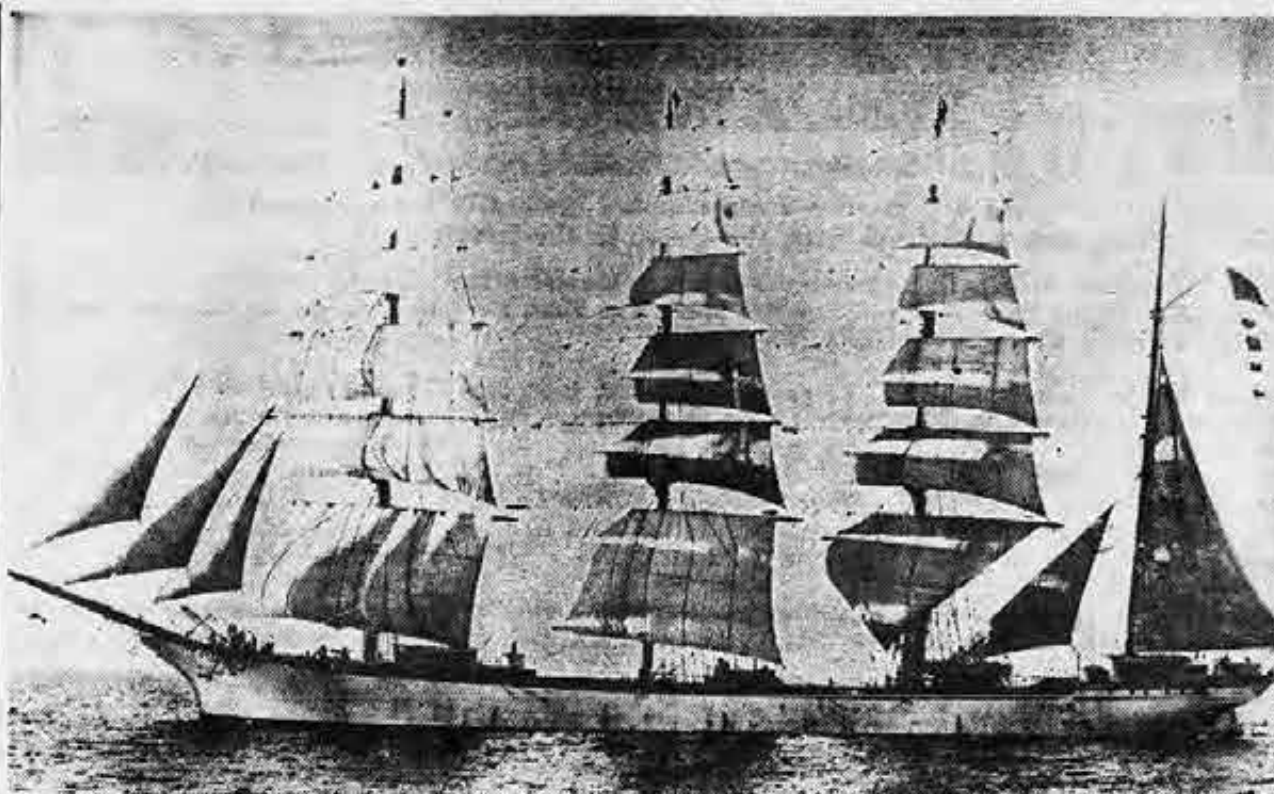
DEL NORTE (Delta), Feb. 21—Chairman, Peter Gonzalez; Secretary, Bill Kaiser. \$110.48 in ship's fund. Brother Robert Callahan was elected new ship's delegate. Ship should be fumigated for roaches.

OVERSEAS ROSE (Maritime Overseas), Feb. 23—Chairman, Tom Martineau; Secretary, Stanley Schuyler. Ship's delegate reported that everything is running smoothly. Some disputed OT in deck and engine departments. Vote of thanks to the chief steward and the entire steward department for a job well done. \$10 in ship's fund.

LONGVIEW VICTORY (Victory Carriers), Feb. 14—Chairman, W. C. Sinky; Secretary, William Nuttal. Some disputed OT in deck and steward departments. Matter of insufficient garbage containers aboard will be taken up with patrolman.

FLORIDIAN (South Atlantic & Caribbean), Feb. 27—Chairman, Waldo Banks; Secretary, Francisco Alvarez. Ship's delegate reported that everything is running smoothly with no beefs.

MORNING LIGHT (Waterman), Feb. 13—Chairman, Walter Zajanc; Secretary, Robert Byrd. No beefs reported by department delegates. Brother David Caldwell was elected to serve as ship's delegate. Steward department extended a vote of thanks to the crew for assisting in keeping the messroom and pantry in tip-top condition.



The four-masted barque John Ena flies the Stars and Stripes as she rides at anchor in San Francisco harbor. Seafarer Fred Harvey, who has been sailing since the turn of the century, earned \$30 for shipping on the John Ena to Honolulu in 1905. Harvey recounts many of his sailing adventures in the accompanying story.

SIU Oldtimer Remembers Wooden Hulls And 'Alohas'

By Fred Harvey

EDITOR'S NOTE—This is another in a series of reminiscences of veteran Seafarer Fred Harvey who began his sailing career on the clipper ships that circled the globe at the turn of the century. Harvey ended his sailing days recently when he retired on his SIU pension (see story this issue).

After celebrating my 19th birthday on the four-masted British barque Palgrove, I wound up on the beach in San Francisco in March, 1905 with time on my hands and a few dollars in my pocket. The opportunity of sinking my choppers into shore-side chow soon began to make up for the 36

months of starvation diets that was standard fare on the bloody limejuicers in those days. In case some of our present Union brothers forget, those were the times when nobody cared what happened to the deep sea sailor—that is, except old Andy Furuseth who was in the midst of his long struggle to banish slavery from American sailing ships.

While roaming around sailortown on Barbary Coast, I ran into a couple of my old shipmates from the whaler Andrew Hicks. It appeared that my friends had come into some money since they were enjoying themselves in royal style. I accepted their invitation to join them and began to sample the pleasures of San Francisco high life. That was the way sailors used to act toward their old friends when their luck was flush in days gone by, and still is true to some extent, even today.



Harvey

After several days of the easy life, I decided it was time to get out of San Francisco before I got worn out. A timely offer of a berth on the four-masted American barque John Ena seemed to be just the thing for me, and I promptly signed the ship's articles. The ship's master informed me that the pay would be \$30 for a run to Honolulu where we would board sugar, probably remaining in port for a couple of months.

My friends from the Andrew Hicks gave me enough money to pay off my Clay Street boarding master. We had a final party where I bid my girl friend goodbye and headed for the John Ena which was anchored in the harbor.

We had a pretty good crew for those days of deep water sailing

ships. Most of them were aboard to get out to the Hawaiian Islands, although a few planned to stay with the ship to take advantage of the \$25 per month wage. The John Ena landed in Honolulu after a fast passage of 14 days, and I came ashore on an island where everything was cheap—including human life. It was easy for a sailor to find a room without ending up in the clutches of a boarding house crimp.

After getting a roof over my head in the Iwilei section, I started exploring the city and ran into an old girl friend from Lahaina, an old whaling port on an island about 80 miles south of Oahu where we had stopped for fresh water and provisions. She had left the missionaries in Lahaina to come to Honolulu where she was on hand to greet me with open arms. After a joyous reunion, which proved that those island wahines don't forget their men, I picked up my gear and found new quarters.

Took Bosun's Job

About a month later I ran into Captain Joe Sewall, master of the American barque William P. Frye which had just come into port from Shanghai. After exchanging stories about life in China, the captain offered me the bosun's job on his four-masted vessel which was loading sugar for Delaware Breakwater.

The William P. Frye lost its original bosun while she was riding at anchor for five months off Shanghai. Crewmembers told me that one night, when the skipper was ashore, the bosun knifed the mate as the result of a violent quarrel, which ended with the mate in the hospital and his attacker in jail.

Captain Sewall blamed the knifing incident on the fact that local regulations forbade foreign crews from going ashore. He said that as

a result of this injustice, it was impossible to keep his men from drinking while they were in quarantine in the harbor. Remembering my own experiences in China when the four-masted W. F. Babcock stopped there in 1904, I knew that this was all too true.

The job on the William Frye sounded like sweet music to me, especially since my pay was to be \$10 per week, which was regarded as good money in those days. The crew had 4,900 tons of sugar loaded by the end of May, 1905, and I bid my black haired Wahine "aloha," and joined my ship which was bending sail for the long voyage to the east coast.

Mutiny's Offspring

On our way across the Pacific toward Cape Horn, the ship hove to off Pitcairn Island of "Mutiny on the Bounty" fame. Natives from the island who were descendants of the legendary mutineers came out to our vessel in two large boats to trade fresh fruit, pigs and curios for anything that we had to barter.

We rounded the Horn in August, but ran into adverse winds on the Atlantic side which slowed us up quite a bit. Our crew turned out to be a fine bunch of sailors in those stormy seas, even if they frequently ran off course when they hit port.

The William P. Frye had a slow trip north, because of a foul bottom and frequent doldrums around the equator. More calms and a severe storm that cost us our new lower top sail, accounted for another extra 15 days in the northern latitudes. We finally arrived off Delaware Breakwater in October after a voyage of 146 days. Our ship was towed up the river to Philadelphia where the cargo was discharged and the crew paid off. I headed for New York to see what the Big Town had to offer a young sailing man in the fall of 1905.

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:

Franz Joseph Emery, born January 6, 1965, to the Thomas E. Emerys, Lansdown, Md.

Everett Huntley, born January 19, 1965, to the Everett Huntleys, New York, New York.

Lita Tilley, born January 11, 1965, to the Arthur G. Tilley, Cromona, Ky.

Stephanie Smith, born December 27, 1964, to the Douglas M. Smiths, Superior, Wis.

David L. Spangler, born November 27, 1964, to the Thomas D. Spanglers, Baltimore, Md.

Glen John Legowski, born January 8, 1965, to the Edward J. Legowskis, Jersey City, N.J.

Joel E. Bailey, born November 29, 1964, to the Joseph E. Baileys, Tacoma, Wash.

Jeanette Fah, born December 24, 1964, to the Wong Hwa Fahs, New York, New York.

Diana Lynn Kimball, born January 21, 1965, to the Willie L. Kimballs, Houston, Texas.

Michell Straszynski, born December 24, 1965, to the Paul L. Straszynskis, Baltimore, Md.

Kimberly Witter, born December 16, 1964, to the Charles A. Witters, Nederland, Texas.

Michael John Coyle, born January 8, 1965, to the Dewey C. Coyles, Cincinnati, Ohio.

Louis Loupe, born January 26, 1964, to the Louis J. Loupes, La Rosa, La.

Tai Johnson, born January 4, 1965, to the Woodrow Johnsons, Los Angeles, Calif.

Roland Martinez, born January 16, 1965, to the Theodore Martinzes, Galveston, Texas.

Kathryn Ann Cobb, born December 15, 1964, to the Olin L. Cobbs, Hitchcock, Texas.

Misty G. Pedersen, born January 8, 1965, to the Otto Pedersens, Pass Christian, Miss.

Melinda Klaus, born September 6, 1964, to the Roy L. Klaus, Baytown, Texas.

Gail Ruth Ballard, born January 21, 1965, to the Robert D. Ballards, Houston, Texas.

Albert May, born January 1, 1965, to the Albert J. Mays, Mobile, Ala.

Anna Irma Lekkas, born February 9, 1965, to the Nikolas Lekkas, New York, N.Y.

Raye Lisa Leger, born December 22, 1964, to the Ray Lee Legers, Hitchcock, Texas.

Virginia Gray, born October 29, 1964, to the Jack W. Grays, Longview, Wash.

Harold S. Rivers, 63: Brother Rivers succumbed to heart disease on Oct. 7, 1964, in the Church and Home Hospital, Baltimore, Md. A member of the SIU since 1938, he sailed in the engine department until he retired in 1962. He is survived by his brother, Vivian Rivers. Burial was in Summerville, S.C.

Robert J. Bottomley, 44: Brother Bottomley died of heart failure on October 14, 1964, while aboard the Commander. A member of the deck department, he began sailing with the SIU in 1953. He is survived by his cousin, Jane Heebner. He was buried at sea at the request of his next of kin.

William Henry Ferrill, 51: Brother Ferrill died October 6, 1964, in New Orleans, La., of accidental causes. A member of the union since 1947, he sailed in the deck department. He is survived by his uncle, William M. Cantwell. Burial was in the Calvary Cemetery, Decatur, Ill.

Albert Stracciolini, 42: Brother Stracciolini died Sept. 18, 1964, in the Staten Island USPHS Hospital of natural causes. A member of the Union since 1954, he sailed in the deck department. He is survived by his son and daughter, Alfred and Linda Stracciolini. He was buried in the Mt. Moriah Cemetery, Philadelphia, Pa.

John Aloysius Hawkins, 52: Brother Hawkins succumbed to heart disease Aug. 8, 1964, at his home in Brooklyn. A member of the SIU since he joined in 1941, he sailed in the deck department until his retirement in 1961. He is survived by his sister, Mrs. Helen Young. He was buried in the Greenwood Cemetery, Brooklyn, N.Y.

Thomas William Bernsee, 61: Brother Bernsee died Sept. 9, 1964, in the New Orleans USPHS Hospital of a lung ailment. He joined the SIU in Mobile in 1939, sailing in the engine department. He is survived by his wife, Mrs. Mabel H. Bernsee. Burial was in the Pinecrest Cemetery, Mobile, Ala.

Joseph Nicklos Macaluso, 58: Brother Macaluso died Sept. 21, 1964, in a drowning accident in the Intracoastal Canal in Louisiana. A member of the SIU Inland Boatmen's Union since 1961, he sailed as a cook. He is survived by his wife, Mrs. Anna R. Macaluso. Burial was in the Garden of Memories Cemetery, New Orleans, La.

Jon Frederick Beverage, 32: Brother Beverage succumbed Sept. 9, 1964, in the New Orleans USPHS Hospital of a stomach disorder. A member of the Union since 1956, he sailed in the deck department. He is survived by his mother, Janette M. Luttrell. He was buried in the Metairie Cemetery, New Orleans, La.

Great Lakes

(Continued from page 8) closing of the Chicago Marine Hospital is inevitable. We have been informed that as of May 1st no seamen will be treated as an inpatient and that, as of July 1st, the hospital will be closed and all patients will be transferred to one of the four veteran's hospitals in the Chicago area. An additional meeting at the Marine Hospital will be held on Thursday, February 25th to plan additional protests and to make up a brochure of these protests for use by Congressman Yates in Washington. Although, dates of closing have been given, we are striving for a postponement of closing for an additional survey to be made. According to the head medical officer at the hospital, seamen have been promised "top priority" for treatment at Veterans Administration facilities. However, a short time ago, two men sought to be transferred and were told there was no room available. This is not a question any longer of "keeping our fingers crossed" and every lakes and deep-sea member should immediately mail letters of protest about the closing of the USPHS hospitals to their individual Congressman, Senator and Representative before it is too late.

Frankfort reports that old man winter is still blowing hard in their area with ice piling up inside the break and the Ann Arbor carferries still getting stuck.

The increase in wages recently negotiated for the carferries will commence on March 1 payroll, to be paid March 25. The retroactive wages will be paid separately and also in March.

The upgrading sessions for Great Lakes Seafarers began February 23, with 31 men in attendance. The next session will be held February 25, and again on March 2 and March 4. Several members are studying for Able Seamen's documents and FOW ratings. We suggest that all members upgrade themselves this year.

Schedule of Membership Meetings

SIU-AGLIWD Meetings

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

New York	March 8	Detroit	March 12
Philadelphia	March 9	Houston	March 15
Baltimore	March 10	New Orleans	March 16
Mobile	March 17		

West Coast SIU-AGLIWD Meetings

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

Wilmington	San Francisco	Seattle
March 22	March 24	March 26
April 19	April 21	April 23

Great Lakes SIU Meetings

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

Detroit	March 15-2 PM
Alpena, Buffalo, Chicago, Cleveland, Duluth, Frankfort, Mobile	March 15-7 PM

SIU Inland Boatmen's Union

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

Phila.	March 9-5 PM
Baltimore (licensed and unlicensed)	March 10-5 PM
Houston	March 15-5 PM
Norfolk	March 11-7 PM
N'Orleans	March 16-5 PM
Mobile	March 17-5 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	March 15
Philadelphia	March 16
Baltimore	March 17
*Norfolk	March 18

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	March 15
Milwaukee	March 15
Chicago	March 16
Buffalo	March 16
†Sault Ste. Marie	March 17
Duluth	March 19
Lorain	March 19

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

Cleveland	March 19
Toledo	March 19
Ashtabula	March 19

(For meeting place, contact John Mero, 1644 West 3rd Street, Ashtabula, Ohio).

United Industrial Workers

Regular membership meetings for UIW members are scheduled

each month at 7 P.M. in various ports. The next meetings will be:

New York	March 8
Baltimore	March 10
Philadelphia	March 9
Houston	March 15
Mobile	March 17
New Orleans	March 16

* Meetings held at Labor Temple, Newport News.
† Meeting held at Labor Temple, Sault Ste. Marie, Mich.
‡ Meeting held at Galveston wharves.

Redistricting

(Continued from page 16) felt, as pending court actions reveal.

Some Resist There have been some backfires of resistance. A number of states have passed resolutions calling on Congress to convoke a constitutional convention to draft an amendment overriding the Supreme Court's decisions.

A proposed constitutional amendment sponsored by Senator Everett Dirksen (R-Ill.), to allow one house of a bicameral state legislature to be elected "on a basis other than population" (that is, by geographical area), will soon be the subject of Senate committee hearings.

A proposed constitutional amendment would require ratification by 38 states—thus making it possible for only 13 states to block any such proposal.

While the discussion goes on, the state legislatures are being continuously revised in their district makeup to give more equitable representation to voters of cities and heavily-populated industrial districts in which great numbers of workers live.

A key factor in considering the legality of present state legislative apportionments is the "electoral percentage" for each house—that is, the percentage of the state's population theoretically able to elect a majority of each house.



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 STATEN ISLAND, NEW YORK
Gene Adkins
Leo Altschul
E. Anthul
E. Avery
Troy A. Cousins
J. Czech
Wilson Davis
Antonio DeJesus
M. Filosa
S. Friedman
K. Gainey
E. Godfrey
J. Gonzalez
T. Grinsell
A. Hubab
C. Johnson

USPHS HOSPITAL FRANKFORT, MICHIGAN
Wm. M. Wheeler

USPHS HOSPITAL GALVESTON, TEXAS
J. E. Bailey
Charles Copeman
Estuardo Cuencia
Glen M. Curl
Curtis Deshotel
Ludolph Galfes
R. P. Kennedy
W. A. Lawrence

USPHS HOSPITAL BALTIMORE, MARYLAND
Chas. F. Crockett
Edward H. Bayne
Arthur Botelho
Antonio Cauano
Peter Cerko
Claude Chaffin
Freidof Fondila
Clayton Frost
Edgar L. Gore
Lynwood Gregory
John Hall, Jr.
Jefferson Harrison
James Helgoth
David H. Keith
Elmer Koch
Frances A. Lee

USPHS HOSPITAL NORFOLK, VIRGINIA
Lonnie C. Cole, Jr.
John Garris, Jr.
John Gurganus
Frank Hartman
William H. Mason
John McDonald

USPHS HOSPITAL SEATTLE, WASHINGTON
M. Dikun
J. Matulavago

USPHS HOSPITAL CHICAGO, ILLINOIS
Harold P. Carroll
Leo Entringer

Paul Lacy
Lloyd M. Lund
John Mader
G. Malinowski
August G. Pearson

USPHS HOSPITAL DETROIT, MICHIGAN
Fred Baumier
Fred E. Cihak
Charles Cochran
A. Chenowetg
Leo Derry
Glen Gilmore
John Goethals
Raymond Johnson
Joseph Jarvis

USPHS HOSPITAL JACKSONVILLE, FLORIDA
O. M. Ames
P. M. Carter
J. K. Crumpler
H. L. Grizzard
A. N. Kitchings

USPHS HOSPITAL BRIGHTON, MASSACHUSETTS
Stanley Cieslak
John Keegan

USPHS HOSPITAL SAN FRANCISCO, CALIFORNIA
G. E. Alvarez
C. A. Christensen
Tiburcio C. Ibabao

USPHS HOSPITAL FORT WORTH, TEXAS
Benjamin Deibler
Abe Gordon
Thomas Leahy

SAILORS' SNUG HARBOR STATEN ISLAND, NEW YORK
Daniel Gorman
A. Gutierrez

USPHS HOSPITAL NEW ORLEANS, LOUISIANA
Henry D. Adams
James F. Allen
C. D. Anderson
Eugene W. Auer
Howard A. Bergine
Jacob Beukelaar
Accurso Borti
Forney Bowen
Joseph Carr
Clarence A. Christ
Vincent Cleveland
C. E. Cummings
Chas. Cunningham
Celestina DeSouza
A. E. Douglas, Sr.
Cleo Dupree
Harry Emmett
V. J. Fitzgerald
Marshall Foster

Phillip C. Mendoza
K. R. Meyerink
Milton J. Mouton
Henry R. Norred
William E. Oliver
James J. Redden
William C. Roach

VA HOSPITAL LONG BEACH, CALIFORNIA
R. Arsenault

VA HOSPITAL ANN ARBOR, MICHIGAN
Robert Asbahr

VA HOSPITAL WEST HAVEN, CONNECTICUT
Paul Kolesnick

VA HOSPITAL HINES, ILLINOIS
Oscar Kvaas

USPHS HOSPITAL HOUSTON, TEXAS
Thomas Manion

PINE CREST HAVEN NURSING HOME COVINGTON, LOUISIANA
Frank Martin

U.S. SOLDIERS HOME HOSPITAL WASHINGTON, D.C.
William Thomson

'Truth' Bills

(Continued from page 17)

sell on the installment plan, tell the borrowers and buyers the truth about the finance charges—the total amount of money which the borrower or buyers pays for the use of the credit, and what this comes to as a true annual rate on the amounts which he actually owes.

Information Not Regulation

Case pointed out that the bill would not regulate interest rates, but that a knowledge of the interest rate by the consumer might have the effect of reducing it, or leading the buyer or borrower to reconsider the transaction.

Douglas pointed out that many incidents reported to the committee showed emphatically the need of the legislation. The hugeness of the situation is further demonstrated, he said, by the fact that, "we have about \$77 billion of consumer credit in the country today. And the true annual rate is disguised, sometimes as a monthly rate, sometimes as a revolving credit, sometimes by collecting the interest in advance," he said. Case said he thought the chances of the "truth" legislation are good this year. "It would probably have passed the Senate if it ever got to the floor last year," he added.

PERSONALS and NOTICES

George E. Willey
Your brother, Azel L. Willey, would like you to get in touch with him immediately at Charity Hospital, Ward 1113, New Orleans, La.

James H. Fisher
Your wife would like you to contact her. Write to her at Mrs. F. Fisher, 3208 El Camino Real, Santa Clara, Calif., Space F-13.

Need Help
Anyone knowing the whereabouts of the personal property of B. J. Koontz is asked to contact the Seattle Hall. He lost his gear, book, seamen's papers, and discharges from off the Morning Light.

James Dhein
It is important that you contact your mother, Mrs. Hugo Dhein at 132 Stewart St., Clintonville, Wisc.

John Cole
"Urgent—Anyone knowing his whereabouts, please contact; Zetterman, c/o General Delivery Post Office, Seattle, Washington. Regarding last SIU General Election."

David L. Meehan
Davy; contact your father, brother or sister immediately, in person if possible. Junior.

Raymond B. Bunch
Call your mother at Oxward, Calif., collect. Phone: 485-1585.

Former Hudson Crewmembers
Joe Landry and Pace, 3d engineer, from the Hudson are asked to contact Harry Darrah, Compass

Center, 77 Washington Street, Seattle, Washington.

Miguel Reyes
You are asked to contact Dr. Barnett A. Greene, M.D., at 8902 Avenue A, Brooklyn N.Y., relative to your daughter.

Clarence Hawkins
You are asked to contact Mrs. Daisy Hawkins, R No. 1, Box 264, Satsuma, Alabama.

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.

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
SECRETARY-TREASURER Al Kerr

HEADQUARTERS REPRESENTATIVES
Bill Hall Ed Mooney Fred Stewart
BALTIMORE 1216 E. Baltimore St.
BOSTON 177 State St.
DETROIT 10225 W. Jefferson Ave.
HEADQUARTERS 675 4th Ave., Bklyn

HOUSTON 5804 Canal St.
JACKSONVILLE 2608 Pearl St., SE, Jax
MIAMI 744 W. Flagler St.
MOBILE 1 South Lawrence St.
NEW ORLEANS 630 Jackson Ave.
NEW YORK 675 4th Ave., Brooklyn

NORFOLK 115 3rd St.
PHILADELPHIA 2604 S. 4th St.
SAN FRANCISCO 350 Fremont St.
SANTURCE PR 1313 Fernandez Junco

SEATTLE 2505 1st Ave.
TAMPA 312 Harrison St.
WILMINGTON, Calif 505 N. Marine Ave.
Frank Boyne, Agent Terminal 4-2528

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

ALPENA 127 River St.
BUFFALO, NY 735 Washington
CHICAGO 9383 Ewing Ave.
CLEVELAND 1420 West 25th St.
DULUTH 312 W. 2nd St.
FRANKFORT, Mich. 415 Main St.
HEADQUARTERS P.O. Box 287 Elgin 7-2441
HEADQUARTERS 10225 W. Jefferson Ave. River Rouge 18, Mich. Vinewood 3-4741

Inland Boatmen's Union
NATIONAL DIRECTOR Robert Matthews
GREAT LAKES AREA DIRECTOR Pat Finnerty

BALTIMORE 1216 E. Baltimore St.
BOSTON 276 State St.
HEADQUARTERS 875 4th Ave., Brooklyn
HOUSTON 5804 Canal St.
JACKSONVILLE 2608 Pearl St., SE, Jax
MIAMI 744 W. Flagler St.
MOBILE 1 South Lawrence St.
NEW ORLEANS 630 Jackson Ave.
NORFOLK 115 Third St.
PHILADELPHIA 2604 S. 4th St.

United Industrial Workers
BALTIMORE 1216 E. Baltimore St.
BOSTON 276 State St.
HEADQUARTERS 875 4th Ave., Brooklyn
HOUSTON 5804 Canal St.
JACKSONVILLE 2608 Pearl St. SE
MIAMI 744 W. Flagler St.
MOBILE 1 S. Lawrence St.
NEW ORLEANS 630 Jackson Ave.
NORFOLK 115 Third St.
PHILADELPHIA 2604 S. 4th St.
TAMPA 312 Harrison St.

RAILWAY MARINE REGION
HEADQUARTERS 99 Montgomery St.
Jersey City 2, NJ Henderson 3-0104
REGIONAL DIRECTOR G. P. McGinty
ASSISTANT REGIONAL DIRECTORS E. B. Pulver, R. H. Avery

Know Your Rights

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 of headquarters by certified mail, return receipt requested.

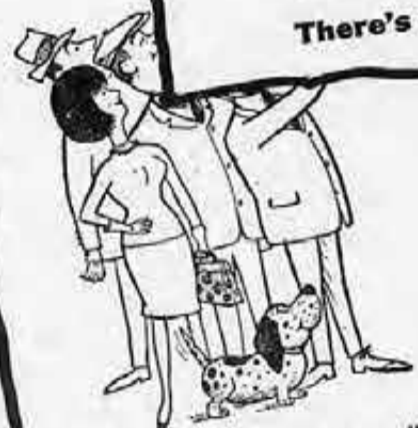


They wear out faster in South Carolina

Naturally. Most of our industrial employees are only one generation from the farm. They have a down-to-earth attitude about work and reward: you've got to do more to get more. In South Carolina, we still have enterprise in our free enterprise. Down here, if a man has the will and the skill to do a better job than the next man, he'll soon be earning better, too. This working philosophy not only wears out gloves faster; it also gives South Carolina the cleanest no-walkout record of all southern states.*

*B.L.S. 10 year average (1954-63)

There's more net profit in South Carolina



You'd stand mighty tall in a town in the South!

THERE ARE hundreds of reasons why you'd stand mighty tall in a town in the South! Here's one: the South is a land of opportunity. It's a land where you can stand tall. It's a land where you can stand tall. It's a land where you can stand tall.

easy accessibility to natural resources, the good work habits of home-town employees and the dependable, no-walkout record of our industrial workers.



SOUTHERN RAILWAY SYSTEM
MEMPHIS, TENN.

15 reasons why your plant should be in Metropolitan Miami...

1. Plentiful labor in Metropolitan Miami with a population of 1,000,000 including permanent labor force of over 450,000 and a population increase of 30,000 each year.
2. Miami workers are more productive because they're happier living in Florida's wonderful climate enjoying the many forms of leisure and recreation. Florida has a right-to-work law, and labor-management relations are harmonious.
3. Six important markets are served from Metropolitan Miami, they are: Florida, the Caribbean and Latin America, continental and coastal, government, military and trading nations.
4. More than 2,000 manufacturers located in Metropolitan Miami are available to do your fitting, mounting, packaging and other support operations. Add approximately 150 new plants, under construction each year.
5. Excellent transportation is available in all ports. Miami International Airport has 110 air carriers, cargo, mail, 215,000,000 passengers, 100,000,000 packages, 100,000,000 letters, 100,000,000 telegrams, 100,000,000 telegrams, 100,000,000 telegrams, 100,000,000 telegrams.
6. There's no state income tax for other industries of individuals. More than 100 million tourists arrive in Florida each year which produces 80% of the state's tax revenue. It's the national average in state and local taxes.
7. Prime industrial sites are available in Metropolitan Miami. Over 100,000 acres are zoned for manufacturing. In a wide price range—also over a dozen planned industrial parks offer money facilities.
8. Pure Desalination water is available in Metropolitan Miami. The normal modern methods and building processes have built buildings that cost only \$7.50 to \$1.50 per square foot.
9. A wealth of power and fuels is available in Metropolitan Miami, including water, hydroelectric, petroleum, coal, electric power, natural gas and coal—whatever you need.
10. Living expenses are low in Metropolitan Miami because the normal monthly average temperature of 75.5 degrees makes heavy winter heating and clothing costs unnecessary. Miami's climate without winter and spring cost less, and Florida has 31,000 tax exemptions.
11. Simple financial institutions in Miami County include 77 commercial banks, 100 savings and loan associations, small business investment companies, individual savings banks and insurance companies.
12. Top educational facilities and state-of-the-art technical schools are available in Metropolitan Miami. These include U of Miami, 3 other colleges, and many vocational and technical training schools in addition to a sound adult education program.
13. Metropolitan Miami's business-like government encourages business. It's a healthy climate for healthy plant growth.
14. Metropolitan Miami leads the nation in rate of increase in new manufacturing plants, new manufacturing employees, new manufacturing payrolls, and in value added by manufacturing.
15. You get friendly, helpful cooperation from the State County Government Department, with all their information you'll need in considering the many advantages of Greater Miami as a site for your plant.

CHEAP! CHEAP! CHEAP!

Employers seeking sites for sweatshops are being aided in their search by a nation-wide advertising campaign carried out by states having anti-union "right-to-work" laws, made possible by Section 14 (b) of the Taft-Hartley Act.

"There's more net profit in South Carolina" one ad states. "The business climate is right" says an ad touting North Carolina. "You would profit," another ad tells employers, from "the good work habits of home-town employees."

Miami, Florida comes right out and says it though. "Florida has a right-to-work law, and labor-management relations are harmonious." In other words, the guaranteed "open-shop" means the employer has it all his own way.

With cynicism and indifference to the condition of the worker, these states are offering business greater profits at the expense of labor. The "greater profits" for business are made possible by the fact that "right-to-work" states generally are below average in unemployment insurance, workmen's compensation, minimum wage, overtime pay laws, fair employment practices, equal pay for women laws and legislation to protect child labor.

Significantly, another thing these "right-to-work" states are below average in is industrialization. This is because responsible, successful, forward-looking businesses actually shy away from these anti-labor states. They have learned from experience that unionized workers are more productive, dependable, trustworthy—and, they have found, with workers guaranteed fair collective bargaining through a strong union organization, time loss through labor disputes is insignificant.

The AFL-CIO is waging an all-out fight for repeal of Section 14(b) of Taft-Hartley which allows "right-to-work" and "open-shop" laws within the states. Repeal of this destructive, discriminatory legislation is important to the welfare and economic growth of the entire nation. Every union member should line up behind the AFL-CIO and let his congressman know how he feels toward such anti-union legislation. Section 14(b) must go—for the good of all.

In 1964 alone, 546 new and expanded plants paced North Carolina's industrial growth. What's here for you?

North, the Good Government, is a fact in North Carolina. Companies have here created the business climate is right. They find people who work that fast and willing workers trained to employer needs.



population employ without starting their problems. These are some of the reasons North Carolina has led the Southern in industrial growth in the past decade. There's more you should know about North Carolina. Write or telephone H. L. Perkins, Governor Dan K. Hooper, State Capitol, Raleigh, for an industrial information package... free and confidential of course.

Form with fields for NAME, ADDRESS, CITY, STATE, ZIP, and a section for 'SEND FREE INDUSTRIAL PROFILE'. Includes a small illustration of a factory.