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Seafarer Robert Roedel, 100th SIU man to receive engineers license after preparing at Union training school, proudly shows his new license to SIU President Paul Hall (right) and to Ronald Spencer, Director of the jointly sponsored SIU-MEBA District 2 Training School in New York.



Members of SIU Inland Boatmen's Union in Baltimore hit the bricks on October 12 following a strike vote by membership against three Baltimore towing companies. Doing their picket duty at tug pier are SIU-IBU members (l-r) N. Prokrywka, H. Mooney and J. Mazurek.



SIU vice-president Lindsay Williams (left) presents souvenir book of program to the Reverend Louis Twomey, S.J., Director of The Institute of Human Relations of Loyola University of New Orleans, who was honored by the city's organized labor movement at testimonial dinner.

REPORT OF THE UIW WELFARE FUND

Filed With New York State Insurance
Department Page 14

All Hands Safe in Separate Freighter Mishap

Ten Canadian Seafarers Lose Lives As Dredge Capsizes in St. Lawrence

QUEBEC—Ten Canadian Seafarers were killed or are missing and presumed dead in the recent capsizing and sinking of the dredge Manseau 101 in the St. Lawrence River near Quebec City. Eight of the dead or missing were members of the SIU of Canada, and two were licensed engineers, members of the SIUNA-affiliated Canadian Marine Officers Union.

In a separate collision, no Canadian Seafarers were reported injured in the sinking of the Canadian freighter Stonefax after she was involved in a collision with the Norwegian ship Arthur Stove in the Welland Canal.

The dredge Manseau 101 was swamped and capsized in heavy weather near the Quebec City bridge, about 10 miles west of the city, while being towed from Montreal to a berth at Plage Garneau on the south shore opposite Quebec.

As the LOG went to press, three bodies had been recovered—including those of SIU of Canada members Real Parent and Lawrence Monbourquett. The third body recovered has not been identified.

Still missing are: Armand Tessier, Dio Phourniotis, Victorien Gamelin, Real Parenteau, Pat Larosse, and Real Bergeron of the SIU of Canada, and Alfred Peloquin and Lucien Guevremont of the SIUNA-affiliated Canadian Marine Officers Union.

A full inquiry of the disaster has been ordered by the Canadian federal government, and the Quebec provincial government has also ordered its own inquiry. The SIU of Canada has arranged for counsel to represent the interests of the survivors of the deceased members.

Divers who went down to inspect the wreck said that they could locate no bodies still aboard the vessel.

The dredge capsized about 8 p.m. on September 30 while battling an incoming tide and high winds from behind which created waves up to nine feet high. She was under tow by the tugs Captain

Simard, Rene Simard and Pierre Simard, and was also towing a scow astern.

The heavy toll in lost lives might have been even higher, but as weather conditions grew steadily worse the dredge's Captain ordered eight crewmembers off the vessel to a nearby tug just before the swamping. The remainder of the dredge crew were ordered up and all had their life jackets on.

Many attributed the high death toll to the fact that a bunker broke aboard the dredge as she went over, filling the water with thick, choking oil. Others reported that the dredge, which was already in trouble because of wind and waves, began shipping water when she was hit by the wash created by a passing vessel.

Fourteen crewmembers saved themselves by leaping to the deck of the tug Rene Simard, which was attached to the side of the dredge at the time of the accident. The quick thinking of a crewmember, who cast off the lines holding the tug to the dredge, was credited with saving the Rene Simard. The other tugs had cast off their lines when it became obvious that they were in imminent danger.

Fight for Survival

One of the rescued crewmembers, Andre Peloquin, who was engaged in lowering large pillars to anchor the dredge when the accident occurred, told of his fight for survival.

Peloquin said he was thrown into the water by the shock while "about 10 fellows" jumped aboard the tug Rene Simard. "I shouted to the cook, but he didn't answer and I saw clearly he was dead.

"I was lowering the pillar which holds the dredge in place when the craft began to tip and I found myself in the water." He was in the freezing water of the St. Lawrence for about 15 minutes when he saw a spotlight.

"I shouted with all the strength in my lungs, and the tug came," he said thankfully. "There was one guy who grabbed me by the jacket but he couldn't hold on to me. I was covered with oil and that's slippery. When he dropped me, I said 'Well, I guess this is the end'."

"They threw me a rope and I grabbed it. They pulled and then someone grabbed me by the collar and I found myself on the tug."

Another crewmember, Raymond Demers said: "I was in the water, I had my lifebelt and I was fighting and I found myself in the dark underneath a barge the dredge was towing.

"I was breathing, but instead of air I was swallowing oil and water. Then I felt wind on my face and I started to breathe.

"I managed to grab a thick plank and that's what saved me. I was no longer capable of anything and was starting to pass out."

In the second accident, in which no injuries are reported, the Canadian freighter Stonefax was submerged in the Welland Canal with only the superstructure and aft

section above water after a collision in the early morning of October 14 with the Norwegian freighter Arthur Stove.

The Stonefax proceeded about a half-mile after the collision, and was grounded when she seemed in danger of sinking. The SIU of Canada crew left the ship by lifeboat without incident.

The Norwegian vessel was only slightly damaged and proceeded to Port Colborne under its own power.

Just a few months ago, SIU of Canada President Leonard (Red) McLaughlin warned of the danger involved in the careless, hand-off approach toward safety adopted by the Canadian government in allowing shipowners to eliminate watchstanders aboard Canadian vessels.

McLaughlin noted neglect of the safety factor in the elimination by several shipowners of the lookout man on the deck watch and the oiler in the engine crew. He said that it was a government responsibility to set minimum standards for the manning and grading of watchkeeping personnel.

The accident rates of Canadian shipping, he pointed out, is more than four times higher than the general industrial accident rate across Canada, and Canadian seamen's accident rate is about 150 percent higher than that among seamen of other maritime nations.

There is an even wider margin when it comes to deaths caused by accidents, he noted. In the last year of complete statistics, 1963, there were 9.2 deaths per 10,000 seamen compared with 1.8 in other industries.

Calif. Cab Drivers Vote for TS&A Representation

OCEANSIDE, Calif. — Oceanside cab drivers, representing the Yellow, Bluebird, Checker and Red cab companies, voted on September 29 to become affiliated with San Diego Local 101 of the SIUNA Transportation Service and Allied Workers, successfully culminating an organizing drive which started in July.

Local 101 president Edward Allenworth said that a "determined organizing drive by members of the Local preceded the election." He noted that the "contract negotiations are going well with no major problems."

The Union is demanding a contract calling for an increase in commissions and health and welfare benefits as well as paid vacations after a year's employment.

The Transportation Service and Allied Workers of the Seafarers International Union of North America, also represents cab drivers in St. Louis, San Diego, Detroit and Chicago.

Report of International President



by Paul Hall

Two bills recently introduced in Congress—one in the House and one in the Senate—demonstrate again the increasing alarm felt by many legislators over the continuing deterioration of the U.S. merchant fleet.

The companion measures, introduced by Representative Edward A. Garmatz in the House and Daniel Brewster in the Senate, would give the House Merchant Marine Committee, which Garmatz heads, and the Senate Commerce Committee, of which Brewster is a member, a voice in the size of the appropriation for such Maritime Administration functions as construction subsidies and operating differential subsidies, for each fiscal year. Appropriations for these activities would have to be preceded by specific legislative authority by the House and Senate Committees.

The proposed bills represent an attempt by legislators concerned over the sad plight of the American-flag merchant fleet to end the short-changing which maritime has been getting year after year at the hands of Government administrators who prefer to turn their backs as the U.S. merchant fleet sinks lower and lower.

Although the deterioration of our merchant fleet has been going on at an accelerating pace for many years, these administrators chose to ignore the fact. The SIU and other maritime unions have pointed out the declining percentage of American foreign commerce being carried aboard American-flag vessels. The shrinking size of the fleet was noted time and again.

To all these signs of decay the supposedly responsible administrators turned deaf ears. The shrinking size of the fleet and the amount of U.S. foreign commerce it carried they discounted, insisting that a strong merchant fleet was no longer vital for the national security. In totaling up the size of the fleet they inflated its numbers by including the National Defense Reserve Fleet ships—ignoring the fact that these vessels were inactive and in the main part obsolete.

The Vietnam buildup brought an end to the complacency into which these government bureaucrats had lulled the nation. We needed ships and they were not readily available. The foreign crews of foreign-flag vessels refused to carry U.S. military cargoes. Forced to dip again into the Reserve Fleet, the nation discovered how pitifully inadequate and obsolete it was. It was however, all we had to fall back on. But now even that is just about used up.

Through the recently proposed bills, concerned legislators are seeking a means by which they can see to it that the intent of Congress that we should have a strong, modern American-flag merchant fleet is carried out. The proposed measures would allow the members of the House Merchant Marine Committee and the Senate Commerce Committee, men who have studied the problems of maritime more deeply than many of their colleagues and have a more intimate knowledge of the needs of maritime, a greater voice in maritime's budgetary allocations.

SIU Atlantic Fishermen's Union Continues Strike In Gloucester

GLOUCESTER, Mass.—Representatives of the SIU-affiliated Atlantic Fishermen's Union are engaging in round-the-clock negotiations aimed at reaching agreement with the Gloucester Boat Owners Association on a new contract covering 400 fishermen who have been on strike for four weeks.

Four fishing boats here have signed a memorandum of agreement, and Union officials are talking with other boat owners. Efforts to land a load of fish in Boston in a Gloucester boat manned by scabs failed recently when Boston dock workers refused to touch the fish on the docks. Thirty fishing boats altogether are involved in the dispute, resulting in picketing on the Gloucester docks by dedicated trade unionists seeking new benefits for themselves and their families.

AFU president James Ackert and AFU Gloucester port agent Mike Orlando are engaged in the active negotiations.

The strike began after the Union sought to gain the same benefits for Gloucester fishermen as enjoyed by their Brother fishermen in Boston, New Bedford and New York City. Those boats agreeing to the terms in recent days have returned to fishing. Among the issues was a Union demand for continued benefits to the families of the fishermen, such as hospital-

ization and medical fees, and a request by the Union that Gloucester fishermen be allowed to take "benefit" credits with them if they at any time decided to fish out of Boston, New Bedford or elsewhere where the Atlantic Fishermen's Union is the bargaining agent.

The Gloucester Boat Owners Association proposed that one percent of the gross stock on each trip be put aside for a fishermen's insurance policy, but it was not explained exactly how or through who it would be handled.

Union representatives said that the Boatowners plan is inadequate and provides less benefits than the men are now receiving in health and welfare.

In rejecting the Boatowners proposal the Union also protested against the high cost of oil used by the Gloucester boat owners since Union fishermen traditionally have had to pay a share of this cost. The Union asked that the costs be kept in line with those charged for oil in Boston, with a slight additional cost to pay for the cost of transporting it over the road from Boston to Gloucester.

(Continued on page 5)

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100th Seafarer Wins Engineer's License



Seafarer Robert Roedel (left), 100th joint SIU-MEBA District 2 Training School graduate to win an engineer's license, is sworn in as Third Assistant Engineer by Capt. William F. Rea, Coast Guard Officer in Charge of Marine Inspection for the Port of New York.

Milestone in SIU Training Program Marked at Coast Guard Ceremonies

The 100th SIU member has received his engineers license as a result of the engineer training program jointly sponsored by the Marine Engineers Beneficial Association, District, 2, and the Seafarers International Union, Atlantic and Gulf District.

SIU member Robert Roedel, 26, received his Third Assistant Engineer's license at ceremonies held on October 17, at the office of Capt. William F. Rea, U.S. Coast Guard Officer in Charge of Marine Inspection for the port of New York.

Roedel received his license after completing the course of studies at the School for Marine Engineering operated jointly by MEBA District 2 and the SIU A&G District, and after successfully passing the U.S. Coast Guard Third Assistant Engineer examination.

Roedel, a resident of Brooklyn, N. Y., has been a member of the SIU since 1961. Prior to receiving his Third Assistant Engineer's license he had sailed in the engine department as fireman-oiler-watertender.

Roedel had attended the SIU's Harry Lundeberg School of Seamanship prior to the start of his seafaring career. He had also attended the SIU's Engine Department Upgrading Program, where he received his fireman-oiler-watertender rating.

By the end of October, which makes the ninth month since the inception of the program, licensed graduates of the SIU-MEBA program are "expected to exceed the total number of graduates from the Merchant Marine Academy at Kings Point, Long Island, for a similar period," Ronald Spencer, Director of the school, announced during the ceremonies at which Roedel received his license.

Since the school's inception in January, 45 MEBA members who already possess engineer's licenses have upgraded themselves to higher ratings with the aid of training received at the school, in addition to the 117 SIU members who received officer ratings for the first time.

In a joint statement, SIU Presi-

dent Paul Hall and Raymond T. McKay, MEBA District 2 President and Executive Vice President of the National MEBA, said that "the program is making an important contribution in helping to meet the need for trained engineers for the Vietnam seafit."

Establishment of the engineer training program was spurred by the growing shortage of licensed marine engineers aboard American-flag ships, particularly as a result of the demands placed on American shipping by the conflict in Vietnam.

The SIU-MEBA District 2 training program is the first of its kind in maritime history. It assists engine department seafarers to obtain instruction in preparation for their Third Assistant Engineer's license, Temporary Third Assistant Engineer's license, or Original Second Assistant Engineer's license in either steam or motor vessel classifications. In addition, MEBA District 2 members who already possess engineer's licenses may upgrade themselves to higher ratings.

The training school is operated under a reciprocal agreement between the SIU and District 2 of MEBA. SIU men who enroll in the program are provided with meals, hotel lodging and subsistence payments of \$110 per week while in training.

Tuition costs are free to MEBA members who attend the school to upgrade their licenses.

As a result of the reciprocal agreement between MEBA District 2 and the SIU, unlicensed SIU men receive full credit and complete protection for all of their accumulated pension and welfare credits. While sailing as engineers, they will also receive pension and welfare credits. As a result, upon reaching retirement eligibility, their pensions will be paid based on combined time.

MEBA District 2 has waived its \$1,000 initiation fee for all men who begin sailing as licensed engineers under the joint program during the period of the Vietnam crisis.

Engine department Seafarers are eligible to apply for any of the upgrading programs if they are 19 years of age or older and have 18 months of Q.M.E.D. watch standing time in the engine department, plus six months' experience as a wiper or equivalent.

SIU engine department men interested in the program should apply immediately, or obtain additional information at any SIU hall, or directly at SIU headquarters, 675 Fourth Avenue, Brooklyn, New York 11232. The telephone number is HYacinth 9-6600.

N.Y. Port Council Award Presented To Rep. Garmatz

NEW YORK—The maritime service award of the Greater New York and vicinity Maritime Port Council, was presented last week to Representative Edward A. Garmatz (D-Md.) chairman of the House Merchant Marine and Fisheries Committee.

Garmatz, who as a member of the House Maritime Committee, has introduced and supported important legislation aimed at strengthening the American-flag merchant fleet, accepted the award at presentation ceremonies held at the American Hotel here.

In accepting the honor, Garmatz praised the united struggle being waged by maritime labor to create a strong American merchant marine. He added that this is the kind of unity we must have in the future to continue forward with our goals of revitalizing the maritime industry.

Final Version Excludes MARAD

President Signs Bill Creating New Dept. of Transportation

WASHINGTON—President Johnson has signed a bill creating a new Department of Transportation which includes units of the nation's rail, highway, aviation and railroad agencies.

The new department will not include the Maritime Administration which will remain under the Department of Commerce. The exclusion of the Maritime Administration from the new Department of Transportation was made after a long, hard fight by maritime labor.

A House-Senate Conference Committee agreed early this month to exclude the maritime Administration from the proposed new Department of Transportation.

The bill to create the new Department of Transportation went to the House-Senate conference committee because the House voted last month 260 to 117 for a labor-backed amendment to keep the Maritime Administration out of the new Department. The Senate had already adopted the transportation department bill without the amendment.

The issue thus had to go to a joint conference committee of both houses of Congress to be resolved before the transportation department bill could be finally approved. The conferees agreed to adopt the House version excluding the Maritime Administration, clearing the way for final passage of the department bill.

Under terms of the Transportation Department bill, a 12th cabinet-level department will be created in the federal government in which the agencies dealing with aviation, highways, and railroads and the Coast Guard would be consolidated.

The original amendment, ex-

cluding MARAD from the new Department, was introduced in the House last month by Rep. Edward Garmatz (D-Md.), chairman of the House Merchant Marine Committee and floor leader of the fight for its adoption.

Labor-supported bills to set up the Maritime Administration as a completely independent agency have been approved in committee in the House and Senate and are awaiting further action.

SIU Boatmen 'Hit the Bricks' In Balto. Strike

BALTIMORE — Members of SIU Inland Boatmen's Union have struck the Baltimore Towage & Lighterage Co., Curtis Bay Towing Co., and Baker-Whiteley Towing Co. The strike began on Wednesday, October 12 following a strike vote by the membership.

The Union, which is seeking improvements in wages, hours and working conditions rejected management's "final offer" as being insufficient.

Although many unresolved areas remain, one of the Union's prime demands is that a man receive 24 hour notice before being given a day off by the company.

Strike action is being coordinated by SIU Vice President Earl (Bull) Shepard.



Presentation of Third Assistant Engineer's License to Seafarer Robert Roedel (second from right), 100th Graduate of joint SIU-MEBA District 2 Engineer Training School to win license, took place last week at Coast Guard office in New York. Left to right above are: Tony Gonclaves, Administrator, SIU Harry Lundeberg School of Seamanship; Ronald Spencer, Director of the Engineer Training School; George McCartney, SIU Representative; Commander Wm. D. Derr, Coast Guard, Ralph Raulerson, Chief Engineer in charge of examinations; Seafarer Roedel; and Capt. Wm. Rea, Marine Inspection Officer.

Unemployment Rate Drops to 3.8% But Negro, Unskilled Rate Still High

The nation's unemployment rate edged down to 3.8 percent in September but government job experts apparently were giving up hope of reaching 3.5 percent by year's end.

The Labor Dept.'s monthly report showed the September job situation continuing strong for qualified and experienced workers and with substantial job gains for adult women.

A major problem remained intractable, with the Labor Dept. reporting that "the job situation for Negroes and for unskilled workers showed no significant change after a deterioration from April to August."

On the unemployment side of the picture, the number of people seeking work and failing to find it totaled 2.6 million. This was a seasonal decline of 350,000 from August.

Unemployment usually edges

down in October and then rises with cutbacks in agriculture, construction and other seasonal activities, the report observed. Thus far this year, unemployment has deviated little from seasonal patterns, the report added.

Using the national jobless rate of 3.8 percent as a standard, the situation of particular groups may be illuminated.

The Negro jobless rate hung high at 7.8 percent in September, not significantly changed from the 7.9 percent average in the May to August period. The jobless rate

for whites was 3.3 percent in September compared with 3.4 percent in the May-August period.

"The ratio of Negro to white unemployment rates continues at 2.4 to 1, a considerable rise from the 2 to 1 ratio which has been prevalent in recent years," the Labor Dept. said.

"The deterioration in the Negro job situation during the late spring and summer resulted from inadequate employment gains for Negroes in the semi-skilled, unskilled and farm occupations, with a consequent rise in the level of unemployment among inexperienced workers."

Ross offered figures which compared the first four months with the second four months of recent years. In the 1963-65 period, joblessness among experienced Negro workers declined by an average of 114,000 between the two quarters of each year. In 1966, however, unemployment in this group rose by 31,000.

Ross tentatively suggested that automation and mechanization on the farm and in the factory may be wiping out Negro-held jobs.

The job picture for workers with good professional or manual skills and with good training and experience remains very favorable, the report said. The jobless rates were 2.3 percent for white-collar workers and 1.8 percent for skilled craftsmen.

Married men, who make up more than half the labor force, had a jobless rate of only 1.9 percent.

On the other hand, those with less skill and experience fare poorly. The jobless rate for unskilled workers stood at 5.8 percent.

The Gulf Coast

by Lindsey Williams, Vice-President, Gulf Area



The Greater New Orleans AFL-CIO has endorsed Representative Hale Boggs (D-La.) for reelection in November. Representative Boggs has supported maritime labor's fight for an independent maritime administration and has also supported many AFL-CIO backed bills in the past. Seafarers and all Louisiana labor union members are urged to get out the vote for Representative Boggs.

New Orleans

Seafarer Walter Conley, who last sailed on the *Del Aires*, an outpatient since February 1966, is off the outpatient list and ready to go again. Conley sails as fireman-watertender. He says he liked the *Del Aires* and hopes he'll have a chance to make it again when she comes in. Steward Milford Alexander has enjoyed his stay on the beach and is now keeping one eye glued to the shipping board and waiting for the right ship to come along. Alexander last shipped on the *Colorado*.

Seafarer Robert "Bob" White still manages to get down to the hall to see his old shipmates, Bob no longer ships, but still maintains his book and an active interest in the union. Oiler H. B. Williams piled off the *Neva West* to make a quick trip home to Kingsport, Tennessee. After relaxing there for a while he is now waiting for the first oiler's job going to Saigon.

Job E. Mullen, who last sailed on the *Steel Seafarer*, was around the hall recently. Job makes his home in New Orleans and has been with the union since 1944. Edward Wicak recently signed off the *Globe Explorer* and is presently just taking it easy. Eddie is looking for another oiler's job preferably to Japan, his favorite home away from home.

James "Sargeant" Hand, Sr., owner for over thirty years of the Austin Inn, died on September 13, 1966, after a long illness. Sarge Hand was known worldwide for his friendship toward Seafarers and toward the SIU in particular. Many of his friends will miss him.

Mobile

Autrey L. Johnson recently finished a tour aboard the *Yellowstone* as third cook and now is ready to take it easy for awhile with his family. Veteran seafarer Frank Catchot has spent the last six months recuperating from an operation. Catchot has sailed with the SIU out of the Gulf for over twenty years. Back from the bauxite country and off the *Alcoa Com-*

mander after several trips, Earbie N. Bracewell is going to stay on the beach for awhile to spend some time with his family who live in Mobile. Bracewell has shipped AB from the Gulf ports for over fifteen years.

Charles O. E. Lee, deck maintenance, whose last ship was the *American Victory*, is now making his home in Tampa, Florida. Lee has shipped out of the Gulf since joining the union. Seafarer Alphonse J. Tremier, who is resting up after a long trip on the *Coe Victory*, recently returned from Vietnam. Steward Robert A. Sanchez is recovering from a broken leg which he received recently on the *Penn Transporter*.

Chavez, Itliong Named to Head AFL-CIO Farm Workers Union

WASHINGTON—AFL-CIO President George Meany announced the appointment of Cesar Chavez as director and Larry Itliong as assistant director of the federation's United Farm Workers Organizing Committee.

The UFWOC was chartered by the AFL-CIO Executive Council at its August meeting in Chicago, following a merger of the National Farm Workers Association and the Agricultural Workers Organizing Committee, AFL-CIO.

Chavez was the founder and leader of the NFWA and Itliong was the Delano (Calif.) director of the AWO and the leader of its grape strike there.

Meany's announcement followed the first meeting of a newly established special committee of the council, charged with aiding organization of farm workers. Besides Meany, the committee includes AFL-CIO Vice Presidents James A. Suffridge, I. W. Abel, Ralph Helstein and Paul Phillips.

The committee heard a report from AFL-CIO Organization Director William L. Kircher on current AFL-CIO organizing campaigns of farm workers in California and Texas.

Negotiations Begin

In the key California drive, Kircher said, contract negotiations

have begun with the DiGiorgio Corp. where the UFWOC won an overwhelming representation election victory over the Teamsters in late August. The UFWOC is now seeking another election for workers at the giant King ranch of DiGiorgio in Arvin, Calif.

The chances for an election at the King ranch dimmed considerably when the Teamsters refused to accept election recommendations from Governor Brown's special farm labor election expert, Kircher said.

Kircher said word was received Oct. 11 from the Teamsters that they would not accept the recommendations.

"It is apparent that the Teamsters know they cannot win and do not want to experience the same humiliating defeat that occurred at the DiGiorgio ranch in Buena Vista where, with the full support of the company and the Delano newspaper, they were still more than 200 votes short of beating the AFL-CIO Farm Workers," Kircher said.

The Atlantic Coast



by Earl (Bull) Shepard, Vice-President, Atlantic Coast Area

I have been in Baltimore the past few weeks aiding our brothers in the Inland Boatmen's Union in their strike against several tug-boat operators in the Baltimore area. Right now negotiations are at a standstill as the operators refuse to do any real bargaining on the issues involved. The SIU is ready to start negotiating again as soon as the operators are honestly ready to consider our proposals to hike wages and better the working conditions of members of the SIU Inland Boatmen's Union in Baltimore.

New York

Richard W. Gallant, who stopped by to say hello to all his friends, was last aboard the *Azalea City* and hopes to ship out again on a good feeder.

Lester Miles, who was having a good game of rummy with the boys at the hall, is hoping to ship out as soon as possible.

Lee Joseph who has just come off the *Hurricane*, wants to ship out again as soon as he has a little shoreside rest.

Tim McCarthy, who was last aboard the *Baltimore*, said she was a good ship and a good feeder. He hopes to go out on another run as soon as he has a little rest. Joseph Bourgeois, who was the bosum aboard the *Steel Recorder* expects to ship out again soon after a short stay on the beach.

Baltimore

Shipping has been good for the past two weeks here with a bright outlook for the future. The *Los-*



Gallant



Watson

mar, Alamar, Ohio and Maine are presently laid up here. Over the last period we have paid off five ships, signed on three and had ten vessels in transit.

Frank E. Holland is just back from a long voyage aboard the *Kenmar*. Frank has been a Seafarer for 25-years.

Harry E. Schockney Jr., a 23-year Seafarer, who was last aboard the *Alcoa Explorer* as an oiler, is waiting for a run on one of his favorite ships, the *Calmar*.

Joseph Pozzuoli, another 23-year Seafarer who last shipped out on the *Mayaguez* is now waiting for the first AB job that hits the boards.

Philadelphia

Shipping has slowed down here over the last period.

John Nolde, who sailed in the deck department, was last aboard the *Merrimac*. He is now ready to ship out again after a few days at home. Steve Mosakowski, who has been with the SIU for 26-years, is registered and raring to go. He sails as bosun and his last berth was aboard the *Merrimac*.

James McPhaul was chief steward aboard the *Commander* which is now in drydock. Vincenzo "Jim" Russo, an SIU oldtimer is on the beach and will be ready to go again in a few weeks. Jim sails in the steward department.

Norfolk

Shipping has been good from

this port and is expected to hold up the same way for the immediate future as the *Penn Challenger* is expected to crew up soon.

Thomas Gower, a 15-year SIU man broke his hand while on the *Baltimore* and had to be flown back to the States. He hopes to be in shape soon.

Charles Majette, a Seafarer for 19 years, was the bosun on the *Commander* for the past ten months. He hated to see the ship laid up in Philadelphia and said that the bosun's job aboard the *Commander* was a mighty fine one.

Boston

Shipping has been fair for the past period and is expected to pickup a little in the future.

Peter Jomides, a 23-year union man whose last ship was the *Malden Victory*, has enjoyed the summer at home. He is now ready to ship out again as an oiler on the first ship that hits the board. John Anderson, a 25-year union man, was last aboard the *Connecticut* as chief cook. "Andy" had to get off and is presently in drydock. He expects to be ready to ship out again soon.

Don Watson, a 10-year Seafarer who last shipped aboard the *Steel Apprentice* was forced to leave the ship because of illness at home. Don said that he will be looking for another foreign run as soon as possible.

Puerto Rico

The South Atlantic Caribbean Line which operates the *Floridian* between Miami and San Juan, will operate three ships for the government—the *Selma Victory*, the *De-pauw Victory* and the *Cape Catoche*.

The *Baylor Victory* is in port for repairs. Some of the finest old timers in the union are aboard the ship including Charlie Thompson, Bosun Barney Swearingen and Charlie Rice who is the steward aboard the vessel.

Caligiura Retires



Seafarer Ernest A. Caligiura picked up his first regular monthly \$150 SIU pension check recently at N.Y. headquarters. Caligiura who last sailed as messman aboard the *Marymar*, makes his home in the Bronx, N.Y.



The Great Lakes

by

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

On October 4th, the United States Court of Appeals in Cincinnati, Ohio, ruled that the Checker Cab Company in Detroit must sit down and negotiate with Transportation Services and Allied Workers, Local 10, SIU. The court, in sustaining the National Labor Relations Boards' decision, on behalf of Local 10 stated that the record of this case was reviewed and recited and the Court has no doubt that there is substantial evidence to support the findings of the evidence of the Board.

Shipping usually slows down this time of year since we are close to bonus and vacation time, however, many rated and unrated jobs are on the open board. We would once again like to remind the membership that, by passing up these jobs, the Union is shipping many new members in order to fill the vacancies, and if shipping gets bad, these new men will be holding seniority in most of the fleets. We, therefore, urge the membership to take these jobs on the open board when the opportunity arises.

Your Union is still fighting to preserve jobs on certain so called "automated ships." Earlier this year we were successful in our efforts to maintain oilers on watch on the M/V Diamond Alkali. As reported in the Seafarers Log, the United States Coast Guard rescinded their action by putting the oilers back on the certificate of inspection on this vessel. We are now faced with a similar problem with two Reiss vessels, the M/V John A. Kling and the M/V Raymond Reiss. Both of these vessels were converted to diesel last winter during lay-up. When the vessels were ready to sail, the company stated they did not need oilers on these ships. According to the company, all of the work performed by the Oilers had been eliminated through automation. An investigation by Union Officials proved the company to be wrong. Although the ballast system was set up in a central location, the responsibility of pumping ballast was still there, and the only thing eliminated was the turning of valves by hand. We pointed out to the company that the Oilers have always pumped ballast and if the company made the job easier by installing electric pumps, they nevertheless did not eliminate the job. The same would apply to tending the boiler water level. Oilers were maintained on these vessels, and for the first couple of months, the Oilers did do the pumping, tend water and other routine duties while on watch.

However, due to no wipers being employed on these vessels, the Oilers were assigned wiper's duties which resulted in the collection of some 300 hours of overtime. In order to combat this, the company issued orders to the Engineers not to allow the Oilers in the Console Room, and to insist that they were not Oilers, but Engine men who could be assigned to perform maintenance work 24 hours a day. The Engineers then assumed all of the Oilers' duties including pumping ballast, tending water, cleaning strainers, oiling and greasing pumps, oiling fuel oil racks, and many other duties normally performed by the Oilers.

The one man watch in the Engine Room has yet to be proven, Y.M. and G.M. are needed on the

even aboard the new highly automated vessel now being built out on the Coast. According to the U.S. Coast Guard, an automated vessel is a vessel built from the keel up—not a vessel 30 years old that converts from coal to oil.

Chicago

Shipping for this period has been exceptionally good which is keeping our shipping board clean at all times. The W. E. Fitzgerald came in to Chicago last night with problems in the stern end—the result was that she hit a low bridge and topped off one of her masts. She will be at the American Shipyard for a few days, but is not expected to lay-up for any considerable time.

Duluth

The Port of Duluth has had very good shipping for all ratings. Andy Haydon, a fireman, aboard the Kinsman Enterprise was hurt aboard ship this spring and has now returned to work. Sheldon Wilkinson's wife just had a baby girl. Congratulations Shelley!

Buffalo

Shipping remains good in Buffalo and with the last lap of the season in view the men are staying on the job and the demand for replacements is gradually tapering off. We still have a few men looking to get on one more job before the season closes.

The P.A.C. Dinner was a huge success and the MTD held a meeting recently to officially endorse the candidate of their choice for the coming election.

Cleveland

Although we are now into the last six weeks of sailing, shipping is still as good as ever with plenty of jobs for all who want to ship.

A check of the records on shipping for this season shows that jobs have come up to par with last season and we met all manning requirements.

After his usual summer rest, Jim Kissick is back on the Taplin. Radio Pete finally found a home on the sand boat Lakewood. George Karr, porter de-luxe, is still looking for that certain ship.

Frankfort

The City of Green Bay is still in the Manitowoc shipyard for its annual inspection. The ship should be leaving the shipyard in another week or so.

Jesse Pace, one of our pensioners, was in the Paul Oliver Memorial Hospital for a brief period, but is out now and regularly visiting the SIU Hall. Another pensioner, Carl Johnson is confined to the USPHS Hospital in Detroit. A speedy recovery is wished from all of the SIU Brothers in Frankfort.

Alpena

Shipping still remains good in the Port of Alpena although shipping in the past week or so has tapered off from what it was earlier in the season.

Senate Committee Bill Similar To House Measure

Senate Commerce Committee Bill Asks Voice in MARAD Allotments

WASHINGTON—A bill requiring that future appropriations for the Maritime Administration be preceded by specific legislative authority for appropriations each fiscal year. The purpose of the proposed legislation is to give the respective House and Senate committees which have legislative responsibility for maritime policies and programs a greater voice in the amounts budgeted each year for construction and repair of vessels, construction subsidies, operating differential subsidies, and other items covered in the Maritime Administration allocations. Numerous legislators have voiced the opinion recently that Maritime has been severely short-changed in recent budget requests.

Brewster's bill (S-3914) is a companion proposal to one introduced into the House of Representatives recently by Representative Edward A. Garmatz (D-Md.), chairman of the House Merchant Marine Committee, which has already favorably reported the measure to the House.

The measures, which have the full support of the SIU, would require that appropriations for the principal activities of the Maritime Administration be preceded by specific legislative authority for appropriations each fiscal year.

SIU Fishermen Strike Gloucester Boatowners

(Continued from page 2)

Boston dealers sell oil to the fishing trawlers for 12.8 cents per gallon while in Gloucester it's been costing between 16 and 17.3 cents a gallon.

As four Union boats reached terms in the second week of the strike, it was agreed to put the issue of oil costs over to discussion. The memorandum of agreement signed with the four vessel owners will expire on May 1, 1968.

It provides for a deduction of one-half of one per cent from the gross stock for the establishment of a pension fund for the fishermen, and one percent for a welfare fund, to be administered by a joint board composed of three boat owners and three Union trustees. It further provided for the immediate elimination of the gross stock deduction for radar, a cost formerly shared by the fishermen and the owners.

The new contract also provides that on May 1, 1967 the gross stock deduction for sounding machines on the boats also will be eliminated, doing away with another cost charged to the fishermen. In addition, the pact provided that the hourly rate for work performed when the boats are in port shall be increased from \$1-an-hour to \$2.50-an-hour.

The memorandum of agreement also states, "It is further understood and agreed by the parties, that if any contract is negotiated with the majority of the vessels, formerly contracted with the Union, with the provisions different from those contained therein that the parties herein agree to accept and abide by such other provisions."

The four fishing boats signing the memorandum agreement were the Terranova, Leonard & Nancy, Valiant and Neptune. This followed more than three months of negotiations with the Gloucester Boat Owners Assn., by the Union's officials, Federal Mediator John Sullivan and State Conciliator David Grodsky.

Both Ackert, president of the Atlantic Fishermen's Union and Port Agent Orlando, also urged the officials in Gloucester's city government to take a greater interest in the fishing fleet now, such as was taken in New Bedford where new city piers have been erected.

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Senator Brewster clarified this view when he told delegates to the Annual Convention of the Association of Water Transportation Accounting Officers that the lack of Government policy is most at fault for the present dilemma of the merchant marine. He described Government conduct toward maritime affairs as "drift."

"We have had no anchor in policy, no seamanship at the wheel, and no propulsion to move us forward," he stated.

Deterioration of the maritime industry, he warned, endangers

U.S. security as well as the nation's economy. Weaknesses in the current maritime posture, he noted, are inherent in runaway flags, slashed budgets, idle shipyards, and decreasing numbers of skilled operators and laborers.

Present administration of the U.S. maritime program, Brewster asserted, fails to meet the constitutional responsibility of the government. "It is high time that this country reassessed its maritime strength in terms of its constitutional obligation to adequately defend the nation and protect its lifeline in international trade."

"We must understand," he warned, "that if we do not sustain our fleet . . . then all other expenditures for social and economic improvement might some day be sacrificed to international disaster."

"American sea power has been shockingly neglected, and I believe that it is your responsibility and mine . . . to do everything in our power to provide this nation with a merchant marine, built in American shipyards, manned by American seamen, carrying the bulk of American exports, and second to no other fleet on the high seas."

THE INQUIRING SEAFARER

QUESTION: When you were a boy, what did you want to be when you grew up?

a Seafarer and I plan to remain a seaman.

Evaristo Pantoja: My ambition was to join the army so I could learn a trade. I really wanted to be in the Air Force, but they said they didn't need anybody. I was already shipping out when the war came around, so they classified

me 2-A. I joined the union about 1942, so I never did get into the army.

Ronald K. Kester: I guess I always wanted to be a basketball player. I'm six feet seven. But I couldn't make the grade. So I started working in the Champion Spark Plug plant in Burlington, Iowa. But I got bored so my buddy and I

decided to try the sea, and here I am.

Robert Bruno: I wanted to be a baseball player when I was 14 or 15, but I didn't keep it up and started in construction, mill work, and fishing. Now I'm a seaman and I find it very interesting because it gives a guy a chance to move around. I enjoy the life of

Leo Altschul: I don't know. I guess when I was a kid I wanted to be a seaman. I guess a lot of guys have wild dreams about being the President or something like that. But not me. When I grew up I became a seaman. I've been sailing for years, and I wouldn't have it any other way.

Edward J. Taylor: I'll tell you. I always wanted to be in business for myself. I started in the trucking business shipping wax paper in boxes. But I lost the truck and ended up in the Merchant Marine. I'm retired now, and if I hit the sweepstakes, I might try the restaurant business.

Billy Nuckols: Brother, I'll tell you, I never wanted to be a sailor! But I've been at it now for 15 or 20 years and I like it. If I had to do it over again, I think I'd probably still be a sailor. Sometimes it gets to you, but most of the time it's a pretty interesting profession.

The Pacific Coast

by Frank Drozak, West Coast Representative



The California gubernatorial election is drawing near and every Seafarer is urged to get out and vote for Governor Edmund G. Brown. Brown has consistently supported liberal legislation and he is the man we would like to see in the Governor's chair after the November 8 election. Reagan is supported by the most radical elements of the right wing and any vote for him will surely result in a vote against any progressive, liberal legislation in this state. By casting your vote for Brown you will be picking a man who can best serve California and the country.

San Francisco

Shipping is still booming and will remain so because of ten



Miller

Dyer

pay-offs coming up. This past shipping period, Seafarers here paid off the **Duke Victory**, **Anniston Victory**, **Delaware**, **Montpelier Victory**, **Kenmar** and **Brigham Victory**.

L. Smith, just got off the **Los Angeles** after a short Far Eastern trip and expects to take a vacation before shipping out again. **M.T. Doherty**, in from the **Gt. Lakes** and an SIU-man for the past 22-years, shipped out aboard the **Robin Sherwood** as deck maintenance.

Seattle

Shipping remains excellent here in the Pacific Northwest and the outlook for the next few weeks is good. We expect to have several Isthmian Line ships coming in to pay off as well as some Government-chartered Victories.

We have paid off the **Antinous**, **Iberville**, **Hudson**, **Seattle**, **Penn Carrier**, **Venore** and **Beloit Victory** (to be laid up a month for repairs) since our last report while the **San Francisco**, **Seattle** and **An-**

chorage were in transit.

Clyde Miller, A Seafarer for 20-years had to get off the **Beloit Victory** because of the vessel going into drydock. He hated to leave because it is a good ship and he had been on it for a couple of runs as bosun. He plans to take a short vacation before shipping out again.

Charles Dyer, a 20-year Seafarer, is having a short stay on the beach before shipping out again. He was last aboard the **Summit** as an oiler. Another 20-year SIU man, **Edward Ruley**, who sailed on the **Belgium Victory** as Bosun was forced off the ship in Manila due to an injury.

Wilmington

Shipping is booming here and the heavy shipping is expected to continue for quite awhile. The **Beaver Victory**, **Robin Trent** and **John C.** signed off here and the **Eagle Traveler** is due to pay off. There were two days here when we had no ships due in and some of the men here shuffled over to Seattle to fill jobs. But shipping is active here once again and there are plenty of jobs on the board.

Carter Chambers, an SIU pensioner, recently received a new hearing aid from the Seafarers Welfare Plan. Carter said it opened a whole new world for him because now he doesn't have to rely on lip reading in order to hear. Carter expresses his deepest appreciation to the SIU Welfare Plan and says that he is proud to belong to a union which gives such thorough consideration to its pensioners.

Kenny Coats just blew into town a few days ago after a 14-month trip on the **Erna Elizabeth**. He stopped by the hall a few minutes to say hello to some of his old shipmates.

Passenger Vessel Safety Bill Receives Approval By Congress

The Senate has approved a compromise ship safety bill providing certain safety and financial responsibility standards for passenger vessels operating from United States ports. The measure is now awaiting White House action.

The legislation is a compromise between previous House and Senate passed versions of the bill and includes leeway for other major maritime powers to enforce stricter international safety regulations into effect before American law will affect them.

The bill calls for stringent regulations that will make passenger ships fire-proof if they are to sail from United States ports and affects American-flag as well as foreign-flag passenger ships having accommodations for fifty or more passengers.

The bill also requires that prospective passengers be notified of the safety standards on a passenger ship and that this information be also included in the company's ads and promotional literature.

In addition, the legislation forces shipping companies to es-

tablish financial security to satisfy any judgment against them for death or injuries and to refund ticket money to a passenger in case the ship cannot sail on a scheduled voyage.

Presently a 16-nation subcommittee of the Intergovernmental Maritime Consultative Organization's Maritime Safety Committee is meeting in closed conference to amend the 1960 Safety of Life At Sea convention to include fire-proof requirements on new passenger ships.

These safety provisions are expected to meet those that have been set up by Congress in its ship safety bill. However, if foreign-flag ships do not measure up to these American safety standards by November, 1968 (when the new SOLAS Convention rules are expected to be in force) the United States will unilaterally enforce its ship safety law.

DISPATCHERS REPORT Atlantic, Gulf & Inland Waters District

From Oct. 7 to Oct. 20, 1966

DECK DEPARTMENT

Port	TOTAL REGISTERED All Groups		TOTAL SHIPPED All Groups			REGISTERED on BEACH All Groups	
	Class A	Class B	Class A	Class B	Class C	Class A	Class B
Boston	13	3	5	1	2	32	5
New York	64	31	48	17	26	275	95
Philadelphia	14	5	5	1	26	47	17
Baltimore	26	16	26	8	7	158	42
Norfolk	9	5	2	1	1	25	14
Jacksonville	8	5	7	3	2	17	6
Tampa	2	1	0	2	0	13	5
Mobile	18	9	18	13	5	66	14
New Orleans	56	30	40	20	11	139	58
Houston	37	30	21	21	8	162	99
Wilmington	9	6	7	8	2	19	1
San Francisco	38	18	31	18	19	48	1
Seattle	30	13	12	6	7	51	6
Totals	324	172	222	119	92	1,052	363

ENGINE DEPARTMENT

Port	TOTAL REGISTERED All Groups		TOTAL SHIPPED All Groups			REGISTERED on BEACH All Groups	
	Class A	Class B	Class A	Class B	Class C	Class A	Class B
Boston	1	0	2	1	2	11	2
New York	42	31	43	24	25	161	79
Philadelphia	8	4	4	0	1	17	8
Baltimore	21	19	11	19	3	79	29
Norfolk	7	5	3	4	4	25	9
Jacksonville	7	2	4	3	3	4	3
Tampa	4	1	0	0	0	9	2
Mobile	13	13	17	16	1	41	11
New Orleans	47	26	42	26	13	79	43
Houston	21	30	29	25	12	131	105
Wilmington	8	6	3	4	8	17	3
San Francisco	30	14	22	13	15	26	1
Seattle	21	12	7	8	16	25	2
Totals	230	163	187	143	103	625	297

STEWARD DEPARTMENT

Port	TOTAL REGISTERED All Groups		TOTAL SHIPPED All Groups			REGISTERED on BEACH All Groups	
	Class A	Class B	Class A	Class B	Class C	Class A	Class B
Boston	5	1	3	2	6	11	3
New York	47	11	46	5	16	152	37
Philadelphia	6	2	7	3	0	20	13
Baltimore	20	5	19	1	3	86	29
Norfolk	5	5	2	6	1	13	23
Jacksonville	4	2	0	2	2	8	6
Tampa	2	1	0	0	0	9	5
Mobile	17	4	14	5	8	43	4
New Orleans	41	24	36	16	10	113	70
Houston	25	21	12	10	11	84	49
Wilmington	5	2	2	2	9	12	1
San Francisco	31	6	17	4	26	27	1
Seattle	21	7	8	3	10	24	5
Totals	249	91	166	59	102	602	246

SIU, MEBA Fight Measures To Revise Rail Rates

Waterway Carriers Continue Fight Against RR Rate-Cutting Schemes

The Great Lakes shipping industry recently won a round in its continuing struggle against railroad attempts to force them out of business through discriminatory rate cutting when the Interstate Commerce Committee suspended indefinitely the use of revised rail rates for the shipment of grain.

The rates, proposed by the New York Central Railroad, were designed to encourage rail shipment of grain from the Upper Lakes to the East Coast—bypassing Buffalo and forcing the water carriers out of competition.

The ICC suspension of the proposed rail rates was supported by the SIU, MEBA, the Buffalo, N.Y. Maritime Trades Department in addition to the Lakes carriers.

The New York Central attempt to cut the rates on grain shipments however, is only the latest of many rate cutting schemes designed by the railroads to gain monopoly control over the movement of cargoes between the Great Lakes and the East and South. A growing battle is being waged in the Courts and before the ICC over discriminatory railroad rate cutting.

Traditionally, the ICC has been sympathetic to the railroad point of view. The battle lines have been stiffening recently however, and more and more the water carriers are going to the courts to prevent railroad rate-cutting.

The railroad planning has in

the past been to force water carriers out of a competitive position by cutting rates to the bones, often losing money on routes where they are in competition with water carriers, and charging exorbitant rates in areas where there is no

competition from water transportation.

Still being fought is an attempt by the railroads to force waterborne coal carriers out of business on the Lakes through the use of so-called 'unit trains.'

A Pair of Pensioners



Seafarers John Hudgins and George Sturgis picked up their first regular monthly SIU pension checks at the Norfolk SIU hall recently. Double-header check presentation above includes (l-r): SIU rep. Marvin Huff, Hudgins, Sturgis, and Union rep. Steve Papuchis.

President to Ask Congress For Hike In Social Security

Substantial increases in social security benefits will be recommended to Congress next January, President Johnson recently announced to some 30,000 federal workers who helped launch the medicare program last July 1.

Without disclosing all the details of his upcoming proposals, the President told employees at the Social Security Administration headquarters here they will include:

- An average increase in monthly benefits of 10 percent or more, with proportionately higher increases going to those in the lower brackets. Payments now run from a minimum of \$44 to a maximum of \$134 per month.

- A basic monthly minimum payment of \$100 a month to every worker who retires after being on the social security rolls for 25 years.

- An increase in the permissible earnings an individual may make if he chooses to work part time after being retired from his regular job, without forfeiting his right to social security benefits. The current maximum is \$1,500 per year in earnings.

- The extension of hospital and medical care to more than a million social security beneficiaries who are drawing payments as a result of disability.

In addition, the President said, he was setting up a special task force under Secretary John W. Gardner of the Department of Health, Education and Welfare and former Gov. Farris Bryant of Florida to develop "a truly modern program for nursing home construction."

Administration spokesmen estimated the cost of the President's proposed broader benefits at \$2 billion plus a year, but suggested that much of this would be covered by the present schedule of social security taxes because payments into the system's Trust Fund was surpassing earlier projections.

The remainder might be covered either by an increase in the tax rate or by broadening the wage-base on which taxes are payable from the current figure of \$6,600 a year to \$7,800 a year, spokesmen said.

The President paid tribute to the efficiency with which social security operations are handled, pointing out that "the cost of administering" the programs "is only 2.2 cents out of each dollar" paid in through worker contributions.

Payments to beneficiaries are now running at about \$20 billion a year, with some 22 million people on the rolls.

Johnson took the occasion of his speech to remind social security workers that when the bill creating the program was pending in 1935, seven minority members of the House Ways and Means Committee denounced it as threatening "a crushing burden on industry and labor" and added that it would "destroy old-age retirement systems set up by private industry."

House opponents tried to kill the bill by sending it back to committee but lost on a 253-149 vote, he remarked, and most of them then tried to "hide their vote" by supporting the measure on passage.

When the medicare fight was pending last year, the President observed, he "had the strange feeling that it had all happened before."

"The nay-sayers dusted off all their old speeches of 30 years ago," he continued, calling the program such things as "socialism, a political hodgepodge and a cruel hoax." They even repeated the tactics of trying to kill it on a motion to recommit but lost again, and 76 House members switched to vote for it on final passage, he commented.

LABOR ROUND-UP

Actor's Equity and the League of Resident Theaters have reached agreement on the union's first contract covering employment of Equity members in the League's 26 U. S. theaters. The three-year pact sets salary ranges of \$90 to \$135 a week to start which will rise to \$95 to \$150 by 1969. The pay scale is geared to four different categories based on gross box office receipts. The contract also calls for improved sick benefits and salary payments from the first day of rehearsal.

American Airlines mechanics and other ground personnel have won a new contract that they accepted on the eve of a September 28 strike deadline. The 12,000 members of the Transport Workers Union employed by American voted to ratify a contract calling for three wage increases of five per cent each payable within 15 months; three weeks vacation after five years; four after 15; Good Friday as a ninth paid holiday; a 50 per cent company contribution to employee pension costs and improved grievance machinery as well as other gains.

The collected papers of two historic labor leaders—John Fitzpatrick, president of the former Chicago AFL from 1904 to 1946 and Victor Orlander, secretary-treasurer of the former Illinois AFL from 1914 to 1949, have been given to the Chicago Historical Society. The papers, which include 50,000 items dating from 1910 to 1935 are expected to be valuable in documenting organized labor's many contributions towards improving working, living, social, educational and political conditions within the community and the nation.

A meeting of the AFL-CIO General Board has been called for Nov. 17 at 10 a.m. in the Sheraton-Park Hotel in Washington, D. C. The board is made up of the principal officer of each affiliated national or international union and each trade and industrial department, plus members of the AFL-CIO Executive Council.

The general board meeting will follow the three-day session of the Executive Council, to be held in Washington Nov. 14-16.



The Fact Behind The Figures

The U.S. unemployment rate is continuing to drop and is now down to 3.8 percent, according to the latest Labor Department report on unemployment.

Behind this drop lurks a less encouraging statistic however. The negro jobless rate stands at 7.8 percent, more than two and a half times the white rate, and an increase over the rate which has prevailed in recent years. The jobless rate of unskilled workers generally, stands at 5.8 percent also considerably higher than the overall average.

The disparity is all-too familiar. The figures differ only slightly from year to year, with the scarcity of jobs most acute for the negro and other minority groups, the unskilled, the poorly educated. In many ways it merely reflects the discouraging cycle of poverty-ignorance-poverty in which too many Americans have become trapped.

These are the hard-core unemployed. Re-

ducing the unusually high jobless rate for these Americans is the real aim of the war on poverty, job training programs, aid to education, civil rights legislation and other Great Society programs. The goal of these programs is to help the nation's disadvantaged to help themselves—the only way in which help can be truly meaningful.

With non-skilled and even semi-skilled job opportunities declining in the United States, job training and educational upgrading are the only feasible cure for this hard-core unemployment.

By removing racial barriers to employment, by teaching job skills, by raising the general level of education and aspiration, this hard core of unemployed can become productive Americans in every sense of the word—producing a better life for themselves and their children and a better future for the entire nation.

Good Unionism In The Market Place

The holiday season is not too far off now and the gift-buying splurge that accompanies this joyful season will soon be packing department stores around the country.

These stores all carry products manufactured by a wide range of U.S. manufacturers. Some of these manufacturers are well known to families through the use of nationwide advertising.

However, just as the consumer is discriminating in the quality of merchandise that he purchases—he must be equally discriminating in making certain that the products purchased are not manufactured by a company which denies its employees the right to fair wages and working conditions through unionization.

Many of these companies will undoubtedly launch huge advertising campaigns with the advent of the holiday season and will be

wishing the world peace and goodwill for the coming year. This peace and goodwill is obviously not wished to their own employees who are subjected to substandard pay and working conditions.

Each issue, the Seafarers LOG, along with many other trade union publications, prints a Don't Buy column which lists those manufacturers who have denied their employees the right to bargain collectively for decent wages and working conditions.

These manufacturers do not deserve the patronage of the American consumer, and to support them is to support the very evils which they represent.

Seafarers and all trade unionists are urged to study this list carefully so that they may use the ultimate weapon in the marketplace—a boycott against all products produced by anti-union employers.

THE First Annual Testimonial Banquet of the Organized Labor Movement of Greater New Orleans was held recently at the SIU hall in New Orleans honoring the Reverend Louis J. Twomey, S.J., Director of the Institute of Human Relations of Loyola University.

Proceeds of the Dinner, which was attended by top civic, labor, political, business and religious leaders in the state, were donated to the Institute. A check for \$7,000 was presented to Father Twomey to further the work of the Institute in fostering better labor-management relations, accelerating social progress and improving inter-American relations.

SIU Vice-President Lindsey Williams served as Master of Ceremonies at the Dinner, at which the principal speaker was Victor Bussie, president of the Louisiana AFL-CIO. Other speakers included Representative Hale Boggs (D-La.).

Telegrams honoring Father Twomey and his work were received from President Lyndon B. Johnson, Vice-President Hubert H. Humphrey, Labor Secretary W. Willard Wirtz, AFL-CIO President George Meany and SIU President Paul Hall, among others.

In his address, Louisiana AFL-CIO President Bussie cited Father Twomey's firm stand against a Louisiana right-to-work law as an example of his determination to help to defend the rights of



Father Twomey, Friend

labor. "All of us recall the dark days of 1954," Bussie noted, when "anti-labor forces in the Legislature pushed through the so-called right-to-work law. Father Twomey spoke out publicly on three different occasions against the legislation. No one who heard his plea before the legislature could doubt that he was there solely because he felt a wrong was being done—that working men and women were being hurt and that our state would suffer severely. . . ."

Bussie continued: "The Institute on Human Relations most clearly defines the life and purpose of Father Twomey, for its objective is 'to make the dignity of man the heart of economic efficiency.'"

Father Twomey has been director of the Institute of Human Relations since its inception in 1947. He has also served on the National Manpower Advisory Committee of the U.S. Labor Department and is a regular speaker and lecturer on labor-management and related problems.

The Institute of Human Relations of Loyola University was founded in October 1947. At that time it was called the Institute of Industrial Relations.

The Institute was originally conceived as an agency to guide labor-management relations. This remains one of its principal aims. It became evident that to best pursue this goal the Institute would have to broaden its scope and outlook.

This led to the establishment of separate divisions under three broad classifications—the Labor-Management Center, the Social Order Center, and the Inter-American Center.

Under this new setup, the Institute has incorporated within its functions special training courses which are being conducted in cooperation with the State and Federal Governments. These courses are designed chiefly to meet the growing problem of unemployment caused by the elimination of whole categories of job opportunities through technological change. In this connection it strives to analyze the human and economic

implications of an economy that is moving with accelerated pace from one of scarcity toward one of abundance, with the overall objective of creating a society in which the dignity of the human person will be acknowledged.

As part of this analysis the Institute enlists the best resources at its disposal to suggest at least tentative answers to the serious problems being created in the transition period, such as those of maintaining effective purchasing power, of equitable distribution of goods and services of rational use of leisure time, of collective bargaining in the age of automation, etc.

Still further, the Institute makes available to specialized groups like union and management officials, school teachers, social actionists, etc., through conferences, workshops and consultation, the opportunity to increase their knowledge of and to sharpen their skills in helping to solve specific social problems.

This is done through regular classroom work and through regularly conducted seminars on labor-management problems. SIU President Paul Hall, along with other American labor representatives, has taken part in these seminars for some time and has helped to make clear to students of labor-management relations the aims and goals of organized labor and the process of collective bargaining through which these goals are achieved.

Finally, the Institute after several years of planning has entered the field of Inter-American relations. Under an agreement with the Agency for International Development of the U.S. Department of State, the Institute has committed itself to a leadership program for the youth of Central America, Panama and the Dominican Republic. Selected young men and women come to Loyola University in New Orleans and under the responsibility of the Institute are given intensive training in the political, economic and cultural development necessary to promote democratic freedom and security in their respective countries.



Father Twomey greets his brother John, who came all the way from Florida.



Archbishop Hannon (left) and Louisiana State AFL-CIO President Victor Bussie.



SIU Vice President Lindsey Williams introduces Father Twomey to guests.



Father Twomey addressed the assembled guests to offer his thanks for the honor bestowed on him. "I feel that this is an accolade of the work we have been doing rather than a personal adulation" he said.



Greater N.O. AFL-CIO Pres. Pat Stoddard presents watch to Father Twomey as token of esteem for service to humanity.



Gerald Siefken (left), of Loyola University, presented plaque to Father Twomey. Rep. Hale Boggs (D-La.) is at right.



The main room at the SIU New Orleans hall was filled to capacity by the hundreds attending the testimonial dinner, who represented top state, civic, labor, political, business and religious leaders.



At the end of the testimonial dinner the assemblage rose for the benediction, given by Rabbi Julian A. Feibelman.



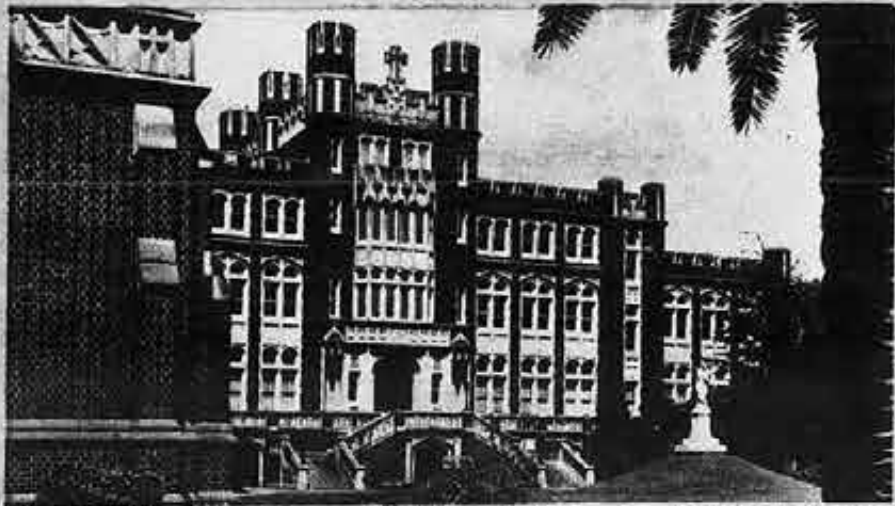
SIU Vice President Lindsey Williams presents check to aid institute's work.



Guests seated at dais included (l-r) Judge F. Heebe, John Twomey, Victor Bussie, B. R. Ariatti and Lindsey Williams.



"This is a tremendous experience," Father Twomey said.



Loyola University Human Relations Institute is dedicated to the improvement of society. Above is University's Marquette Hall.



Father Twomey lectures before Central American delegation at the Human Relations Institute's Inter-American Center.



Father Twomey and Rep. Hale Boggs during the benediction.



Better race relations is prime concern of Institute.



Class at Institute's Social Order Center gets instruction from Father Twomey.



Class at Institute's Labor-Management Center hears Father Twomey describe importance of free collective bargaining.

SIU Lifeboat Class No. 162 Graduates



Recent graduates of SIU Lifeboat Class No. 162 gathered for their class photo after successfully completing course of lifeboat training at the Harry Lundeborg School of Seamanship in New York. The latest group of lifeboat ticket holders includes (seated, l-r): Erich Saar, William Hill, Richard Dixon and Louis Valentino. Standing (l-r) are: John Bailey, Herbert Won, Milton Adams, Joseph Petruszewicz and the SIU lifeboat class instructor Arni Bjornsson.

Seafarers Aboard R-V Robert Conrad Help Probe Secrets Of Ocean Depths

Seafarers on most SIU-manned vessels carry cargos consisting of grain, machinery, etc., but the SIU-contracted R/V Robert Conrad had an entirely different mission. The cargo of Conrad consisted of scientists and equipment designed to probe the geographic mysteries of the sea. The voyage, which lasted a year, took the R/V Robert Conrad to places far removed from the normal shipping routes.

The voyage was sponsored by Columbia University in affiliation with Lamont Geological Observatory. The purpose of the trip was to gather gravity and magnetic data, depth soundings, water and geology samples.

During the course of the voyage, scientists gathered core sediment from the ocean bottom. A 1,000 pound core head was driven by a pipe three inches in diameter, into the mud many feet below the ocean surface. Scientists then took mud samples for study.

Seafarer Leslie Chase, who shipped on the R/V Robert Conrad, is a veteran of many research voyages, having previously sailed on the SIU-contracted Anton Brunn for nine months. "We

spent a lot of our time taking cores and surveying," Chase, who sailed as AB, said. Chase, a native of New Hampshire, joined the vessel in New York last December. From New York, Chase and his fellow shipmates went to Bermuda, Jamaica, Panama, Mexico, Thaiti, Australia, some remote Pacific Islands, Alaska, Bering Sea, British Columbia, back to Panama and then home to New York.

The R/V Robert Conrad covered 54,900 miles, two and one-half times around the world. "We spent a lot of time reading and playing cards," Seafarer William Barnes of the Engine department said. Barnes explained that the Seafarers had to use more technical equipment than they would on a regular freighter or tanker.

The engine room had much of the latest equipment and Barnes

said the Seafarers worked hard to keep the engine room clean. Before becoming a Seafarer Barnes worked for awhile as a waiter in the famous Copacabana. "I met a lot of celebrities," he joked.

Two facets of the trip that appealed to the crew were the excellent chow and the air conditioning. The steward department came in for a lot of praise during the voyage, especially from the scientists aboard the ship. "The food was great," one of the scientists said and added that he "never realized food could be that good aboard a ship."

Plenty of Fishing

Seafarers aboard the vessel did a lot of deep sea fishing during the course of the voyage. Ed La Roda, who sailed in the Engine department and was the ship's delegate, said a number of sharks and squid were caught by Seafarers adept with the hook and line.

One Seafarer who did a lot of angling was Jeff Ocean, an OS. "We used a hook and line with beef or pork fat for bait," he said. "When we caught a shark, it took three guys to pull him onto the ship," Ocean said. Once, Ocean related, one of the men was pulling a shark aboard when the fish had his mouth open. The fellow narrowly escaped having his arm ripped off, Ocean said. One member of the crew who really wanted to catch a shark was Dick Boucher, the messman. "He finally got one a few days before we reached a port," Ocean related. "A big one, too, some 10 or 12 feet."

Victoria was a popular port with the Conrad crew. They found it friendly and enjoyable. Barney's Hideaway, located in a downtown hotel, was a favorite hangout for visiting seamen.

In Tahiti, the men rented motor scooters and rode all over the island.

When the voyage was over, Captain L. B. Melson, assistant Chief for research at the Lamont Geological Observatory, sent the following telegraph message to the ship: "Congratulations on very successful cruise of Conrad. Please convey a well done to the chief scientists and scientific staff who participated on various legs and also to the master and crew for their efforts."

A Just Reward



Steel Voyager Seafarers line up for Erie Basin payoff after completing coast-wise voyage. From left, Tony Ghezzo, deck, Ed Ramirez, steward, and Donnie Lovejoy, of engine department.

MONEY DUE . . . from Maritime Overseas Corporation

Maritime Overseas Corporation is holding unclaimed wages for the seafarers listed below. Men whose names are listed should get in touch either in person or by mail with Mr. O. E. Manna, Maritime Overseas Corporation, 511 Fifth Avenue, New York, New York, as soon as possible.

Name	Vessel	Amount	Name	Vessel	Amount
Akers, Clifton W. Jr.	Natalie	\$56.57	Homuth, Karl	Overseas Rose	11.87
Akin, Lloyd F.	Ocean Ulla	19.52	Hover, Fred A. Jr.	Ocean Ulla	5.53
Alston, James	Ocean Eva	43.54	Huckaba, Hugh Thomas	Ocean Anna	53.27
Amber, John W.	Ocean Deborah	56.07	Huszar, J. B.	Globe Explorer	4.00
Amerson, Jack	Overseas Eva	14.60	Jarman, James	Globe Traveler	19.18
Amora, Felix P.	Ocean Evelyn	9.00	Johnson, Everett Fay	Globe Carrier	3.63
Anastasiou, Christo	Overseas Rose	11.87	Johnson, Walter A.	Ocean Deborah	99.88
Aquino, Gregorio C.	Ocean Ulla	194.05	Johnson, William	Overseas Rose	11.87
Arlinghaus, Harold E.	Natalie	2.06	Johnson, William H.	Natalie	34.67
Auger, Jean A. J.	Globe Carrier	162.03	Johnson, William H.	Natalie	8.33
Austin, W. T.	Globe Progress	10.00	Kamedra, Andrew F.	Ocean Deborah	14.18
Baltazar, Francisco E.	Rebecca	5.00	Karlson, Charles B.	Ocean Evelyn	9.00
Barber, Walter E.	Rebecca	5.00	Kelley, Francis W.	Ocean Evelyn	25.46
Barcinas, Roman A.	Ocean Ulla	111.81	Kelley, Floyd D.	Globe Explorer	5.40
Barclay, William	Globe Traveler	33.55	Kohut, Walter	Globe Progress	30.42
Beasley, Will	Overseas Rose	11.87	Krause, Jesse J.	Ocean Ulla	13.54
Bednar, Willie	Overseas Joyce	8.00	Krawczynski, S.	Globe Explorer	3.00
Benish, William J.	Ocean Dinny	23.46	LaBombard, Raymond	Overseas Rose	22.00
Biscup, Carl J.	Globe Explorer	5.00	Lawson, H. Q.	Globe Explorer	3.00
Bishop, Joseph A.	Ocean Ulla	34.66	Leiter, Alexander, J.	Globe Traveler	19.00
Bohn, R. E.	Globe Explorer	10.00	Lestes, Audrey, M.	Natalie	2.91
Borden, Thomas A.	Ocean Ulla	3.45	Limbaugh, Henry O.	Ocean Nora	11.05
Bradshaw, Perry F.	Rebecca	8.00	Lindberg, Charles A.	Globe Carrier	4.73
Brennick, Charles J.	Ocean Evelyn	5.00	Lockler, Jessie J.	Ocean Dinny	79.00
Calhoun, John, Jr.	Ocean Joyce	1.60	Logan, James Richard	Globe Progress	7.82
Cavan, Paul	Overseas Eva	11.40	Lopez, L.	Overseas Eva	15.30
Christian, Robert M.	Globe Carrier	49.27	Lopez, Lucas	Overseas Rose	9.27
Cieslak, Stanley J.	Ocean Ulla	22.00	Lowther, Harry, J.	Natalie	41.94
Clark, Terrill Glen	Globe Traveler	18.76	Lueth, Gustav	Natalie	12.00
Clawson, Francis	Globe Progress	24.00	Malone, Thomas J.	Rebecca	18.46
Coburn, Charles	Overseas Rose	11.87	Marrero, Catalino	Overseas Rose	9.27
Coldwell, Artway	Globe Traveler	10.16	Marsh, Robert	Ocean Evelyn	10.15
Colin, Antonio, L.	Globe Traveler	22.29	Mason, C. L.	Globe Explorer	1.26
Cook, John J.	Ocean Evelyn	9.00	Massey, William	Overseas Eva	71.79
Cooper, Fred C.	Ocean Joyce	1.77	Mazuk, Chester E.	Ocean Deborah	48.42
Daniels, Edward M.	Mayflower	23.00	McCoskey, M. P.	Ocean Evelyn	1.43
Darrab, Harry H.	Ocean Dinny	5.04	McDonald, John W.	Rebecca	63.55
Davila, Juan	Ocean Ulla	20.00	McFarlain, Jerald C.	Ocean Dinny	52.69
Davis, Robert	Natalie	38.50	McKarek, John	Ocean Evelyn	9.00
Delco, Lawrence	Rebecca	8.00	McMahon, William E.	Globe Explorer	14.12
Demeyer, Wilfred	Ocean Dinny	8.67	McNabb, Paul G.	Ocean Nimet	5.89
Dhein, J.	Overseas Eva	8.07	Miller, Ralph	Ocean Deborah	2.19
DiCapua, Peter P.	Globe Explorer	22.17	Montgomery, W. S.	Globe Explorer	1.00
Donery, E.	Ocean Alice	21.99	Moody, William G.	Globe Traveler	5.94
Dore, Eugene N.	Overseas Rose	16.40	Morrison, Donald	Ocean Evelyn	3.16
Doroba, Charles	Ocean Eva	13.28	Mottram, Richard P.	Ocean Ulla	57.00
Dowell, Homer	Ocean Nimet	51.00	Nelson, Roddy	Overseas Rose	12.14
Doyle, John P.	Overseas Joyce	10.00	Narczyk, Leon J.	Rebecca	7.00
Drake, Clair A.	Ocean Deborah	21.96	Padgett, William A.	Rebecca	7.62
Duphaisir, Louis W.	Rebecca	43.08	Pafford, Charles	Globe Progress	9.91
Dwyer, James F.	Rebecca	6.00	Payne, Johnie L.	Ocean Anna	28.04
Endrody, L. Jr.	Globe Explorer	1.00	Pedersen, Perry	Overseas Rose	12.14
England, Fred R.	Rebecca	26.99	Plahn, Guy F.	Rebecca	55.98
Esteban, Pedro C.	Ocean Evelyn	11.31	Pontius, Richard	Ocean Evelyn	10.40
Evans, Marcus N.	Ocean Evelyn	7.83	Prendergast, Frank	Overseas Rose	9.27
Farhl, L.	Ocean Explorer	1.00	Rankin, Aubrey A.	Globe Traveler	51.01
Fitzgerald, Jack	Overseas Dinny	108.91	Redden, Lee E.	Rebecca	7.00
Fletcher, Bobby E.	Overseas Rose	11.87	Reemke, W.	Ocean Dinny	11.92
Foreman, R. L.	Globe Explorer	1.00	Ringo, Jess W.	Ocean Eva	22.32
Garrigues, Dale H.	Globe Explorer	1.05	Ringo, Jess W.	Natalie	10.08
Gates, Earl H.	Ocean Dinny	60.49	Rodriguez, Albert	Ocean Dinny	5.04
Geisler, Robert F.	Overseas Rose	9.27	Rogers, J. L.	Globe Explorer	1.06
Giardino, Vincent	Natalie	12.33	Ruddy, Donald	Rebecca	13.04
Gomez, Josquin	Rebecca	27.25	Rudio, Henry	Overseas Rebecca	105.22
Gontha, Edward J.	Overseas Rose	9.27	Ryan, J. M.	Globe Explorer	1.00
Gorlin, Peter N.	Overseas Rose	9.27	Salerno, Ignatius	Overseas Rose	11.87
Goumas, Stylianos	Overseas Rose	5.94	Samson, Arthur	Globe Progress	9.97
Guernsey, William A.	Ocean Evelyn	9.00	Sanchez, Gregorio Q.	Ocean Ulla	878.42
Haehsberger, Marty	Globe Explorer	3.82	Savast, John	Overseas Rose	9.27
Hammond, Martin M.	Vivan	30.00	Schafer, William	Ocean Rose	82.60
Hancock, Charles	Rebecca	9.92	Sek, S.	Overseas Eva	15.69
Harp, R. M.	Globe Explorer	5.00	Shaffer, Gerald F.	Ocean Explorer	8.40
Havard, Howard E.	Ocean Ulla	20.75	Shea, J. A.	Globe Explorer	5.00
Heacox, Edward	Ocean Alice	24.09	Sheahan, Joseph	Overseas Rose	11.87
Ho, Cheun Ah	Ocean Dinny	43.60	Shefflett, George	Overseas Joyce	25.00

To be continued in next issue

SIU Scholarship Fulfills Son's Wish

To The Editor:

This is just a personal note of thanks. We are the parents of Anthony E. Cernosek, scholarship awardee.

I have never written you before but my son did, to thank you. I have never been so grateful to anyone as I am you the SIU. You have helped fulfill Anthony's wish to go to Notre Dame. We could not afford it until you gave him the scholarship.

Thank you again.
Mr. and Mrs. A. B. Cernosek
Galveston, Texas

Grateful To Crew For Aiding Husband

To The Editor:

I would appreciate it very much if you would relay a message to a group of men who were on board the S. S. Ponce on Aug. 19.

My husband, Edmond "Pat" Cain, OS, was severely injured, and I would like to express my thanks to all these men for their thoughtfulness and contribution. I would like to express in particular my thanks to one, "Moose" Drzewicki, and also to: Ed. Puchalski (bosun), Lance Rodriguez, L. Cook, E. Ceccato, Doug Sier, Captain Myrdah, and the Chief Engineer, Chief Mate, Steward and Radio Operator.

Mrs. Pat Cain and
Edmond L. "Pat" Cain
Baltimore, Md.

LETTERS To The Editor

Djakarta Pure Hell, Seafarer Complains

To The Editor:

This is to bring to your attention the situation sailors have to face when their ships visit Indonesia.

In this port of Djakarta, it is pure hell. The Indonesians are stealing the crew and ship blind, they are breaking locks, stealing money, clothing and shoes, mooring lines, and ships gear. They have guards and troops watching everything but they don't seem to see anything except what we sailors are doing.

So please pass the word along in the Log for future ship's crew information.

Jimmy Maxey
Ship's Delegate

English Couple's Son On Express Virginia

To The Editor:

Our son Derrick Lamb is a member of your union and has just finished a round trip on the Express Virginia. My good lady and I take a great delight in reading your newspaper, the Seafarers Log.

It is a pleasure to read about the life of your seamen in America. We think your union is the best in the world. We also thank you for sending the Log as we look forward to it every month.

Mr. and Mrs. Lamb
Leigh-Lanes
England

Praises Senator For Aid to U.S. Fleet

To The Editor:

I recently read a story in the LOG about Senator Russell Long of Louisiana urging the construction of 50 new American-flag ships a year for 10 years.

Senator Long is a great friend of U. S. shipping and has fought hard for a strong merchant marine. He played a major role in keeping MARAD out of the Department of Transportation. The Senator knows that the Merchant Marine is vitally important and has worked hard to pump new life into this important industry.

Frank LaClair

Seafarer Finds Union Forums Educational

To The Editor:

I would like to take this opportunity to say how much I enjoy the new membership forums every morning at the New York Hall.

I think this affords the seamen an excellent chance to express himself on issues concerning the SIU and his job as well as many issues involving the maritime industry that affect a seaman, as well as problems involved with the pension plan, contracts, etc. The forum gives everyone a chance to settle problems and clear up points he might be unclear on.

Mike Warner

Log Feature Recalls Many Memories

To The Editor:

I'd like to say how much I enjoy the series, "Ports of the World," it certainly brings back memories of many places I have visited during my years at sea. This is a very fine series and I am sure it brings back memories for other Seafarers as well.

Jack Reichauer

Fight on MARAD Paid Off, He Says

To The Editor:

I wonder how many of the brothers have stopped to think about the big job our Union and the membership have accomplished in the recent victory to keep the Maritime Administration from being swallowed up in the new Department of Transportation?

That victory is probably the greatest that has been won in recent years in the fight to try to put the American merchant marine in a stronger position. Maybe now we can push ahead until we get the kind of merchant marine that this country needs.

When the SEAFARERS LOG a few issues back printed the names of all the Congressmen and urged us to write them asking that they vote to keep the Maritime Administration out of the new Department it was suggesting a very practical way in which we could all help. Many of the brothers did write to their Congressmen, and the results are proof that it pays to do your bit.

R. B. Kincaid

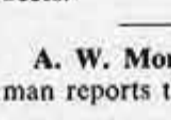
From the Ships at Sea

Add the **Yellowstone** (Rio Grande Transport) to the list of ships on which Seafarers have contributed to the SIU's campaign against inclusion of the Maritime Administration in the Department of Transportation.



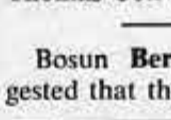
Sessions

Meeting Secretary **R. N. Sessions** reported that all hands agreed to send a cable to their Congressman or Senator urging support for an independent MARAD. Ship's delegate **John J. Miller** sent a cablegram to Sen. Ralph Yarborough of Texas, on behalf of the crew. Seafarer **J. M. Davis** wrote to his Congressman, James Martin of Alabama. His cablegram said in part, "Please do not let them give us away to foreign flags as they have given everything but the Statue of Liberty." Sessions reported a pleasant voyage with no beefs.



Meeting chairman reports that aboard the **Connecticut** (Connecticut Tankers) An oiler and the second pumpman were taken ill and had to leave the ship in Madras, India. The chief cook and the third cook also took sick, he reported.

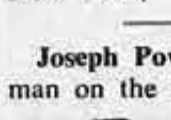
Two replacements were taken on, leaving the ship three men short, Morales writes. A special meeting was held to elect a ship's delegate to replace **William Van Dyck**. **Thomas Cox** was voted the honor.



Bosun **Bernard Kitchens** suggested that the messroom door on **The Steel Navigator** (Isthmian) be locked at all times. **H. Boron**, meeting chairman writes. According to Boron, all hands agreed to have a passkey so that only crewmembers would have access to the messroom. **A. Alfonso**, meeting secretary reports \$6 in the ship's fund. It was requested that the vessel's water tanks be cleaned. Except for some disputed overtime, no beefs were reported at the recent payoff in New York.



Meeting chairman on the **Del Mundo** (Delta), reports that the crew was happy with the job done by the department delegates. A vote of thanks was extended by the crew to **Bobby Statsworth**, ship's delegate, **Richard Hopkins**, Deck delegate, **Le Roy Moore**, Engine delegate and **Harry Hammond**, Steward department delegate. The Steward department did an outstanding job, Powers writes. The ship's fund totals \$97.39. Statsworth, who doubles as meeting secretary, reports that the ship is on the West African run and everything is going well.



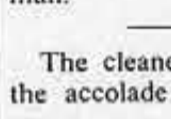
Seafarers who signed on for the recent voyage of the **Rambam** (American Bulk) will be given eight days retroactive pay at the payoff in Houston, Dec. 22. **Andrew P. Purdy**, ship's delegate, informed the LOG. Seafarers will also receive a flat draw when the ship hits Madras. **D. L. Ricketts**, meeting secretary, writes that there are no beefs or disputed overtime as the ship heads for Karachi. The crew has been asked to help conserve water, according to **J. G. Lakwyk**, meeting chairman.

The cleanest ship in port was the accolade paid to the **Southwestern Victory** (Delta) after a recent voyage. Meeting Secretary **M. Greenwald** reported. Greenwald reports that the Seafarers had plenty of good words for Captain **Rose**, who "treated the men very square." Greenwald reported to the LOG. **Edward Adams**, meeting chairman reported that the bosun aboard the vessel did an outstanding job. There was some disputed overtime but it was a good trip, Adams writes.



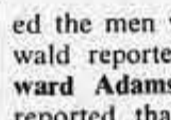
Adams

The **Steel Recorder** (Isthmian) recently completed a round-the-world trip without a single hour of disputed overtime or even minor beefs. Meeting Chairman **J. Howison** reports that the captain and officers came in for a vote of thanks from Seafarers for their fine cooperation during the voyage. Chief Steward **Angel Seda** and the entire steward department were given a vote of thanks by the crew. Ship's Delegate **Byron Barnes** reported that the Seafarers who operated the movie projector received a vote of thanks from the crew. **Charles Palmer**, deck delegate, and his fellow Seafarers in the engine and steward departments, **Clarence Ayers** and **Alli Nasroen** all did an outstanding job. The only thing that marred the voyage was the hospitalization of two men in Bangkok.



Palmer

Crewmembers on the **Del Monte** (Delta) had to get along without hot water in New Orleans while repair work was performed on the boiler. **Howard Menz**, meeting chairman reports. Seafarers discussed the problem of some crewmembers leaving the washing machine on after use and decided to get a timer. The ship's fund is down to \$2. **Albert Espeneda**, treasurer, reported.



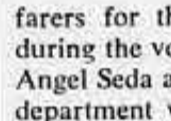
Webb

Meeting chairman on the **Chatham** (Waterman) writes that **Robert Kelley** was elected ship's delegate. Kelley's first task was to see about getting the washing machine fixed. Meeting Secretary **Roy Hodges** reported. Except for a few hours disputed overtime in the Deck department, the crew had no major disputes as they left La Harve for a New Orleans payoff.



Wolfe

A request was made to Seafarers in each department of the **Young America** (A. L. Burbank) to make sure they keep the laundry room and slop sink in shape when it is their week to cleanup. Meeting Chairman **Cleveland R. Wolfe** reported. **Calvin Smith**, meeting secretary, reports **Thomas Robinson** has assumed the duties of ship's delegate. No beefs have been reported.



Corns

the ship's delegate on the **Steel Flyer** (Isthmian) writes that **A. MacDonald**, an AB, was hospitalized in Kobe, Japan with a bad back. The crew wished him a speedy recovery. Meeting Chairman **K. Ryan** reports that Corns requested an envelope be placed in the chart room for men wishing to have mail sent ashore in the Canal Zone. **J. Nagy**, meeting secretary reports that Seafarers stranded in Yokahama during the typhoon will be given financial aid.



Nagy

Editor,
SEAFARERS LOG,
675 Fourth Ave.,
Brooklyn, N. Y. 11232

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

NAME

STREET ADDRESS

CITY STATE ZIP

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

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CITY STATE ZIP

FINAL DEPARTURES

Thomas Blackledge, 64: Seafarer Blackledge died of a heart ailment on Aug. 18, at the U. S. Public Health Service Hospital in New Orleans. Blackledge sailed in the Steward department. Born in Mississippi, he joined the SIU in the port of New Orleans and made his residence in Paradis, La. On SIU pension at the time of death, his last vessel as the Del Valle. He is survived by his wife, Aureola. Burial was in Minninite Cemetery, Des Allemands, La.

Cloise Coats, 54: Brother Coats died in New Orleans, Aug. 18, from emphysema. He sailed in the Engine department. Brother Coats was born in Neshoba, Mississippi, and lived in Greenwood, Miss. He joined the SIU in the port of New Orleans. His last vessel was the Norina. Surviving is his mother, Mrs. Bardie Coats of Greenwood. Burial was in Union, Miss.

Phillip Colca, 59: Seafarer Colca died Sept. 2 in New Orleans. Colca was born in Louisiana and joined the union in New Orleans where he made his home. He sailed in the Deck department and last shipped on the Del Sud. Seafarer Colca was an SIU pensioner at the time of death. Surviving is his sister, Mrs. Lena Darato of New Orleans. Burial was in New Orleans.

Frank Gibson, 39: Brother Gibson died in Temple Hospital, Philadelphia, Pa., Aug. 31, from a disease of the nervous system. He was born in Philadelphia and joined the SIU in that port. A lifetime resident there, he is survived by his wife, Dorothy. Gibson was employed by the Precision Aluminum Products Co. He was an Army veteran. Burial was in Philadelphia.

Veikko Annala, 52: A heart ailment claimed the life of Brother Annala on Feb. 13, in New York City. A bridge tender for the Penn R. R., he joined the union in New York City. Born in Vermont, he was a resident of Mastic, N. Y. Surviving is a daughter, Linda. Burial was in Long Island National Cemetery, Pinelawn, N. Y.

George Reier, 71: Seafarer Reier died on Feb. 17 in Baltimore, Md. A member of the Deck department, Brother Reier sailed as a bosun. He was born in Baltimore and joined the SIU in the port of Philadelphia. Reier last sailed on the Edith and was on SIU pension at the time of his death. Seafarer Reier was buried in Baltimore.

Benjamin Baum, 65: A circulatory ailment claimed the life of Brother Baum on August 1st at the Cooper Hospital in Camden, N. J. He joined the union in the port of Philadelphia. Born in Fairfield, N. C., he lived in Camden with his wife, Phoebe. Baum was employed as a tugboat captain by the Marine Towing Co. He was on an SIU pension at the time of his death.

Keith Pierce, 38: Brother Pierce died accidentally in Bathurst, Gambia, on Dec. 3, 1965. An oiler, he joined the SIU in the port of Seattle, Wash. Pierce was born in California and resided in Redlands, Calif. He was a veteran of the Navy, serving from 1944 to 1948. He was sailing on the Del Mundo at the time of death. Surviving are his father and step-mother, Mr. and Mrs. Charles Pierce of Redlands, Calif.

Two Nags Quoted at \$17,000 Each Hosted By SIU Crew Aboard Detroit



Two of the 23 horses brought to New York from Puerto Rico by the SIU-contracted Detroit, wait to be removed from the ship at Port Elizabeth. Ropes can be seen attached to their stalls. The horse on right waits patiently while his buddy polishes off some hay.

A pair of \$17,000 horses were among the cargo carried recently by the SIU-manned Detroit (Sea-Land) on a trip from Puerto Rico. The horses were enroute to New York to perform in the National Horse Show in Madison Square Garden.

A total of 24 horses were unloaded at Port Elizabeth. They were cared for by a handler who accompanied them on the voyage. Ferdinand Pueto, who sails in the Steward dept., told the LOG that the horses showed a tremendous appetite for apples and many aboard the vessel took great delight in feeding the animals.

The animals are show horses who perform an assortment of tricks. The two \$17,000 horses are jumpers, including one called "Black Mist," a 17-year-old veteran of a number of horse shows. They were kept on the Detroit's deck along with the ship's cargo.

When the ship docked at Port Elizabeth, ropes were fastened to the stalls they were kept in and the horses were carried off the ship where they were placed on vans parked on the dock.

SIU ARRIVALS

James Williams, born February 6, 1966, to the Charles Williams, Norfolk, Va.

Laura Peterson, born September 9, 1966, to the Henry J. Petersons, Mobile, Alabama.

Iris Antoinette Wilson, born September 17, 1966, to the Orie A. Wilsons, Mobile, Alabama.

Michelle Ann Simmons, born August 2, 1966, to the Edwin R. Simmons, Gretna, Louisiana.

Ivy Marie Goldfinger, born to the Nathan Goldfingers, New Orleans, La.

Howard Gibson, born August 1, 1966, to the Howard Gibsons, Jr., Virginia Beach, Va.

Kimberly Blan, born April 19, 1966, to the Jerry W. Blans, Kin- blyville, Texas.

Ricky Paul Mouton, born October 30, 1965, to the Nathan J. Moutons, LaMarque, Texas.

Nancy Cann, born October 22, 1965, to the James Canns, Brooklyn, N. Y.

Bernadette Artificio, born October 2, 1966, to the Michael A. Artificios, Jersey City, N. J.

John Richards, born July 29, 1966, to the John W. Richards, New Orleans, La.

Danna Blaine Archie, born September 7, 1966, to the James B. Archies, Baltimore, Md.

John Patrick Ryan, born September 27, 1966, to the John P. Ryans, Pottsville, Pa.

Consuelo Marquez, born August 23, 1966, to the Felix Marquez's, Bronx, N. Y.

Jeffrey Johnson, born December 13, 1965, to the Elwood E. Johnsons, Jr., Sunbury, Pa.

Michelle Marie, born September 4, 1966, to the James Mitchells, Mahanoy City Pa.,

Norma Jean Beech, born October 9, 1965, to the Riley Beech's, State Line, Miss.

Robert J. Harper, born August 24, 1966, to the Robert Harpers, Blackwood, N. J.

Denise Martine, born September 24, 1966, to the Julian C. Martins, Bay City, Mich.

PERSONALS

Edward Atkins
Please contact Van H. Hendrix of the law firm of Newton B. Schwartz, 500 Branard, Houston, Texas, as soon as possible in regard to an urgent matter.

Albert H. Schwartz
Please contact Pauline F. Schwartz, P.O. Box 966, Midland, Texas 79701, as soon as possible.

John C. Rounds
Please contact your sister, Faith Rounds Young regarding your mother's will as soon as possible.



ANNUAL REPORT

For the fiscal year ended April 30, 1966

UNITED INDUSTRIAL WORKERS OF NORTH AMERICA WELFARE FUND

275 20th Street, Brooklyn, N. Y. 11215

to the

SUPERINTENDENT OF INSURANCE

of the

STATE OF NEW YORK

The data contained herein is for the purpose of providing general information as to the condition and affairs of the fund. The presentation is necessarily abbreviated. For a more comprehensive treatment, refer to the Annual Statement, copies of which may be inspected at the office of the fund, or at the New York State Insurance Department, 123 William Street, New York 38, N.Y.

EXHIBIT B-1

SUMMARY STATEMENT OF ASSETS AND LIABILITIES¹

As of April 30, 1966

(Name of plan) United Industrial Workers of North America Welfare Fund
(Address of plan's principal office) 275-20th Street, Brooklyn, N.Y. 11215

ASSETS²

	Column (1)	Column (2)	Column ³ (3)
1. Cash		\$100,571.25	
2. Bonds and debentures			
(a) Government obligations	\$ 45,768.47		
(b) Nongovernment bonds	—0—		
(c) Total bonds and debentures ..	45,768.47		NOT
3. Stocks			APPLICABLE
(a) Preferred	—0—		
(b) Common	—0—		
4. U.S. Treasury bills at cost	43,984.34		
5. Real estate loans and mortgages ..	—0—		
6. Operated real estate	—0—		
7. Other investment assets		89,752.81	
8. Accrued income receivable on invest- ments		—0—	
9. Prepaid expenses		—0—	
10. Other assets			
(a) Furniture & fixtures	555.70		
(b) (Less: 100% reserve)	—0—		
(c)		—0—	
11. Total assets		<u>\$190,324.06</u>	

LIABILITIES AND FUNDS

12. Insurance and annuity premiums pay- able	—0—		
13. Reserve for unpaid claims (not cov- ered by insurance)	—0—		
14. Exchanges	7,911.55		
15. Accrued payrolls, taxes and other ex- penses	—0—		
16. Total liabilities		7,911.55	
17. Funds and reserves			
(a) Reserve for future benefits and expenses	182,412.51		
(b)	—0—		
(c)	—0—		
(d) Total funds and reserves....		182,412.51	
18. Total liabilities and funds		<u>\$190,324.06</u>	

¹ Indicate accounting basis by check: Cash Accrual . Plans on a cash basis should attach a statement of significant unrecorded assets and liabilities. See attachment.

² The assets listed in this statement must be valued in column (1) on the basis regularly used in valuing investments held in the fund and reported to the U. S. Treasury Department, or shall be valued at their aggregate cost or present value, whichever is lower, if such a statement is not so required to be filed with the U. S. Treasury Department (Act, sec. 7 (e) and (f) (1) (B). State basis of determining the amount at which securities are carried and shown in column (1): Cost.

³ If A (2) in item 13, PART III is checked "Yes," show in this column the cost or present value, whichever is lower, of investments summarized in lines 2c, 3a, and 3b, if such value differs from that reported in column (1).

EXHIBIT B-2

SUMMARY STATEMENT OF RECEIPTS AND DISBURSEMENTS

For year ending April 30, 1966

(Name of plan) United Industrial Workers of North America Welfare Fund
(Address of plan's principal office) 275-20th Street, Brooklyn, N.Y. 11215

RECEIPTS

1. Contributions		
(a) Employer (Schedule attached)	\$448,222.60	
(b) Employees	—0—	
(c) Other (Specify)	—0—	
2. Interest, dividends, and other investment net income	2,066.35	
3. Gain (or loss) from disposal of assets, net	—0—	
4. Dividends and experience rating refunds from insur- ance companies	—0—	
5. Other receipts		
(a)	—0—	
(b)	—0—	
(c)	—0—	
6. Total lines 1 to 5, inclusive	<u>450,288.95</u>	

DISBURSEMENTS

7. Insurance and annuity premiums paid to insurance companies for participants benefits		—0—
8. Benefits provided other than through insurance car- riers or other service organizations		281,885.47
9. Administrative expenses		
(a) Salaries (Schedule 1)	\$ 44,929.20	
(b) Fees and commissions	7,431.21	
(c) Interest	—0—	
(d) Taxes	3,352.52	
(e) Rent	1,820.51	
(f) Other administrative expenses	19,373.88	76,907.32
10. Other disbursements		
(a) Trustees' meeting expense	454.93	
(b) Travel	61.62	516.55
11. Total lines 7 to 10, inclusive		359,309.34
12. Excess (deficiency) of receipts over disbursements (line 6, less line 11)		90,979.61

RECONCILIATION OF FUND BALANCES

13. Fund balance at beginning of year	91,432.90
14. Excess (deficiency) of receipts over disbursements (line 12)	90,979.61
15. Other increases or decreases in funds	
(a) Net increase or decrease by adjustment in asset values of investments	—0—
(b)	—0—
(c)	—0—
16. Fund balance end of year	<u>\$182,412.51</u>

UNITED INDUSTRIAL WORKERS OF NORTH AMERICA WELFARE PLAN

ATTACHMENT TO ANNUAL REPORT—FORM D-2
FOR THE YEAR ENDING APRIL 30, 1966

Item Number 1

United Industrial Workers of North America Plan is identified with the United Industrial Workers of North America of the Seafarers International Union of North America, Atlantic, Gulf, Lakes and Inland Waters District, AFL-CIO and its various contracted employers.

EXHIBIT B-1—Line 2(a)

These bonds are held by state agencies to secure the Fund's liability to pay the disability benefits under the Plan.

Statement of Significant Unrecorded Assets and Liabilities

ASSETS

Contributions receivable	\$169,330.02
Accrued interest receivable	484.38
	<u>\$169,814.40</u>

LIABILITIES

Expenses payable	\$ 12,296.12
Benefits payable	55,614.48
	<u>\$ 67,910.60</u>

ANNUAL REPORT OF THE

UNITED INDUSTRIAL WORKERS OF NORTH AMERICA
WELFARE FUND

STATE OF NEW YORK
COUNTY OF KINGS } ss.
FREDRIK B. PAULSEN and AL KERR

Trustees of the Fund and
being duly sworn, each for himself deposes and says that this Annual Report is true to the best of his informa-
tion, knowledge and belief.

Employer trustee:
Fredrik B Paulsen

Employee trustee:
Al Kerr

Others (Indicate titles):

Subscribed and sworn to before me this

27TH day of SEPTEMBER

1966

Harold J. Maher

HAROLD J. MAHER
Notary Public, State of New York
No. 24-7474350
Qualified in Kings County
Commission Expires March 30, 1967

The Last Cabinet Meeting of President Kennedy



PRESIDENT John F. Kennedy's last Cabinet meeting took place on October 29, 1963, slightly less than a month before he was felled by an assassin's bullet in Dallas, Texas.

What was on President Kennedy's mind at that time and what was discussed at that last Cabinet meeting? Doodled notes he made on a scrap of note paper during the meeting and recently made public give us some new insights into his thoughts and concerns during this last month of his life.

Prominent on the page is a rough sketch of a sailboat—attesting to the fact that JFK's lifelong love of ships and sailing was then, as always, in his thoughts. The bulk of the page however is taken up with more weighty matters.

The word "Poverty" appears no less than six times at the bottom of the page—showing that

the problem of alleviating the plight of the nation's underprivileged was already receiving active consideration. The War on Poverty was being planned.

Most of the page is taken up with another pressing issue of the time however—the then-upcoming Russian grain purchases and the application of Public Law 480 (50-50 Law) for any shipments of U.S. grain to Soviet-bloc nations.

Careful observation shows the word "Wheat" several times, once enclosed within the rough outline of a ship and in close conjunction with the word "Canadian." The names "Continental" and "Cargill" appear. These are the two biggest U.S. grain trading firms authorized to handle the U.S.-Soviet wheat deal. "P.L. 480" is heavily circled on the page. Many numbers appear, representing the amount of wheat the Soviets were expected

to purchase, the latest price of wheat, and the amount of wheat normally exported by the U.S.

With this in mind, a complete picture of what these hastily scribbled notes really represent can be learned by referring to back issues of the SEAFARERS LOG for late 1963 and early 1964.

Because of a disastrous crop failure in Russia and Soviet-satellite nations in 1963 they were forced to seek grain from the free world to get them through the winter. Massive purchases were made from Canada and Australia, but they needed still more and approached the United States. In agreeing to the sale of U.S. grain to the Soviet-bloc, Kennedy stipulated that the "wheat we sell to the Soviet Union will be carried in available American ships, supplemented by ships of other countries."

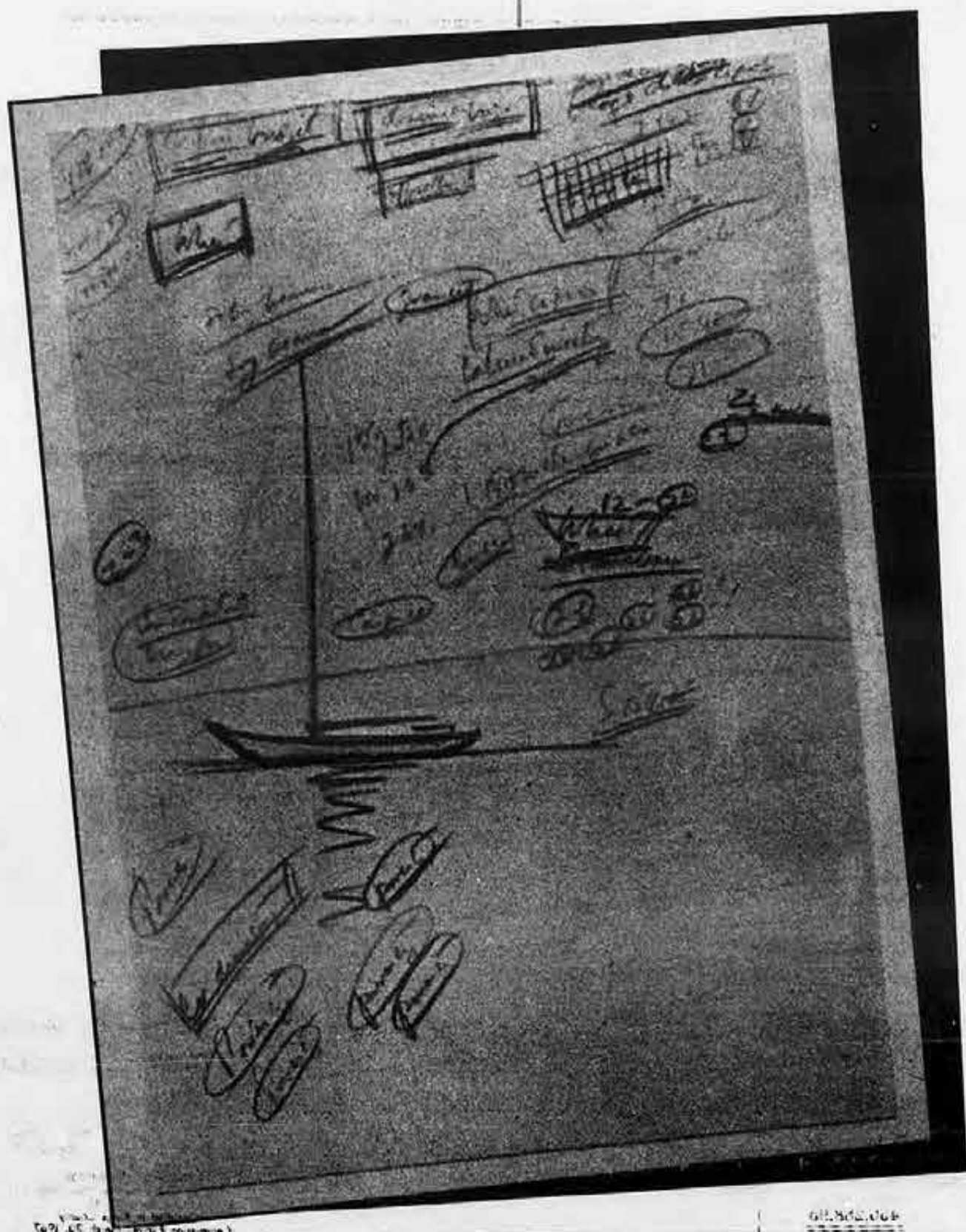
This was a re-affirmation of Public Law 480 which authorized the disposal of surplus farm products under the Food For Peace program. The law provided that at least 50 percent of such sales must be carried in American-flag bottoms, although various government agencies, most notably the Department of Agriculture, had consistently ignored the law in spite of vigorous protests from the SIU and other maritime unions.

In spite of President Kennedy's clearly stated intentions, the dictums of P.L. 480 were again ignored in the U.S. Soviet wheat deal and foreign bottoms began grabbing up the vast majority of grain cargoes while the American-flag fleet, which was legally entitled to these cargoes, was ignored. This came about mainly through the maneuverings of Cargill, Inc. and Continental Grain Co. the biggest U.S. grain exporters—aided by U.S. government agencies.

Under the terms of the U.S.-Soviet wheat deal, these grain traders were to offer the Soviets a price for wheat covering all costs, including shipping arrangements. As they had done in the past, they immediately used every strategy in the book to violate the law in order to increase their already huge profits. Wherever they could, they refused to ship in American bottoms, even when offered rates well within the guidelines set up by the Maritime Administration. In other cases they applied for waivers of the P.L. 480 50-50 provision and were granted such waivers by U.S. Government agencies. In other cases they re-routed ships and grain in such a way that American-flag vessels found it impossible to load cargoes profitably.

The situation was finally brought to a head by a joint stand adopted by the AFL-CIO maritime unions that culminated in a refusal by the International Longshoremen's Union to load any Soviet-bound wheat shipments until the Government gave iron-bound assurances that the provisions of the 50-50 Laws would be adhered to. As usual, maritime labor had to fight every inch of the way before it could achieve even those rights which the U.S. merchant marine was supposedly assured by law.

Many of these events occurred after the Kennedy assassination. But the problem was obviously already on his mind during that last Cabinet meeting.

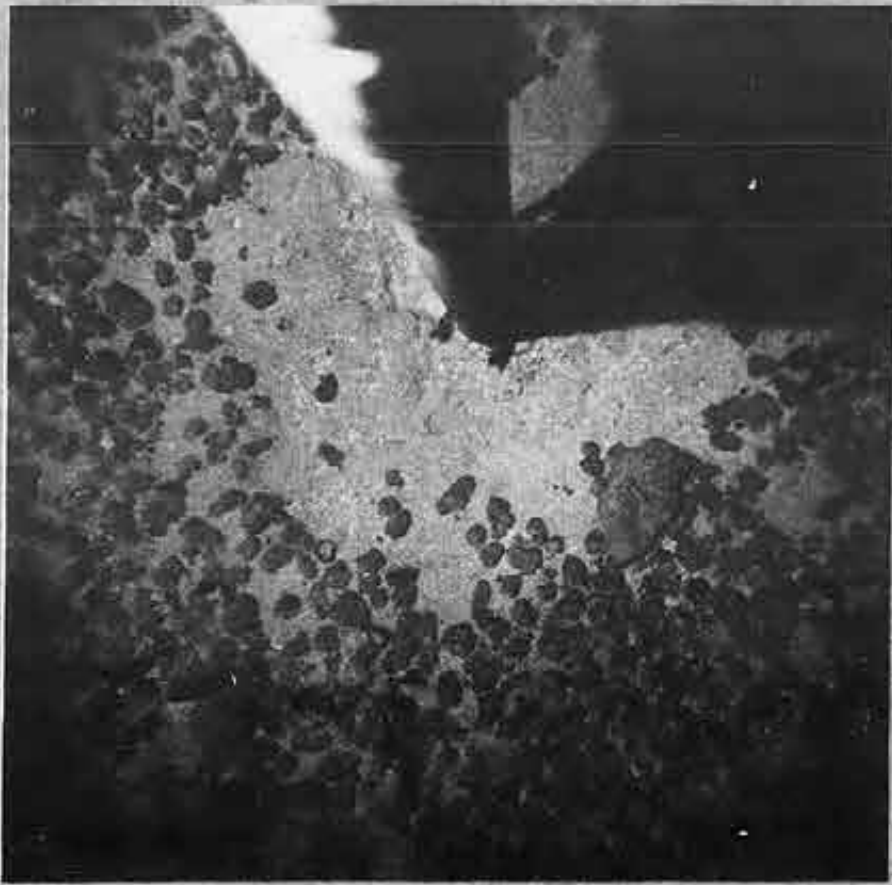


Handwritten note by President Kennedy, October 29, 1963.

Illustration of a young boy writing.

Illustration of a young boy writing.

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



Seafarers on R/V Robert Conrad helped scientists conduct geological studies. In photo at left, a core head bores into the ocean bottom.



G. Gopac helped turn out excellent chow during the voyage.



Among the Seafarers who helped keep the engine room going were, Ed La Roda, William Barnes and Mike Smith. Ship had latest equipment.



Chuck Hubbard, chief engineer, shows daughter a rock sample.



G. Gopac is all packed and set for some shore leave after a long trip.



Bill Barnes bought this leather alligator during Panama shore leave.

EXPLORING the MYSTERIES of the SEA



Mrs. Phyllis Epstein and children enjoy a visit to the Robert Conrad.



Union rep. E. B. McCauley looks on as E. La Roda shows LOG to visitor.



A member of steward department was N. Orencio.



Talking over voyage are, George Dickinson, J. Ocean, and M. Smith.



George Dickinson, James Nelson and Jeff Ocean sailed in the deck dept.

The R/V Joseph Conrad recently docked in New Jersey after a geological research mission that took the vessel and her SIU-manned crew two and a half times around the world. The voyage, which was sponsored by Columbia University and the Lamont Geological Institute, involved taking core samples from the ocean bottom to determine the composition of its sediment. To accomplish this, scientists drilled core heads into the ocean floor and extracted samples which they hope will be helpful in unravelling many of the mysteries of the sea and the universe.

During the course of the research voyage the Conrad visited such places as Bermuda, Jamaica, Mexico, Tahiti, British Columbia and some remote Pacific Islands.

A wide variety of scientific equipment was placed in the engine room of the Conrad and Seafarers aboard the vessel aided scientists in keeping the delicate gear in top-notch condition.

Many Seafarers aboard the Conrad took advantage of the good fishing to be had during the course of the voyage. Seafarers as well as the scientists aboard the vessel praised the steward department for the excellent chow that they turned out. In all it was a very "cool trip" as one Seafarer pointed out as the vessel was entirely air-conditioned and many Seafarers aboard the vessel said that they found the research mission to be more interesting than the conventional voyage aboard a tanker or freighter.



Leslie Chase, AB, sailed nine months on the R/V Anton Brunn.



Chief Scientist Robert Laydon checks on valuable core heads.



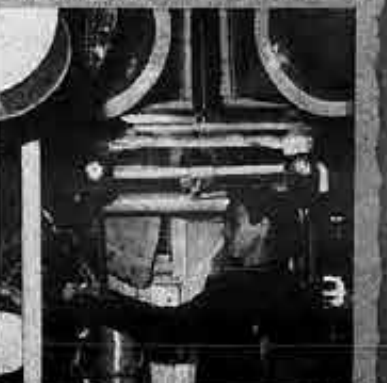
Coming up stairs is Willie Grant who ships in steward dept.



The R/V Robert Conrad attracted a large crowd of visitors from nearby area when it arrived in New Jersey after a voyage of over 54,000 miles.



Louis Lamphere goes over stores in ship's galley.



Bill Barnes gives final check to vessel's engine department.