

"... The wheat we sell to the Soviet Union will be carried in available American ships, supplemented by ships of other nations ..."

Statement By The President Of The United States, October 9, 1963

SIU, ILA SPARK FIGHT FOR 50-50; BOYCOTT HITS RED GRAIN SHIPS

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US Nixes Subsidy Assist For Domestic Ship Co's

WASHINGTON—Undersecretary Clarence D. Martin, Jr. stressed the Commerce Department's opposition to Federal subsidies as an aid to construction of new US vessels for domestic operations in testimony last week before the Senate Merchant Marine and Fisheries Subcommittee.

In place of subsidies, Martin recommended an acceleration of the vessel exchange program as a means of replacing vessels in the domestic fleet.

Martin, who is Undersecretary of Commerce for Transportation, testified as the Senate group resumed hearings last week on two proposals sponsored by Sen. E. L. (Bob) Bartlett (D-Alaska) to aid domestic ship construction.

Under the Bartlett bills, S. 1773 calls for a direct subsidy on construction of new US vessels for domestic operations up to a ceiling of 55 percent. The subsidy could go as high as 60 percent in the case of reconstruction or conversion.

The other measure (S. 1774) would allow construction in foreign yards, if carriers in the domestic trade are denied direct

subsidy or if no action is taken by the Secretary of Commerce on a subsidy application within six months.

Testifying before the subcommittee in opposition to subsidies for vessels in the domestic trades, Martin contended that such Government aid would shift part of the burden of the cost of transportation services from the user of such services to the taxpayer.

In urging greater use of the trade-in program, he claimed that by converting and modernizing reserve fleet ships, a vessel with a new mid-body might be good for 15 or even 25 years, the same life expectancy of a new ship. He suggested that Congress extend the trade-in program, which is scheduled to expire next year.

He also urged Congress to pass a bill which would enable Great

Lakes operators to participate in the trade-in program.

Four SIU-contracted companies (Continued on page 13)

Dues Hike Balloting Concludes

NEW YORK—Voting on a referendum to increase dues ended in all ports on February 18. The secret ballot, which began on Monday, January 20, was conducted in accord with the provisions of the constitution and the report of a six-man rank-and-file committee.

Another six-man committee will be elected at headquarters here to conduct the tallying and certify the results. Election of that committee is scheduled for February 24.

Balloting on the proposed increase was conducted in accord with the SIU constitution, which provides for the election of a rank-and-file polls committee each day in all ports where voting is being conducted.

The proposal for a dues increase was originally adopted in the form of a resolution made at a regular membership meeting at headquarters on December 2. It was then carried at subsequent meetings in Houston, New Orleans, Philadelphia, Baltimore and Mobile.

A six-man committee was elected at headquarters on December 13 to study the proposal and prepare a report with its recommendations, including voting procedures for a secret referendum ballot of the SIU membership.

In the report which the committee issued, applicable provisions of the constitution were cited, and the committee found that the dues increase had been accepted by the membership, subject to a secret ballot referendum. The committee report was adopted at all ports on December 16 at special meetings.

The resolution proposes an increase in dues of \$10 per quarter from the present \$20 to \$30 per quarter, effective January 1, 1964.

Protest Over Trusteeship Brings Canada Indictment

MONTREAL—Fourteen officials and rank-and-filers of the SIU of Canada, including President Hal C. Banks, have been arraigned here by the Canadian government on charges of conspiracy stemming from a peaceful protest held before Parliament last October by some 2,000 Canadian Seafarers.

The protest was an appeal against the government takeover of five Canadian maritime unions, including the SIU.

Last fall's controversial action by the Canadian government imposing a trusteeship over the Canadian maritime unions arose out of efforts to supplant the SIU of Canada and destroy a ten-year collective bargaining relationship between the SIU of Canada and Upper Lakes Shipping Ltd.

Longshoremen Fined
Meanwhile, in Chicago, the National Labor Relations Board has asked a US District Court to order Longshoremen's Local 418 to turn over all money in its treasury to apply to a fine. The fine is the result of the continuing refusal by members of the ILA local to load grain on Upper Lakes ships. The longshoremen have refused to handle the company's vessels because the company is using scab

crewmembers of the Canadian Maritime Union in place of SIU crews.

The fine totals \$42,800. An attorney for Grain Elevator, Flour and Feed Mill Workers Local 418 said the local had only about \$10,000 in its treasury and would be out of business if it were forced to pay the fine. A Federal judge has also threatened to jail all members of the local union for refusing to handle Upper Lakes ships.

The arraignments of the Canadian SIU members and officials in Montreal charge the 14 with conspiracy to persuade SIU members to leave their ships to take part in the protest of the Government's action, in violation of Canadian laws against desertion. The laws come under the Canada Shipping Act, which is modeled on the British Merchant Shipping Act dating back to the days of Queen Victoria. Many sections of the Act restricting seamen's civil rights, including penalties of hard labor, were taken over bodily.

Hospital First For Erie Tugmen



Deckhand Walter Lastar became the first SIU tugman in the Erie-Lackawanna railtug fleet to collect SIU hospital benefits during recent visit to Staten Island USPHS hospital by Welfare Rep. John Dwyer (left) and Headquarters Rep. Ed Mooney. Deckhands in the E-L fleet voted for the SIU Railway Marine Region over the Teamsters in balloting last fall.

President's Report



By Paul Hall

The sale of wheat to the Russians will no doubt be long remembered as the classic example of the manner in which Federal Government agencies have been following a policy that would destroy the American merchant marine. Their shocking disregard of US maritime needs, and their unmistakable preferential treatment of foreign-flag shipping, has never been more clearly evidenced than in the handling of the wheat shipments to Russia.

From the time last October when the late President Kennedy pointed out that the wheat shipments were to be "carried in available American ships, supplemented by ships of other countries as required," we have witnessed a disgusting display of manipulation, double talk, empty promises and downright deceit by the Government agencies involved. This reached the point where the policies expressed by President Kennedy were completely reversed in actual practice, and the shot-in-the-arm which the Russian wheat sales were to give the US shipping industry developed instead into a devastating shot-in-the-back.

Our actions over the years in defense of the American merchant marine have often been characterized by Government people as the irresponsible actions of the unions. But the wheat shipment fiasco, for which the Government agencies are clearly responsible, has put the problem into sharp focus—and it is the Government agencies which are revealed as irresponsible, and derelict in their obligation to protect American shipping.

From the Government's original intent that virtually all of the wheat shipments were to be made in American vessels, the extent of US ship participation was whittled down by Maritime Administration regulations to the point where at least 50 percent of this cargo was to be transported on ships flying the American flag. But the grain broker, the Continental Grain Company, obviously had no intention of carrying out this requirement, and it was aided and comforted by the knowledge of the Government agencies' disinterest.

So the grain company proceeded to tailor the guidelines and shipping requirements for the transport of the cargo in such a fashion that the US ships were neatly eased out of the picture. First off, in assigning the first 200,000 tons of the one-million-ton sale, the grain company disposed of this tonnage completely aboard foreign-flag ships before it even gave American shipping an opportunity to bid for the cargoes. Then, after arranging for some 210,000 tons to be shipped on American vessels, Continental Grain asked the Maritime Administration to waive some 280,000 tons which should have gone on American ships and allow shipment on foreign vessels. This is where the SIU, the ILA and other segments of the maritime industry really began to holler about this obviously unconscionable manipulation. And the unions

struck hard at the Government agencies' position. We indicated in unmistakable terms that the sabotaging of American shipping and its rights was justification for an all-out fight to determine once and for all whether the Government agencies were going to continue as active allies of the enemies of the American merchant marine who were set upon its destruction.

As a result of our fight we immediately saw a denial of certain waivers and the awarding of cargoes to American ships that increased US shipping's share of the wheat cargoes from 21 percent to 38 percent. This is a substantial change although still less than the minimum 50 percent which we are determined to achieve in the interests of the American seaman and the American shipping industry, and which is also in the interests of our nation's security.

And this is but one chapter in the story of the fight for the preservation of American seamen's jobs and the vitally-needed American-flag ships which are an essential element of our nation's security. There will be more to report as our fight continues.

SEAFARERS LOG

Feb. 21, 1964 Vol. XXVI, No. 4



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Published biweekly at the headquarters of the Seafarers International Union, Atlantic, Gulf, Lakes and Inland Waters District, AFL-CIO, 675 Fourth Avenue, Brooklyn 32, NY. Tel NYacloth 9-4400. Second class postage paid at the Post Office in Brooklyn, NY, under the Act of Aug. 24, 1912.



Seafarer A. (Frenchy) Fruge signs voting roster while rank-and-file balloting committeemen in Houston look on. Scene was during last week's voting in the Texas port on the dues increase proposal. Committeemen (l-r) are Tom Cummins, Burnell Butts and Bill Mitchell.

SIU, ILA Spark 50-50 Showdown

Summary Of Unions' Demands For Enforcement Of 50-50

BAL HARBOUR—The following are the key points of a set of proposals presented yesterday by the maritime unions to Secretary of Labor W. Willard Wirtz, which are designed to prevent bypassing of the requirement that 50 percent of the Russian wheat and other shipments be transported on American-flag vessels:

- That immediate steps be taken by Federal agencies to instruct Continental Grain Company to recharter vessels to provide that a minimum of 50 percent of Russian wheat shipments be carried on American ships.
- That Cargill Grain Company be instructed that a minimum of 50 percent of the 700,000 tons of wheat it has sold to Russia be shipped on American vessels.
- That any grain company doing business with the Soviet or its satellites should be bound by a 50 percent minimum requirement for US ship participation.
- That Government departments and agencies enforce the 50-50 provisions of the Cargo Preference Act as the minimum and not the maximum share to be carried on US ships, as intended by the Act.
- That Government departments and agencies be prohibited from granting any waivers that would violate principles set forth in this document.
- That machinery be established for prompt redress of grievances or complaints by any maritime union or ship operator concerning violation of the principles incorporated in this document.
- That an industry-wide meeting be called immediately by the Departments of Commerce, Agriculture and Labor to develop procedures for implementing the unions' proposals.

Boycott Hits Red Wheat Ships; Sea Unions Adopt Joint Stand, Fight For Fair Share Of Cargo

BAL HARBOUR, Fla.—The fight spearheaded by the SIU and the International Longshoremen's Association to end shortchanging of US ship participation in Russian wheat shipments and other cargoes culminated yesterday in a set of proposals which the maritime unions presented to Labor Secretary W. Willard Wirtz at a meeting here.

The proposals, which were presented by ILA President Thomas W. Gleason, expressed the joint position of Gleason, SIU President Paul Hall and NMU President Joseph Curran, and offered a means of resolving the current dispute over Russian wheat shipments, which has resulted in an ILA refusal to handle all such cargoes.

The basic nature of the dispute was summed up earlier by Hall. As head of the AFL-CIO Maritime Trades Department, he denounced the Government agencies for allowing the grain companies selling wheat to the Soviet Union to manipulate

procedures so as to avoid shipping 50 percent of the grain on American ships.

"We're sick and tired of the President of this country enunciating programs and policies and giving assurances, only to have them negated by some irresponsible heads of agencies," Hall said.

Hall and Gleason, along with President Jesse Calhoun of the Marine Engineers Beneficial Association, threatened several weeks ago to "take appropriate action" if the Maritime Administration went through with a plan to waive substantial American ship participation in the wheat shipments. At subsequent meetings with the MA and other Government agency representatives, Hall scored the manipulative practices of the grain companies in awarding cargoes, and Gleason said that unless 50-50 was observed in the wheat shipments longshoremen would not load the cargoes.

As a result of the unions' stand, the Maritime Administration rejected waiver requests that would

limit American-flag participation to 21 percent, but allowed sufficient waivers to cut the US share to 38 percent, instead of the minimum 50 percent.

As Hall and Gleason had indicated earlier, the whole issue of the wheat shipments was then placed before the Maritime Trades Department Executive Board meeting which began here a week ago on February 14. At the meeting, the MTD Executive Board adopted unanimously a resolution supporting the ILA in its refusal to "load grain for shipment to the Soviet Union in violation of the clear-cut policy announced by the White House."

Meany Backs Stand

AFL-CIO President George Meany later announced that he was in complete accord with the MTD's efforts to protect the interests of American seamen and shipping.

After the MTD resolution was adopted, Gleason announced that he had advised ILA representatives in the various ports that since the Government had not followed through on the 50 percent policy, all loading of grain for Russia would be halted "until an agreement is worked out with the proper Government agencies." Assistant Secretary of Labor James Reynolds was assigned to the dispute and met with Hall and Gleason. The meetings failed to produce any satisfactory results.

Subsequent discussions between Hall, Gleason and Curran led to the adoption of the joint proposals submitted to Sec. Wirtz yesterday. As the LOG went to press, discussion on the proposals was continuing.

The proposals are designed to guarantee American vessels at least half of all the wheat shipments to Russia and its satellites. It also seeks rigid enforcement of the Cargo Preference Act so that American ships would get 50 percent of all Government-generated cargoes reserved for them as a minimum—not as a maximum as in the past. The unions further called for strict controls to prevent manipulation of cargoes by the grain brokers in favor of foreign-flag shipping and urged the prompt establishment of machinery to assure that such controls and agreements are not violated.

MTD Blasts Anti-Union Agriculture Dept. Policy

BAL HARBOUR, Fla.—The AFL-CIO Maritime Trades Department declared an all-out drive last week to oust Orville S. Freeman as US Secretary of Agriculture, based on the anti-labor and anti-US shipping attitude prevailing in his department. The charges were made at the quarterly MTD Executive Board meeting which began here on February 14.

The Department of Agriculture was particularly singled out for its anti-labor policies, although several other Government agencies were criticized severely for their anti-union stands.

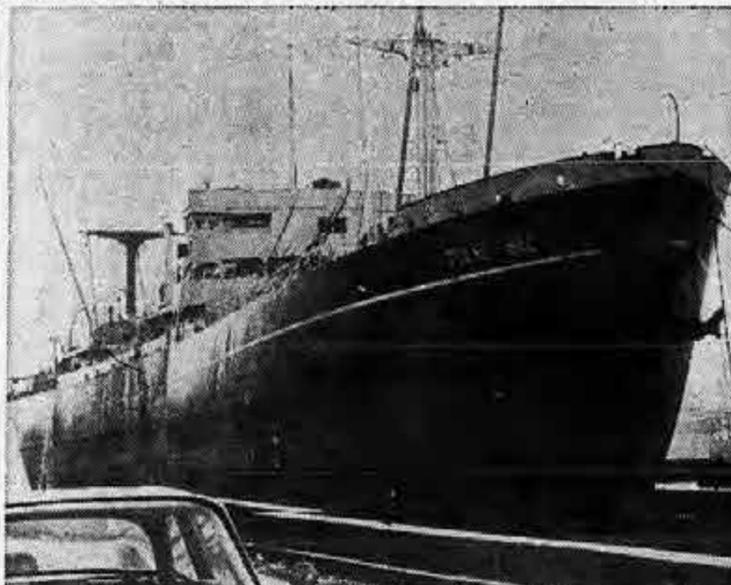
An MTD resolution pointed out that the Agriculture Department has been charged with running a "company union" by the American Federation of Government Employees, an AFL-CIO union, which represents the first charge of its kind ever brought against the US Government.

The AFGE filed a formal complaint with Agriculture Secretary Freeman last year demanding withdrawal of Department recognition for another group, the Organization of Professional Employees of the Department of Agriculture. The union charged that OPEDA is "sponsored, controlled and assisted by the agency management," and was recognized by the agency although AFGE had won exclusive bargaining rights for the Department's 1,500 meat inspectors.

Separate action by the MTD also charged the Agriculture Department with showing anti-union bias, raising obstacles that keep American-flag shipping from achieving a 50-50 share of Government cargoes as provided by the Cargo Preference Act, with trying to defeat the Act, and for issuing a staff paper carrying anti-union quotations and articles.

The MTD promised to take political action against Freeman by making his anti-labor feelings known in Minnesota, Freeman's home state. The Secretary was Governor of Minnesota before being appointed to his Cabinet post.

In Washington meanwhile, the National Labor Relations Board announced it would seek an injunction against the International Longshoremen's Association over



British-flag freighter Tulse Hill lies idle at Baltimore while ILA longshoremen refuse to handle the ship. The vessel had been on the Government's blacklist for trading with Cuba.

the refusal of Baltimore dockworkers to load the British vessel Tulse Hill, which had been one of the ships on the Government's Cuban blacklist.

The vessel has been tied up at Baltimore since January 21 trying to load a cargo of wheat bound for England.

ILA members have refused to load the Tulse Hill, stressing opposition to a State Department rule which whitewashes foreign ships that have traded with Cuba by removing them from the blacklist on their promise to cease such trade. The new ruling frees these same ships to participate in the wheat shipments to the Communist countries at the expense of American shipping.

The MTD last month informed the State Department that it viewed the State Department ruling as a "shocking" development. It said it viewed State Department policies "among the gravest threats to the security of American seamen and to the future of the Amer-

ican-flag fleet." The MTD position was contained in a telegram sent to Secretary of State Dean Rusk by MTD President Paul Hall on January 6.

A statement by the MTD Board last week called the delisting of the blacklisted ships "highly detrimental to our maritime industry."

The Tulse Hill's owners had turned to the NLRB for action against the ILA after a Circuit Court judge in Baltimore refused to grant an injunction, contending that the case seemed to be a legitimate labor dispute.

While the NLRB was seeking action against the ILA for refusing to load the Tulse Hill, the US Government announced that it will halt foreign aid to Britain, France and Yugoslavia because those governments have not taken steps to halt shipping to Cuba. Spain and Morocco were also threatened with no new foreign aid commitments until they clarify what they have done to halt trade with Cuba.

PROTEST TIES UP 8 SHIPS

NEW YORK—As the LOG went to press, eight ships were tied up at various US ports as a result of the ILA's refusal to handle any wheat shipments to Russia. The boycott protests the Maritime Administration's failure to carry out the intent of Government policy that at least 50 percent of the wheat shipments to Russia be carried on American-flag vessels.

The ships are both foreign and US-flag vessels which were preparing to pick up wheat in Gulf and East Coast ports for shipment to the Soviet Union.

Messages of widespread endorsement for the ILA action and the strong stand taken by the SIU and other maritime unions have been coming into SIU headquarters all week. Support of the unions' position has been expressed by Federal and state legislators, labor unions, and the general public.

The eight ships are tied up in four Gulf ports and Boston.

The ships are the SIU-contracted SS Transorleans, US flag, Boston; SS Kythnos, Greek-flag, and SS Asterope, Dutch-flag, New Orleans; SS Umran, Turkish-flag, and SS Ingwi, Norwegian-flag, Houston; SS London Craftsman and SS Custodian, both British-flag, Galveston, and the SS Bonte, Norwegian-flag, Corpus Christi.



SIUNA ATLANTIC FISH UNION EYES STRIKE VOTE, RAPS OWNERS' STALL

BOSTON—Some 600 SIUNA Atlantic Coast fishermen have overwhelmingly voted in favor of taking a strike referendum vote in a contract shutdown with the Federated Fishing Boats of New England and New York, Inc., the boatowners' organization.

Federal mediator John J. Sullivan was notified of the development in the long-delayed negotiations as he called representatives of the Atlantic Fishermen's Union, an SIUNA affiliate, and the boat owners together. The meeting marks the third time the parties are being brought together in an effort to bring out the dispute.

Strike balloting is expected if the contract is not settled in the near future, Sullivan was informed by the union.

The union had submitted several demands at the outset of the

talks as part of an overall effort to rewrite clauses dating back to 1946. The revisions were designed to bring the union fully in compliance with the Landrum-Griffin labor legislation adopted by Congress in 1959.

Urges Talks Now

In an effort to get the talks moving, the union has urged the owners to get down to "brass tacks" and halt their delaying tactics. Chief demands by the union include the payment of \$7

per day as maintenance and cure for the fishing boat crews, an increase from the \$5 a day now paid.

The union is also demanding that the crews not participate in paying for the cost of radar and sound machines on the vessels, contending that this is the responsibility of the boat owners. Expenses for this type of equipment are taken off the top after a catch is sold, reducing the amount of money available from the catch for crew wages and similar payments.

Speaking Out



Seafarer Bill Bailey stepped up to the mike and got some opinions on overtime off his chest during a discussion at the monthly New York membership meeting.

Revise Plan To Rescue Bull Line

NEW YORK—Pledges for about \$2 million in new financing have brought reorganization of the bankrupt US-flag shipping operations of Manuel E. Kulukundis another step closer. It was announced at a hearing in Federal Court here.

The availability of the new financing has made it possible to submit the plan for reorganization under a trusteeship arrangement to the Securities and Exchange Commission of the US government, which must pass on the arrangement. Since no sale of securities to the public is involved in the plan, the SEC is not expected to offer any objections.

A program calling for reactivation of three or four of the vessels remaining in the Bull Line-Kulukundis fleet is expected to be ready and operating by late Spring.

Meanwhile, the sale of two ships formerly in the Kulukundis fleet have been ordered by Federal Courts in Philadelphia and Baltimore. The auction of the 9,720-ton Jean was scheduled for February 18 in Philadelphia. As of presstime, an insufficient bid for the Jean by Northern Metals had been turned down by the court. Sale of the 10,831-ton Beatrice was set for February 25 in Baltimore. Both vessels were formerly part of A. H. Bull Steamship Company.

Johnson Wants New Look At Automation Problems

WASHINGTON—President Lyndon B. Johnson has asked his Advisory Committee on Labor-Management Policy to take another long and searching look into the problems of worker displacement being posed by the advance of automation in US industry.

The President voiced "concern with this problem" at a recent meeting with the 21-member committee. He praised the committee's first report on automation which came out in January, 1962.

Johnson cited particularly a conclusion of the 1962 report stating that "the achievement of maximum technological development with adequate safeguards against economic injury to individuals depends upon a combination of private and governmental action, consistent with the principles of the free society," and urged the committee to pursue this approach with a new study emphasizing automation's effects on workers, unions and businesses and the problems of adjustment to technological change.

The President urged the committee to seek answers to two basic questions. These are what the direct impact of automation will be on the economy in the face of past and

future trends, and what is being done and what can be done, to meet the impact of automation.

He also asked the committee to comment on three other matters involving problems of unemployment in general, asking advice on a draft of a manpower message to be sent to Congress next month, the attempt to detect and correct physical and mental deficiencies among youth through selective service examination at 18, and recommendations now being prepared by a federal-state commission for a special program of rehabilitation and redevelopment in the 10-state Appalachian region of the US where unemployment has been a major problem for several years.

Labor members of the Advisory Committee on Labor-Management Policy are AFL-CIO President George Meany; Vice Presidents David Dubinsky, George M. Harrison, Joseph D. Keenan, David J. McDonald and Walter P. Reuther; and President W. A. Boyle of the unaffiliated Mine Workers.

Gov't Revamps Subsidy Plan

WASHINGTON—The Administration has announced a new formula for computing operating differential subsidies for ship construction in the United States which will decrease subsidy payments by the government and consequently increase the cost of replacement vessels to subsidized ship operators.

The Maritime Subsidy Board released a directive recently stating that they had been studying proposals to change the subsidy program for the past six months. The MSB announced that they were changing the base used for computing the subsidy differential for the construction of vessels in this country. The MSB added that they welcomed comments on the new plan up until February 28, with any warranted changes in the plan being implemented before the new formula goes into effect.

The construction differential subsidy is that money paid out by the United States Government to make up the difference between the cost of building a ship in the US and a foreign yard. At present, the system is to select the foreign shipbuilding center with the lowest cost. In recent years, it has been principally Japan.

The new procedure will be to determine the difference on data from five representative shipbuilding centers where it would

be possible for ships of an equivalent nature to be built.

The new method, which the Subsidy Board said would provide a fairer basis for judging subsidies, is expected to send the cost to the shipowners up from six to eight percent. For example, the average cost of the freighters being built today under the ship replacement program is about \$10 million with the Government paying about 55 percent. The saving could be from \$300,000 to \$400,000 for the Government and costs that much more for the shipowner.

The Government pays construction subsidies to US shipyards so that subsidized American ship operators can purchase their vessels at costs which compare with those of their foreign competitors. The law requires companies with operating contracts to purchase their ships in US yards.

The Board said that the reasoning behind the change is that foreign competitors of American companies may not necessarily purchase their vessels in the

Flat Tire Halts Cable Ship

HONOLULU—The SIU-contracted cable-laying ship Long Lines, presently laying the first telephone cable between Japan and this island, had to stop in the middle of the Pacific Ocean—to fix a flat tire.

The tire, similar to an automobile tire, is part of the machinery used to pay out the armorless cable through a cleft in the stern of the 17,000 ton ship.

Following her recently successful operation laying 3,000-miles of cable between the US mainland and England, the Long Lines took on more cable and sailed to the Pacific for her laying duties there.

The armorless cable which pays out of the stern of the vessel is manufactured at Electric Company's Point Breeze Plant in Baltimore. The cable can carry 128 two-way conversations simultaneously.

The \$19 million German-built ship is owned by Transoceanic Cable Ship Company, a subsidiary of the American Telephone & Telegraph Company. Isthmian Lines operates the ship for AT&T.

Construction of the vessel, largest of its kind in the world, was completed in Hamburg last Spring.

THE INQUIRING SEAFARER

Question: How do you feel about the possibility of a woman being elected as President of the United States now that Senator Margaret Chase Smith has announced her candidacy for the Presidential office?

James Shaw: No, certainly not. I don't say that Senator Smith is not a smart woman, but I can't imagine what the rest of the world would think of us with a woman in the White House. And I shudder to think of her, or any woman, as the Commander in Chief of the Armed Forces. She's too old to take the step, anyway.



Hans P. Wuchina: Well, she admitted herself that she did not have the experience and probably did not have a chance. I think that answers the question. I think that if it did happen, though, it would be a terrible blow to the morale of the country. I don't think we are ready now, but perhaps sometime in the future.



Fernando Valle: I don't think it makes much difference. It depends a lot on the type of woman who is elected. In my home town of San Juan, Puerto Rico, we have a woman mayor and she does just fine. Women have taken positions of leadership all over the world, why not in the US?



William Campbell: No, I don't think so. Woman suffrage is not even a law in many parts of the world, and I don't think a woman could possibly be able to be a policy maker when dealing with these countries. I don't think she would have too much trouble with domestic problems and I wouldn't mind seeing a woman vice-president.



John D. Pennell: No, I think she would be too easy on other countries. I don't think a woman would have the strength to back her own policies, and making the policies would be tough for her. I should think it would be very difficult to approach her, to talk over problems with a woman.



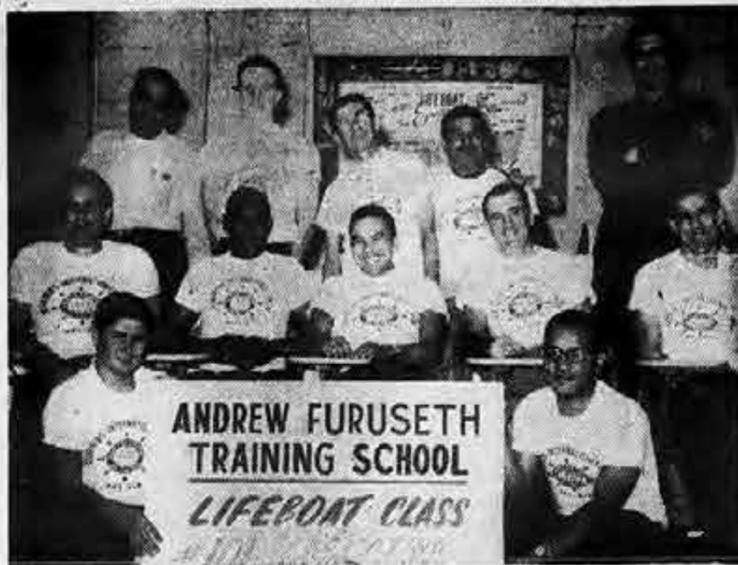
William Faison: No, I wouldn't like to see that. Men are certainly better at reasoning power than women, and I just don't think they are ready for it yet. I think we would all get a better break with a man in the Presidency. We've been running it for so long, it's just hard to imagine a woman in the position.



WRITE TO THE LOG



SIU Lifeboatmen Graduate



Another successful group of students of the SIU's Lifeboat School sit for their "graduation" picture at the school, located near headquarters building in New York. All the grads of the two week course earned their Coast Guard lifeboat tickets. They are (front, l-r) Isaac Vega, Fernando Valle, Carlo Fraracci, Charles Carr, Jose L. Rodriguez, J. A. Browne, Edward Morales, instructor Danny Butts, Frederick W. DeBille, Angel Suarez, Edelmaro Albaran, and, the other instructor, Arni Bjornsson.

Seniority Upgrading To Start March 1st

NEW YORK—Applications are now being accepted for the 30-day seniority upgrading course for class B men inaugurated by the Seafarers Appeals Board. The training program will function here in the Port of New York beginning March 1, 1964.

Qualifications for the course are a minimum of 12 months seetime on SIU-contracted vessels and a lifeboat ticket.

The SAB inaugurated the upgrading program for Seafarers, based on a Union-shipowner survey of manpower needs in all ports and the number of men shipped to fill jobs on SIU-contracted vessels during 1963. SAB is the joint Union-management panel which governs the shipping rules established under contracts for SIU ships.

The Board's action is a move to assure the availability of qualified Seafarers to meet current manning needs in the face of the lessening availability of class A men due to retirement on pension, longer vacation time on the beach, and the

fact that even with the steadily declining nature of the shipping industry, the SIU has a larger number of ships than a year ago.

Qualifications for the seniority upgrading are set forth in Section 5H of the shipping rules, based on SAB Action No. 79 adopted on December 26, 1963. The rules were carried in a special LOG supplement on January 10, 1964.

All qualified class B men who wish to apply for a seniority upgrading application or for information should write to: Earl Shepard, Chairman, Seafarers Appeals Board, 17 Battery Place, Suite 1030, New York 4, New York. The SAB Seniority Upgrading Committee includes Shepard for the Atlantic Area, Lindsey Williams, Gulf Area; Al Tanner, Great Lakes Area; and E. B. McAuley, West Coast Area.

Death Benefit



Mrs. Judith Wild, widow of SIU boatman Elmer Wild, is shown here with son Jeffrey, 2, after receiving \$4,000 death benefit check from SIU Inland Boatmen's Union representative in St. Louis. Brother Wild died of accidental causes in October, 1963. Another son, Timmy, 3 months old, is not shown.

SIU Wins New Gulf Tug Pact

HOUSTON—Another Gulf tug company came under the SIU Inland Boatmen's Union banner recently as the Union was certified by the NLRB as sole bargaining agent for the Texas Marine Fueling Company. Negotiations are now underway on a first time contract.

Meanwhile, the IBU has signed a new three-year pact renewal with Mageo Towing Company, New Orleans, calling for job gains including wage increases for all hands now, with another wage boost in July, 1965 at the halfway mark of the pact's three year life. Regular payments by the company to the Seafarers Welfare Plan are another top feature of the revamped contract.

The IBU won sole bargaining rights for Texas Marine Fueling, Houston, after winning an NLRB election among the company's employees. The company operates two tugs in the Port Arthur area.

ICC Conducts Hearings On Bid For Seatrain Sale

WASHINGTON—Hearings began here this month before the Interstate Commerce Commission on a bid by a large Chicago-based freight forwarding company to purchase control of the SIU-contracted Seatrain Lines.

Hearings before the commission commenced after a Federal district court in Florida had refused to act on an appeal by motor carrier interests who wanted to stop the ICC from holding the hearing. The Florida District Court called the motion to restrain the ICC hearings "premature."

The trucking industry contends that under law, there is no provision for a freight forwarder's acquisition of stock control over another type of carrier, and therefore no provision for an ICC hearing on such a matter.

Freight Forwarding interests countered with the argument that the law permits the ICC to consider and approve a transaction in which the forwarder's control of another type of carrier is acquired indirectly; in this case via a motor carrier subsidiary of the forwarder: United States Freight Company.

United States Freight, a holding company that owns many of the largest freight forwarders, is seeking to acquire direct control of Seatrain through the Lasham Cartage Company, a motor carrier subsidiary of US Freight.

Testifying at the ICC hearings on February 17 was SIU vice-president Earl Shepard who delivered an affidavit supporting the proposed plan of United States Freight to acquire Seatrain. In the affidavit supporting the move, the SIU vice-president said that he thought the move would be beneficial to American shipping because it would mean an increase in

coastal and intercoastal shipping that would result in more jobs for American seaman.

The United States Freight Company has been a pioneer in piggyback service in which loaded truck trailers are carried on railroad flatcars. The company has coordinated piggyback service with "fishyback" service in which mail shipments travel to the Caribbean Islands via railroad to Miami and then by boat to the islands. US Freight already controls a water carrier, Co-ordinated Transport Inc., which performs the "fishyback" service between the U.S. and the Caribbean.

Seatrain, which hauls railcars, inaugurated its Caribbean run last May when the Seatrain Savannah docked in San Juan. Two vessels, the New York and the Savannah, are being used in the new operation.

Testifying at the ICC hearings

was US Freight vice-president Fred N. Mellus Jr., who made it clear that the forwarding company intends to integrate Seatrain into its existing operations in Central America.

Mr. Mellus pointed out in his testimony that Seatrain as a possible hauler of all types of containers and trailers "has almost limitless potential for expanding the scope and usefulness of co-ordination through transportation in which the freight moves from actual origin to final destination, without expensive terminal handling and transfers."

Mellus added that Seatrain operations "are or could be made adjunctive to the operations of the various US freight subsidiaries," and that "the forwarding company's 'extensive' sales force" would be of great value in developing business for the co-ordinated operation.

AFL-CIO Urges Congress Act On Rights, Medicare

BAL HARBOUR, Fla.—The AFL-CIO pledged its total legislative forces to help secure Senate passage of the House-approved civil rights bill, which the Federation's Executive Council termed the strongest civil rights measure in the nation's history.

Opening its winter meeting here, the Council made civil rights legislation one of its first orders of business. It adopted a statement calling on members of the Senate "to resist every crippling amendment; to shun compromise; to let nothing come before adoption of the Civil Rights Act of 1964."

The Council expressed "great satisfaction" at House passage of the civil rights bill, terming it "one of the major signposts" on the road to full civil rights for all. The House-passed measure, said the Council, includes "many of the objectives for which we have been fighting for years."

But, it added: "There's no room for complacency. The fight in the Senate of the United States must still be waged and won."

Meanwhile, AFL-CIO President

George Meany declared that the AFL-CIO will "do everything possible" to help the Pennsylvania labor movement fight an attempt by Gov. William W. Scranton to weaken the state unemployment laws.

Commenting on an Executive Council statement on the need for Federal action to modernize the unemployment compensation system—a statement including sharp criticism of Scranton's state proposal—Meany termed the Pennsylvania governor's approach a "strange" one.

The AFL-CIO president said to the best of his knowledge Scranton's proposal marked the first time the governor of an important industrial state had made an attack on the jobless pay system proposing to help the unemployed by cutting out their benefits.

In its statement, the Council declared that Scranton's program "in the guise of an attack on unemployment" would knock out benefits for more than 90,000 unemployed persons. The Council said his program "singles out and penalizes" workers in seasonal and low-paid industries.

The Council also adopted a statement on the nation's health needs, praising Pres. Johnson for giving "first priority" on the agenda of unmet needs to hospital insurance for the aged.

In other matters: • The Council recommended to the AFL-CIO General Board, which is scheduled to meet here on February 24, a 50-cents-per-member voluntary contribution over a 20-month period, Meany said, to "discharge labor's obligation" to the Eleanor Roosevelt Memorial Foundation and to the John F. Kennedy Memorial Library.

• Meany told reporters that he had given the Council a report on the Florida East Coast Railway dispute, noting that he was "very much disturbed" by the action of the National Labor Relations Board in moving to seek a Federal court injunction against pickets in the railroad dispute.

Rio Grande Feted For Sea Rescue

NEW YORK—Crewmembers and officers of the SIU-manned Rio Grande will be honored for their courageous part in rescuing survivors in the Lakonia disaster at a luncheon sponsored by the American Legion.

The Robert L. Hague Merchant Marine Industries American Legion post will present a citation for meritorious service for rescue at sea to officials of the American Asia Lines, Inc., owners of the Rio Grande. The presentation will be made at a luncheon to be held Feb. 25 at the Whitehall Club.

The Rio Grande was part of the fleet of rescue ships that converged on the Greek Line's Lakonia when she burned and sank in the Atlantic southwest of Lisbon on Dec. 23rd with a loss of over 100 lives.

The American freighter was responsible for saving 76 of the sinking Lakonia's survivors. Seafarers predominated on a 12-man life boat crew which plucked 76 persons, mostly women and children from the sea. SIU lifeboat training was credited as an important aid in this rescue operation by members of the boat team.

Paul Magro, ship's delegate, joined 3rd mate Ed O'Donnell and 3rd assistant engineer Finn V. Grested when they jumped into the water to assist survivors in the Lakonia's swamped boats.

Over 900 of the 1,041 passengers on the Lakonia were saved in the dramatic international sea rescue.

News Guild Eyes Free Press Role

WASHINGTON—The American Newspaper Guild, AFL-CIO, has named Phillip M. Kadis, a Cleveland newsman, to develop a program aimed at fostering press responsibility without impairing press freedom. The assignment, the ANG said, is the first step in implementing the testament of Lowell Mellett, Scripps-Howard editor and columnist who bequeathed the Guild more than \$38,000 in stocks to finance a study of the problem. Kadis, on leave from the Cleveland bureau of United Press International, will staff the new position for an initial period of a year. He will be charged with undertaking immediate specific actions in accordance with the bequest and with developing a longer-range program and additional sources of income to implement it.

SEAFARERS ROTARY SHIPPING BOARD



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

February 1 - February 14, 1964

The trend established last period of large shipping gains in Atlantic and Gulf ports, with slow activity on the West Coast, was reversed during the past two weeks. This time New York, Philadelphia, Baltimore and Norfolk all fell off, along with several of the Gulf ports. New Orleans was the only port outside of the West Coast showing a major shipping increase.

Among all the ports, San Francisco showed the largest rise. Seattle and Wilmington also shared in the general uptrend on that coast. Total shipping for the period amounted to 1,117 men dispatched from all ports. The Atlantic area, despite the drop in individual ports, continued to ship the most men in the District, however. The dispatch total previously was 1,253.

Registration for all ports also slowed down, dropping to 1,155 from 1,235. The dip was about evenly spread among the three shipboard departments.

In the ship activity totals (see right), there were fewer payoffs this period, but one additional sign-on and almost 30 more in-transit ship visits than the last time. The net result, however, was only more ship movements. There were far less calls for replacements and less turn-over generally up and down the coast.

The seniority figures show that the class A portion of total jobs shipped went up to 58 percent, class B's share dipped to 31 percent and class C men handled the same 11 percent as before.

Ship Activity

	Pay		Sign In		TOTAL
	Offs	Ons	Trans.		
Boston	2	1	5		8
New York....	11	7	28		46
Philadelphia ..	5	3	0		8
Baltimore	10	4	18		32
Norfolk	3	1	3		7
Jacksonville ..	1	1	5		7
Tampa	0	0	7		7
Mobile	6	1	5		12
New Orleans..	7	10	22		39
Houston	6	4	28		38
Wilmington ..	1	2	5		8
San Francisco..	1	2	4		7
Seattle	2	2	5		9
TOTALS ...	55	38	135		228

DECK DEPARTMENT

Port	Registered CLASS A				Registered CLASS B				Shipped CLASS A				Shipped CLASS B				Shipped CLASS C				TOTAL Shipped				Registered On The Beach CLASS A				CLASS B						
	GROUP				GROUP				GROUP				GROUP				GROUP				CLASS				GROUP				GROUP						
	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3
Boston	3	2	0	5	0	0	0	0	1	5	3	9	0	0	2	2	0	0	0	0	9	2	0	11	6	7	4	17	0	2	5	7			
New York	14	33	8	55	1	15	11	27	12	28	7	47	1	14	14	29	0	4	7	11	47	29	11	87	92	114	33	239	5	44	58	107			
Philadelphia	2	9	1	12	0	1	3	4	1	5	1	7	1	2	4	7	1	2	0	3	7	7	3	17	11	12	6	29	0	2	11	13			
Baltimore	11	14	3	28	0	4	10	14	4	14	5	23	0	1	2	3	0	0	1	1	23	3	1	27	38	53	13	104	0	12	17	29			
Norfolk	6	2	0	8	0	0	4	4	3	1	2	6	0	0	3	3	1	2	0	3	6	3	3	12	16	20	1	37	0	4	6	10			
Jacksonville	1	4	0	5	1	3	0	4	0	4	0	4	0	0	3	3	0	0	0	0	4	3	0	7	7	12	2	21	2	14	8	24			
Tampa	0	2	1	3	0	0	1	1	0	2	1	3	0	0	0	0	0	0	0	0	3	0	0	3	8	9	2	19	1	3	4	8			
Mobile	7	6	0	13	1	4	2	7	2	8	1	11	1	1	3	5	0	0	0	0	11	5	0	16	30	27	7	64	1	6	12	19			
New Orleans	25	28	2	55	4	19	33	56	21	33	6	60	1	15	19	35	0	0	0	0	60	35	0	95	94	82	20	196	8	50	80	138			
Houston	11	28	4	43	0	16	10	26	14	26	13	53	2	17	8	27	0	7	2	9	53	27	9	89	50	80	12	142	3	21	25	49			
Wilmington	1	6	2	9	0	1	3	4	5	4	2	11	0	3	1	4	0	4	1	5	11	4	5	20	6	15	3	24	1	3	10	14			
San Francisco	7	5	1	13	1	3	2	6	12	19	2	33	1	1	8	10	0	0	3	3	33	10	3	46	20	22	1	43	4	15	10	29			
Seattle	7	8	3	18	1	9	5	15	6	10	4	20	0	4	6	10	0	10	4	14	20	10	14	44	12	9	6	27	1	9	10	20			
TOTALS	95	147	25	267	9	75	84	168	81	159	47	287	7	58	73	138	2	29	18	49	287	138	49	474	390	462	110	962	26	185	256	467			

ENGINE DEPARTMENT

Port	Registered CLASS A				Registered CLASS B				Shipped CLASS A				Shipped CLASS B				Shipped CLASS C				TOTAL Shipped				Registered On The Beach CLASS A				CLASS B						
	GROUP				GROUP				GROUP				GROUP				GROUP				CLASS				GROUP				GROUP						
	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	A	B	C	ALL	1	2	3	ALL	1	2	3
Boston	0	3	0	3	0	2	3	5	0	3	1	4	0	0	0	0	0	0	0	0	4	0	0	4	1	5	2	8	0	7	8	15			
New York	7	40	9	56	5	13	14	32	6	27	2	35	3	16	12	31	0	2	5	7	35	31	7	73	39	112	20	171	23	46	48	117			
Philadelphia	0	5	1	6	1	4	2	7	0	7	2	9	0	5	1	6	0	1	0	1	9	6	1	16	1	14	2	17	1	3	10	14			
Baltimore	1	10	5	16	0	6	3	9	0	4	0	4	0	0	1	1	0	0	1	1	4	1	1	6	9	64	7	80	1	22	17	40			
Norfolk	4	7	1	12	1	7	1	9	3	4	1	8	0	2	4	6	0	0	0	0	8	6	0	14	5	13	3	21	2	9	2	13			
Jacksonville	0	2	0	2	0	4	3	7	0	2	0	2	0	0	1	1	0	1	1	2	2	1	2	5	3	9	0	12	2	9	6	17			
Tampa	0	2	1	3	0	0	3	3	0	2	0	2	0	0	1	1	0	1	0	1	2	1	1	4	1	12	0	13	0	4	2	6			
Mobile	1	7	1	9	0	3	3	6	4	7	1	12	0	2	1	3	0	0	0	0	12	3	0	15	4	24	4	32	0	13	6	19			
New Orleans	12	26	7	45	4	20	12	36	7	29	3	39	2	10	13	25	0	2	1	3	39	25	3	67	23	51	14	88	4	61	63	128			
Houston	7	38	1	46	4	22	16	42	9	19	0	28	2	11	12	25	0	6	5	11	28	25	11	64	18	72	5	95	6	43	36	85			
Wilmington	0	2	1	3	0	1	1	2	3	2	2	7	0	5	2	7	0	4	0	4	7	7	4	18	4	8	1	13	2	7	7	16			
San Francisco	4	6	2	12	0	2	2	4	4	18	5	27	0	1	1	2	0	2	0	2	27	2	2	31	13	30	1	44	1	12	10	23			
Seattle	1	10	0	11	0	5	4	9	2	6	2	10	0	6	2	8	0	5	6	11	10	8	11	29	4	22	0	26	3	5	4	12			
TOTALS	37	158	29	224	15	89	67	171	38	130	19	187	7	58	51	116	0	24	19	43	187	116	43	346	125	436	59	620	45	241	219	505			

STEWARD DEPARTMENT

Port	Registered CLASS A				Registered CLASS B				Shipped CLASS A				Shipped CLASS B				Shipped CLASS C				TOTAL Shipped				Registered On The Beach CLASS A				CLASS B						
	GROUP				GROUP				GROUP				GROUP				GROUP				CLASS				GROUP				GROUP						
	1-s	1	2	3	ALL	1	2	3	ALL	1-s	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	A	B	C	ALL	1-s	1	2	3	ALL	1	2	3	ALL
Bos.....	1	1	0	1	2	0	0	1	1	0	1	0	1	2	0	0	0	0	0	0	2	2	2	0	2	4	2	3	3	3	11	0	1	5	6
NY.....	4	8	8	26	46	3	1	14	18	3	8	7	20	38	1	0	9	10	0	0	8	8	38	10	8	56	16	42	31	81	170	7	8	30	45
Phil.....	2	4	0	2	8	0	1	2	3	0	2	0	5	7	0	0	6	6	0	0	1	1	7	6	1	14	5	10	3	7	25	0	0	9	9
Bal.....	1	6	5	10	22	0	1	4	5	3	1	0	5	9	0	0	3	3	0	0	1	1	9	3	1	13	9	26	19	34	88	1	2	16	19
Nor.....	0	3	1	4	8	1	0	6	7	1	1	2	0	4	1	0	7	8	1	0	1	2	4	8	2	14	1	4	0	6	11	0	2	7	9
Jac.....	1	3	0	1	5	0	0	3	3	0	1	1	1	3	0	0	0	0	0	1	0	1	3	0	1	4	2	6	4	3	15	1	2	7	10
Tam.....	1	0	0	1	2	0	0	0	0	0	0	0	3	3	0	0	1	1	0	0	0	0	3	1	0	4	3	0	4	8	0	1	1	2	
Mob.....	1	6	3	4	14	1	0	4	5	0	1	0	5	6	1	0	1	2	0	0	0	0	6	2	0	8	6	18	7	23	54	2	2	17	21
NO.....	3	8	4	27	42	2	4	44	50	3	10	5	35	53	0	0	26	26	0	0	3	3	53	26	3	82	21	34	19	68	142	4	2	96	102
Hou.....	3	14	5	5	27	2	3	15	20	7	3	3	7	20	0	0	16	16	0	0	6	6	20	16	6	42	11	36	10	17	74	3	2	33	38
Wil.....	2																																		



Wheat Deal And Ship Replacements

Jobs and job issues in maritime are a mighty complex affair, as the US wheat deal with the Russians has already proven many times. The mishandling of this program by our maritime agencies has caused the loss of months, perhaps years of potential employment for American seamen. The US-flag steamship industry has been deprived of a much-needed opportunity to accumulate funds for new construction and future employment—and nothing that seems in the wind right now is likely to provide the same kind of opportunity for some time to come.

There are many aspects to the whole wheat situation that will require exploration in the future, but one of the most interesting sidelights in the whole picture is the way our Government agencies let the situation develop. Ostensibly this was a "private and commercial" transaction, but anyone who examines the arrangements can see that the whole deal was anything but a private commercial affair. Government specialists had to be in on the arrangements from the beginning.

The question of the shipping arrangements was worked out not as a private matter by the grain traders, but with the Government sitting in as a very interested party the whole time. That's why we can only assume that shipping policy on the wheat, and the continued cutting back of the US-flag share, came about with full Government knowledge and consent.

Just one instance is necessary to point up this situation. SIU men will recall how, in September, 1962, the MTD Port Council in Houston, Texas, set up a protest picketline against a Yugoslav-flag ship called the MV Drzic, which had just returned from Havana, Cuba. This was at the time that our Government had not yet taken formal steps to embargo trade with Cuba, but was leaning in that direction.

MTD unions therefore demonstrated against the Drzic when she reached Houston, since the ship had come to Texas to pick up a US Government-financed 50-50 cargo bound for the United Arab Republic. With public support, the unions protested that our Government should not "reward" the Drzic for engaging in Cuban trade, when there were plenty of American as well as foreign ships available to carry the cargo. The Drzic eventually left Houston without the cargo it sought, and wasn't heard from again until recently.

And where did it turn up? Despite its past history and its record of trading with Cuba, the Drzic became one of the foreign ships designated to share in the wheat movement to the USSR at the expense of US ships and seamen. So, even if the Continental Grain Company, the grain trader, was not aware of the Drzic's past, surely Government people were.

They had every reason to expect that American seamen and maritime workers would react to the wheat deal by protesting the mishandling of the 50-50 split of the cargoes going to Russia. The present boycott is but an outgrowth of policies that were designed to minimize and ignore the interests of American seamen, and American ships and maritime workers.



The situation regarding the Russian wheat deal is offered as one example of the problems faced by American-flag shipping operators in obtaining replacement vessels and modernized tonnage as a means of assuring future development of the industry. Fuller employment of American vessels in the wheat shipments could well have been a source of revenue for



such industry modernization but has not materialized.

At the same time, questions of so-called automation in the maritime industry are developing, as any reading of the shipping news around the country will indicate. But when one speaks of automation, this doesn't mean ships with only two or three people aboard. Ships of that nature are a long way from reality. The discussion is really about ships automating and consolidating some of the bridge and engineering functions. This is a way of cutting cost, not so much by slashing wages and personnel, but by reducing maintenance, replacement parts, insurance costs and the like.

Less Hours The Answer ---Einstein

NEW YORK—To the late world-renowned scientist Albert Einstein, who many feel had the most brilliant mind of the century, a shorter work week was imperative to meet the problem of high unemployment.

A collection of Einstein's articles, addresses and pronouncements published by The Philosophical Library, Inc., here has shown that the problems of unemployment, jobs for young people, and care for the aged who could no longer contribute to the productive process were of great interest to him.

Although Einstein wrote many of his opinions during the depressions of the 1930s, just shortly after he came to this country, many of his recommendations, especially those concerning youth and the aged, apply today.

Writing to a friend, Einstein said that "steps absolutely must be taken to make it possible and necessary for the younger people to take part in the productive process. Further, that the older people ought to be excluded from certain sorts of work, receiving instead a certain income, as having by that time done enough work of a kind accepted by society as productive."

Einstein left Germany in 1933 to escape the tyranny of the Nazi regime. Many countries invited him but he decided to make the US his home. In coming here, Einstein said that "as long as I have any choice, I will stay only in a country where political liberty, toleration and equality for all citizens before the law are the rule."

Checking It Out



Making out a bill of lading at the National Fiberstok Co. in Philadelphia is SIU-UIW member Alec Rohrman.

Four More Seafarers Go On Union Pension

NEW YORK—Four more oldtimers have been added to the new list of pensioners for the year 1964, bringing the total of Seafarers drawing a monthly \$150 check for life for this year to nine.

All four of the men who were recently approved by the joint panel of SIU-shipowner trustees for the Union's retirement program are retiring on disability pensions. They are John T. Morton, 63; Amiel A. Mitchke, 67; Hayden F. Henry, 38, and Joel Thomas, 36.

A member of the deck department, Morton has been sailing with the SIU since 1945, when he signed on in Norfolk, Va. He last sailed aboard the Monticello Victory (Monticello Tankers). A native of North Carolina, Morton still makes his home there.

Mitchke first joined up with the SIU at the Port of New York in 1944. He sailed in the deck de-

partment and last signed off on the Del Oro (Delta). Mitchke, a native of Michigan, now makes his home in New Orleans, La.

Shipping in the deck department, Henry has been sailing with the SIU since 1944. He first joined the Union in the Port of New York.



Morton



Mitchke

The native Georgian last signed off the Penn Voyager (Penn Shipping). Henry now makes his home in New Orleans, La.

A member of the SIU since 1946,



Henry



Thomas

Thomas first joined in the Port of New York. Sailing in the deck department, he last signed off the Bethlor (Bethlehem Steel). Thomas, who was born in Texas, makes his home in Houston.

British Turn Up Noses At New Japanese Ship

British shipbuilders and several concerns involved with the shipbuilding industry there, have taken exception to the amount of publicity received by the new Japanese ship, the Yamashiro Maru.

The Japanese, ship whose hull design has been hailed as "epochal," by designers, has been taken to task by the British Shipbuilding Conference. The British contend that their ships are every bit as good as any rivals.

To back their argument, the British pointed to the Ben Lines ship, the Benloyal, built on the Clyde in 1958. While the 505-foot British vessel is 13-feet longer than the Japanese ship and her 71-foot beam is four feet less than that of the Japanese ship, the two vessels operate at approximately the same draft. With her diesel engine delivering 13,300 horsepower, the Yamashiro Maru attained a speed of 22.4 knots. The Benloyal did 22.3 knots with her steam turbine delivering 11,145 horsepower.

"It will be seen that, on trials, the Benloyal attained a speed only fractionally lower than that of the Yamashiro Maru but with considerably less power," the British announcement said.

In addition to the Shipbuilding

Conference, others endorsing the announcement were British Shipbuilding Exports, the Shipbuilding Employers Federation, the Dry Dock Owners and Repairers Central Council, the National Association of Marine Engine Builders and the British Research Association.

Seafarer's Mother Lauds Welfare Plan

GLOUCESTER, N.J.—When Mrs. Margaret Graf was stricken with a serious stomach disorder last year she entered the hospital. Following her release, she had to return for hospitalization, the second time for surgery. Total cost for hospital and surgical care was \$1,777.

And, because her son, Robert H. Graf is a Seafarer, the entire hospital tab was picked up by the SIU Welfare Plan—at no cost to her or her son.

Mrs. Graf recently wrote to the LOG expressing her appreciation for the help the Welfare Department of the SIU has extended to her. "It sure helped with the large cost it has been," wrote the now healthy Mrs. Graf.



Graf

Mrs. Graf first entered the hospital on August 22, 1963. On that trip she remained there until September 3. And, that trip would have cost her, without the plan, \$456. Again, on October 6, she entered the hospital, this time for surgery, and remained there until October 19. Although the trip was shorter, the operation blew the second bill up to \$721.

Thanks to son Robert's having joined the SIU in 1945, everything was taken care of. A native of New Jersey himself, Robert Graf joined the SIU in the Port of Baltimore and shipped out in the engine department. He now holds a rating of FWT.

Although he lists his home as Gloucester, New Jersey, the 44-year-old Seafarer has been shipping on the West Coast most recently.

"Again thanking you for such a good Welfare Plan in a good Union," is the way the grateful Mrs. Graf signed off her letter to the LOG.

Cancer Guide Published

The AFL-CIO Community Service Activities and the American Cancer Society have teamed up to publish a booklet setting up programs which could help local unions save the lives of more than 500,000 present AFL-CIO members.

Called the AFL-CIO Cancer Education Program Guide, the 12-page pamphlet represents an important step forward in cooperative action against the nation's second biggest killer, according to a joint statement by the AFL-CIO and ACS.

The pamphlet lists films, posters, other pamphlets, exhibits and other educational materials stressing the importance of early diagnosis and treatment of the disease which will be made available to AFL-CIO unions free of charge through the cancer society's divisions and units.

Dr. Harold S. Diehl, ACS senior vice president for research and medical affairs, said the guide is based "on the medical fact that about half of all cancers are presently curable . . . if treated in time."

He cited statistics showing that with 13 million AFL-CIO members, 3.25 million would be expected to get cancer over the years at present trends.

"At present rates 1,083,000 will be cured," he said. "But this figure could and should be 1,625,000. Thus . . . there would be 542,000 needless deaths from cancer just in the ranks of the AFL-CIO. Our aim is to close the life-saving gap."

Copies of the guide are being sent all state central bodies, the presidents of unions, community services committee and divisions and units of the cancer society.

Applying A Smile



Seafarer pensioner William Hathaway, (right) is all smiles as he hands over application he has just filled out to obtain a hearing aid from the Seafarers Welfare Plan. Taking his application for processing is Headquarters Representative Ed Mooney. Hathaway's last ship was the Alcoa Pilgrim, on which he sailed in the engine department. He retired on pension in September, 1963.

Balt. Port Council Heads Wage Fight

BALTIMORE—The Baltimore Port Council, Maritime Trades Department is leading a drive among local trade unionists to have the Maryland Port Authority write prevailing wage clauses into all contracts it awards.

The Port Council is concerned because a number of port authority construction contracts have been awarded to Southern companies which exploit labor.

The Port Authority told Warren R. Leader, SIU representative and executive secretary-treasurer of the Port Council, that it can do nothing about the prevailing wage clause unless it gets a ruling from

Thomas B. Finan, the Maryland attorney general.

At one time, the Port Authority did have a prevailing wage clause in several construction contracts. However, the authority's counsel ruled, the clauses might be illegal. Since the ruling, the clauses never again have been put into the authority construction contracts.

The Port Council hopes in the near future to obtain a ruling from the attorney general that inclusion of the clauses would be legal. If this cannot be obtained, the State legislature will be asked to legalize the prevailing wage clause.

The port authority on January 1 took over the Locust Point marine terminal here on a 40-year lease and expects to put \$30,000,000 into improving and rebuilding it. In addition, it is expanding the Dundalk Marine terminal to an eight level berth facility from the present five berths, and is contemplating construction of another warehouse at Dundalk.

Quitting Ship? Notify Union

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

NY Legislature Puts Off Anti-Strikebreaker Bill

WASHINGTON—Action on a bill that would ban the importation and use of professional strikebreakers during a labor dispute was deferred last week in the New York State Legislature. Passage had been expected on February 10.

The measure, which has the full support of the New York State AFL-CIO, is being sponsored in the lower house by Assemblyman Ernest Curto of Niagara Falls. The bill stipulates that an employer involved in a strike or lockout would be prohibited from knowingly replacing an employee involved in a strike or lockout.

Additional provisions would bar the strikebreaker from accepting

such employment, would make it unlawful for an employer to hire a person during a strike or lockout who was unaware of the labor dispute, and would require employment agencies to advise a person of a labor dispute before referring him to an employer.

Employment agencies in New York State are already obligated under law to inform job appli-

cants of the existence of a labor dispute before sending them out. However, during a strike by the SIU Industrial Workers against Jay Kay Metals Company in Long Island City last year, three New York City employment agencies were found guilty by the New York City Department of Licenses of trying to send scabs into the struck Jay-Kay plant without informing them of the existence of a labor dispute at the company.

Passage of the anti-strikebreaker bill in the New York Legislature might spur action in this area on a grander level. A companion bill by Senator Thomas Laverne of Rochester is in the Senate Labor Committee and is expected to be released to the floor if the Assembly measure is adopted. Similar legislation last year was killed in committees in both houses.

Anti-Labor Opposition

Anti-labor and employer groups are already marshalling their forces in opposition to any bill that would outlaw the use of professional strikebreakers. The Empire State Chamber of Commerce has urged members to make their opposition to any such bill known and has denounced such legislation as a "departure from the principle of government neutrality in labor disputes."

In a counterstatement, Raymond R. Corbett, president of the 2 million-member state AFL-CIO, declared that the bill "directly supports the long established policy of government and would help the state's economy."

Malpractices by employment agencies were deplored during a meeting of the AFL-CIO Executive Council, when they met in St. Louis last May. The labor leaders called for a stronger and more effective public employment service and they asked Congress "to investigate the collusive campaign of false information provided by the fee-charging employment agencies against the Public Employment Service."

Pro Gridders Set Up New Players 'Union'

SAN DIEGO, Calif.—Members of the American Football League formed an association for the formation of a players' pension fund and medical plan here last month.

All of the 264 eligible members of the league voted for the association. Its elected president, Tom Addison of the Boston Patriots, said the association would attempt to schedule an all-star game with the National Football League to raise money for pension funds in both leagues. The NFL, 44-years-old, refuses to discuss the possibility of such a game with the 4-year-old AFL.

Other elected officers of the association are Jack Kemp, Buffalo quarterback, vice president and Jim Tyrer, Kansas City tackle, secretary-treasurer. Representatives from the other clubs are Fred Glick, Houston; Wayne Hawkins, Oakland; Larry Grantham, New York; Bud McFadin, Denver, and Ron Mix, San Diego.



By Al Kerr, Secretary-Treasurer

Save Time By Filing Complete Details

To get any job done, the best and quickest way to do it is to do it the right way the first time. This is especially true in making application for any of the various SIU welfare, vacation or pension benefits. If you make certain that all of the necessary information to support a claim or application for any benefit is submitted when you apply, you can be sure that you will get prompt processing and that there will be no unnecessary delays in payments.

An example of the difficulties that can arise occurred to one of our brothers who recently went on pension. He experienced a slight delay in having his application for a disability pension approved because he had failed to furnish the necessary documents at the time of application. The omission of essential documents made it necessary to get in touch with the brother and ask him to submit the needed papers and proofs of eligibility. But once he did so, we were able to give speedy attention to his application and shortly thereafter he was drawing his monthly pension benefit.

A Seafarer who has become permanently disabled is eligible for the \$150 per month disability pension if he has 4,380 days of seetime on SIU-contracted ships. In filing for the disability pension, you must submit the following with the application:

(1) A permanent not-fit-for-duty certificate setting forth the nature of the disability, issued by one of the United States Public Health Service Hospitals or one of the SIU clinics.

(2) Past employment information—namely, Coast Guard discharges showing the necessary seetime.

Right here is probably a good time to remind all of the brothers of what they can do if they are unable to locate their discharges. If such is the case, you can obtain duplicates of your discharges by writing to the Commandant, United States Coast Guard, Washington 25, DC, and requesting a listing of all of your Coast Guard discharges.

In requesting this information, give your Z-number and your Social Security number, the approximate years in which you sailed and the names of as many ships as you can recall.

Once the necessary discharges and the permanent not-fit-for-duty certificate is submitted with the application, processing can proceed. Then, when the application has been approved, the \$150 pension checks will start coming your way every month.

SIU pensions are among the best in the nation, and the simplest and quickest way for the eligible brothers to obtain them is by making certain they submit the few simple supporting documents that have been outlined here.

Any SIU member who feels there is an unnecessary delay in the processing of any welfare or pension claims should immediately call this to the attention of the Secretary-Treasurer at headquarters, by certified mail, return receipt requested. Any delay in the processing of a claim is usually due to the absence of necessary information or documents which are required before a claim can be processed. However, if there is any delay in an individual case, a letter describing the situation will result in immediate attention to the matter.

Weisberger, Turner Win WC Voting

SAN FRANCISCO — The chief officers of two SIUNA Pacific District unions have been re-elected in recent membership balloting naming them to an additional term in office.

In the Sailors Union of the Pacific, SIUNA Executive Vice-President Morris Weisberger has been named to another two-year term as secretary-treasurer. Separate balloting by members of the Marine Cooks & Stewards re-elected MCS Secretary-Treasurer Ed Turner, who is also an SIUNA vice-president, to another three-year term.

The results of the SUP election were announced here following a 60-day referendum ballot involving 18 Union posts.

The only change in SUP officials as a result of the voting was for the post of agent in the Port of New Orleans, where Henry Johansen was the winner over former agent Philip Monssen and four other candidates. Incumbents were re-elected for all the remaining posts.

Incumbents were also victorious in voting for all but one post in the MCS. In that election Ted Nelson nosed out incumbent Chuck Watson for the post of patrolman in Wilmington.

NEW

EVERY THREE MONTHS

If any SIU ship has no library or needs a new supply of books, contact any SIU hall.

YOUR SIU SHIP'S LIBRARY

GAMBLING

You Can't Beat The Odds!



The United States for some time has been considered by the experts to be the most-gambling of the larger nations. But today there is a growing worry about the gambling problem.

For one reason, professional gamblers who recently fled from Cuba now have launched ventures in the United States, including bookmaking and dice games.

For another, rivalry between opposing crime syndicates has been stimulated by the growth of gambling, with a new increase in violence.

Too, the Valachi testimony before a US Senate committee, and other investigations, indicate that the crime syndicates increasingly are turning to control of gambling and loan-sharking as safer sources of income than the narcotics and prostitution business.

Many labor unions, credit unions and employers have become concerned about the inroads professional gamblers sometimes make in factories and shops, and the resultant hardships to workers. The gamblers chased under cover by the Kefauver investigations in the 1950s, soon sneaked back, and many were attracted to industrial plants. The professional gamblers sometimes even take jobs in factories. When they can't get jobs, or the thought of work is too revolting, the professionals often operate from nearby soft-drink stands or through regular plant workers.

For example, in the building of a famous New York newspaper, bookies and loan sharks parcelled out the territory with each having jurisdiction over one floor. It took the combined efforts of the management and the plant credit union to stifle this bold arrangement. This was not the only newspaper plant infested by professional gamblers and the newspaper industry is not the only one thus afflicted—not by a long shot.

Gambling syndicates also have been known to move their personnel right into heavy-industry factories and dominate workers and even supervisors through debts and fear. Norman Japan, a management consultant, tells about one big factory in which a syndicate not only used plant workers as runners but operated continuous dice and poker games in the basement.

A leading Detroit labor leader was shot and permanently injured, as his brother had been before him—shot through the window of his own house by a hidden gunman for an unproved reason. What was known was that the union official

had been trying to fight gambling rackets in the factories where his members worked.

Working people, of course, are not the only victims. Professional gamblers milk white-collar people too. Former FBI investigator Virgil W. Peterson named gambling as one of the two major causes of embezzlement by executives and other business employees. Extravagant living is the other.

But the ruin caused the family of a horse-plunging bank teller is more tragic only because of its suddenness, than the erosion of family living conditions by the small but steady gambling on numbers and races practiced by some low-income workers.

Sometimes poor and moderate-income families come to feel that "hitting the jackpot" is the only way they will be able to extricate themselves from their meager living conditions, points out Sylvanus Duvall, who investigated this problem for the Methodist General Board. For such families, the disaster is doubled. Not only does the attempt to win usually sink these families further into poverty, but they often pass up their only genuine opportunities to improve their conditions, as through union activity, improve their job skills, and participating in adult-education courses, housing and other consumer cooperatives, credit unions and other community groups seeking family progress.

You Can't Beat the Odds

We want to make a distinction between ordinary social gambling, such as a poker game among friends, and the professional gambling operations conducted by the syndicates. Obviously, even social gambling can be financially damaging if carried on to excess. But it is the professional gambling operations that really threaten the welfare of working families.

In any professionally-operated gambling, it is impossible for you to beat the odds. Even if you temporarily enjoy a run of "luck," eventually you must lose. In all professional gambling games, the odds are tilted against you so that you never have an even chance. In fact, the smaller the bets, and the poorer the gambler, the worse the odds.

Depending on the type of gambling and how it is operated, the margin the professional operator has against you, ranges from 15 to 80 percent. This is true even in the legal, parimutuel gambling at racetracks permitted in many states. The difference is only one of degree.

In legal horse betting, the racetrack and the state between them may withhold 20 percent of your potential winnings. In the numbers or "policy" game, while your chances of "hitting" are 1000 to 1, the operators usually pay only 600 to 1, less the ten percent of winnings the runner customarily collects, or actually 540 to 1. Thus, of 1000 bettors who pay 10 cents each or a total of \$100 to the numbers operators, on the average one will win, but only \$54.

Horse betting is the biggest single form of gambling both in the amounts bet (estimated at from \$30 billion to \$50 billion a year) and the number of people who gamble.

The percentages taken by the track and state even in legal betting, inevitably stack the odds against the bettor. If the total amount bet on a particular race is \$100,000, and the amount bet on one horse in that race is \$10,000, normally you would expect that the machine-computed, official odds would be 10 to 1. But if the track and state between them take 20 percent, the actual payoff to the bettors, if this horse wins, is only eight dollars for each dollar bet.

In betting through off-track bookies,

the odds against you are even greater since bookies limit the "payoff." They may pay at the most 20 to 1 on a winner even though the odds at the track are much greater, even 100 to 1.

Football and baseball pools are stacked even more heavily against the bettor. Ernest Blanche, a Government statistician, wrote in "The Annals of the American Academy of Political and Social Science," that the operators "take" from pools often runs as high as 80 or 90 percent for one reason: because they retain all the money in the games. In fact, the

The story of how professional gamblers exploit moderate-income workers, and the issue of legalized gambling and "money" games, is featured in this article by Sidney Margolius, an expert on consumer problems and the author of the regular LOG column "Your Dollar's Worth—Seafarer's Guide To Better Buying."

more winners you try to pick in a pool, the higher the percentage against you.

Many habitual horse players spend much time trying to make a science of betting, and studying form sheets and newspapers' selections. But even the professional handicappers admit it is impossible to devise a winning system. "NEWSWEEK" magazine checked on one month's selections of six top newspaper racing experts and found that a bettor who placed \$2 a day on their first-place choices would have lost from \$5 to \$60 by following five of the six. Only one of the "experts" showed a profit.

One of the most popular handicappers, Fred Keats, said, "Any horseplayer who thinks he can beat the horses by following a handicapper's daily selections is in for a surprise. If I could beat them consistently why would I have been giving them away for a weekly paycheck the last 53 years?"

Ernest Blanche has shown that even such relatively-conservative systems as betting only on favored horses is doomed to failure. He analyzed the results of 256 races and found that if you had bet on the favorite to win in each race, you would have lost money. If you had bet on each favorite to at least "place" (come in second), you would have lost even more. If you had bet on each to "show" (at least come in third), as 73 percent of the favorites did, you still would have ended with less than your original stake.

One of the most loaded forms of gambling is the "numbers" game, sometimes called the "poor man's stock market." In the numbers game, the players pick a three-digit number. The winning number is the last three digits of some official figure published in the newspapers, such as the US Treasury balance. It is to the shame of some newspapers that they publish the figure on which the local numbers game is based on page one every day, although the daily balance in the US Treasury hardly would be front page news otherwise.

Betting on sports events has become widespread in recent years, with an estimated 10 million people betting on football and baseball pools and basketball games. Increasingly, sports betting has come under control of professional syndicates.

The odds often are quoted as the number of points by which the favored team

is expected to win. But whichever side you take, the bookmaker puts up only five dollars against your six. If the betting is especially heavy on one side, the "point spread" may be further juggled to favor the bookmaker.

Bingo has become another widespread form of gambling, especially by women, and in fact has been legalized in recent years in some states.

In areas where bingo is played illegally, the promoters are believed to return only 50 percent of the proceeds. In legalized bingo, where adequately supervised, the odds have been reduced somewhat but still are stacked more heavily than many people assume. The reports of the New York State Bingo Control Commission indicate that operators still keep 34 percent of the proceeds. The odds still are 3 to 2; 66 cents back for the average dollar bet.

Nor does legalized bingo necessarily end the rule of professionals and commercial interests. After three years of experience with legalized bingo, a series of scandals forced the New York state legislature into increasingly rigid controls. These now include licensing of suppliers and operators of bingo halls, and additional regulations to make sure proceeds really are used for sponsoring organizations.

Slot machines are supposed to be illegal in all but five states, but Government men still discover them on raids. The "slots" have the most-ruthless odds of any kind of gambling. They usually are adjusted to return only 20 to 60 percent of the coins played, Blanche reports. Even when the machine is adjusted for a relatively-generous payout, the jackpot combination appears only once in about 4,000 spins.

Sweepstakes and lottery tickets, or payments for them, may not be sent legally through the mails. But tickets often are smuggled into the country. We have had tickets sold here for everything from the Irish sweepstakes to a new one in the Republic of Haiti.

The odds against winning are staggering. In the Irish Sweepstakes, only 40 percent of the proceeds are earmarked for prizes (some authorities say less). The ticket-buyer's chance of winning the top award is 1 in 305,000; of drawing a horse that places first, second or third, 1 in 101,666, and of even drawing a horse listed as a possible starter, 1 in 3,470, John Scarne, a noted gambling expert, has warned.

Dice and card games also often are operated by professional syndicates. If run honestly, gambling-house odds may take 6 percent of the bets, according to one authority. But Blanche warns that the honesty of professional dice and card games cannot be taken for granted. Dice can be controlled by the use of metal-loaded dice and magnetized tables.

Many amateurs want the excitement of tossing the dice. But the odds are always slightly against the tosser, Blanche points out. The odds against tossing the hoped-for seven or eleven on the first throw are 9 to 2.

Some legislators argue that the only way to end criminal control is to legalize gambling, as by permitting off-track betting. But, former FBI-man Virgil Peterson has pointed out, legislation accelerates gambling and requires higher welfare expenditures and more police to combat an increase in crime by amateur gamblers. Nor does it necessarily end gangster control. It often merely legitimizes professional control, as in some of the racetracks around the country. Hazel Park in Michigan is reported by the police to be controlled by Detroit Mafia families.

Shipping Co. Sounds Off On British Boat-Trains

LONDON—Dirty windows, unemptied ashtrays, dusty seats, missing door handles in the toilet and a multitude of other complaints about the condition of the boat trains on the Southampton-London run have sparked a controversy between the Cunard Steamship Company and the Nationalized British Railways.

For the past two years Cunard has been complaining that the trains, which transport ship passengers to and from the port of Bridgehampton, are dirty and slow and offer poor service.

Things have got so bad, according to Cunard, that they are considering ordering the removal of its name board, The Cunarder, from trains servicing its ship.

The British Railways admits that there may have been "isolated lapses" in caring for the trains but asserts "that on the whole the service is very good." It explained that the cars are cleaned at each end of the one-and-a-half-hour journey, and that they are not put in use on any other passenger runs.

About 250,000 passengers, many of them Americans, use the boat-trains every year, a majority of whom are Cunard passengers on the liners Queen Mary or Queen Elizabeth.

Cunard is concerned about the condition of the trains because many of the passengers are under the impression that Cunard runs the service.

According to Cunard, its passengers on the boat-train run provide annual income for the railways totaling several thousand pounds. Cunard's passenger sales manager W. Machell says the trains are "dilapidated" and make us look like a fifth-rate nation."

The complaints about the conditions of the boat-train are not confined to the company. E. Barrington Anderson, the manager of a London Travel Agency, related his travails on the boat-train in a letter to R. Sinfield, chief shipping and continental manager of the railways Southern Region.

"I found on entering the compartment that it was plain filthy," Mr. Anderson wrote. "The ashtrays had not been emptied, the windows were not clean, the door

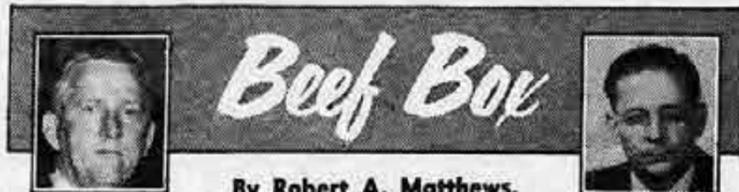
handles were dirty and the seats had not been dusted or brushed."

Mr. Anderson then related an indisposition he encountered when he attempted to make use of the trains toilet facilities. "A toilet in the first-class compartment had the inside door handle missing. It was impossible to lock the door firmly since, had one done so, it would have been impossible to get out again."

Cunard officials, evidently con-

cerned about this treatment of first-class passengers, summoned its executives to a meeting in Liverpool to discuss the situation.

Cunard boat trains have been in service since the nineteenth-twenties. They had formerly been utilized as sleepers and had as their staff what was considered to be the elite of railway workers. Critics attribute the decline of the service to recent cost-cutting drives by the nationalized railway system.



By Robert A. Matthews,

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

Tank Cleaning Rate; Room Allowance

Headquarters recently received a number of letters requesting clarifications and interpretations of various contract sections. One was from Brother Frank J. O'Malley, ship's delegate on the tanker National Defender, which outlined a couple of questions that were handled as follows:

Question #1: Enroute from Newport News, Va. to Baton Rouge, La., the crew mucked all the tanks possible, claiming the tank cleaning rate, as the tanks were butterworthed and not hand hosed, as per Standard Tanker Agreement under Memorandum of Understanding. The mate claims his instructions from the company were to pay the Hold Cleaning Rate (\$.052 per hour) in accordance with the Freight Agreement. Please clarify this.

Answer: You would be entitled to the tank cleaning rate provided butterworthing machines were used.

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

Question #2: The vessel was in drydock in Newport News, Va. On the grounds that the vessel was in the water the master refuses to pay the room allowance, because he states the vessel was in the water and the crew was not deprived of any facilities such as washing, lights, water and etc. This was for two days. In my understanding of the agreement, it states if the vessel is in the drydock, room allowance is payable. There is no mention of water being in the drydock. It states "When the vessel is in drydock overnight" room allowance is payable.

Answer: Under the circumstances you have outlined, since the vessel was actually in the water and not on drydock, you would not be entitled to room allowance.

Reference: Standard Tanker Agreement, Article II, Section 41; **Room And Meal Allowance:** "When board is not furnished members of the crew, they shall receive a meal allowance of \$1.00 for breakfast, \$1.50 for dinner, and \$2.00 for supper. When men are required to sleep ashore, they shall be allowed \$6.00 per night" also, Article II, Section 45; **Crew's Quarters:** "Room allowance as provided in Section 41 shall be allowed when vessel is in port and . . . (4) at all times when vessel is on dry dock overnight."

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A letter from Brother Otis Hardin, ship's delegate on the SS Warrior, also raises questions about several contractual items.

Question #1: Whose duties are involved in cleaning the discharge strainer on this type of ship since the discharge strainer is located in the lower engine room? The 4-8 FWT of this ship has to leave his station to go below to clean same and switch over.

Question #2: We have a bucket in the fireroom that we let our burners drain into. When it fills up, the 2nd engineer expects the 12-4 FWT to carry the bucket below and empty it in the save-oil tank.

Answer: "The items mentioned in both questions are considered the customary duties of the engine department. Therefore, the fireman on watch may be required to perform this work as his customary duty, or the wiper may be required to perform the work during his regular working hours without the payment of overtime."

Reference: Standard Freightship Agreement, Article II, Section 10—**Customary Duties:** "Members of all departments shall perform the necessary and customary duties of that department. Each member of all departments shall perform only the recognized and customary duties of his particular rating."

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In submitting questions and work situations for clarifications, delegates and crews are once again reminded to provide as much detail as possible setting forth the circumstances of any dispute so that a fair determination can be made. Besides those mentioned, some of the members who were sent contract clarifications during the past few days included the following: Alexander J. Leiter, Bienville; Sotirios A. Foscolos, deck delegate, Seatrain New York; Grady E. Brown, engine delegate, Seneca; John C. MacDonald, ship's delegate, Orion Hunter; Earl Gilbert, deck delegate, Del Monte, and Charles Johnson, Del Monte.

Checking Meeting Attendance



Members of a Rank and File committee, consisting of (l-r) Isidore Levy, Peter Raptakis, John Rawza and Chips Blanton, check on the attendance of members at a recent SIU membership meeting held in Houston.

Wage Hearings Hit House Snag

WASHINGTON—Hearings on the proposed new minimum wage for hotel, restaurant and laundry workers have bogged down in a House Labor subcommittee. The proposed scale would set a \$1 minimum wage for these workers, with graduated hikes over a four year period which would culminate in a \$1.25 base.

Labor secretary W. Willard Wirtz went before the committee to plead for the extension of the new wage minimum to workers who regularly depend to some extent on tips to round out their otherwise rather low rate of pay, and to call for further changes in the Fair Labor Standards Act to give more overtime pay protection to some 2 million workers.

The Administration's bill would extend overtime protection to workers in airline, trucking, gasoline station and oil pipeline industries. Without extensive data on how much waiters, bellboys and others collect in tips, both Democratic and Republican panel members are wary of imposing pay standards on employers. However, committee members are reluctant to exclude workers in these areas because of agitation for a minimum wage on the part of restaurant and hotel unions.

It is thought that the liberal-dominated labor panel will come up with some kind of bill this year, perhaps excluding workers who regularly received tips. But, as in previous years, any new wage measure faces certain hold-

up in the conservative-oriented House Rules Committee. In an abbreviated, election-year session of Congress, Rules Committee delays in clearing bills for floor action can be decisive.

Oil Loader A Mile Out

An ingenious innovation known as the bow mooring has been put into service in Libya's Gulf of Sirte, and allows for the loading of oil in rough weather—one mile away from the port of Marsa el Brega in the Gulf.

The experimental pylon grew out of a study made by the Standard Oil Company of New Jersey's operation in Libya, during which it was discovered that several days were lost last year when ships could not come into berth due to high waves and winds. Furthermore, the new super-tankers were too large for the shallow draft port.

The device consists of a bow tie-up at the end of a 56-foot rotating boom and a steel fabricated arm which houses four 12-foot hoses for the actual loading. The operation loads 50,000 barrels an hour.

The base of the structure is a steel ring resting on the bottom. Twenty-four steel columns rise from the circular base to a fender ring protected by rubber to deflect ships.

Ships are moored to the pylon facing into the weather, so that when the ship is finished, or in case of trouble, it can be cast off and is ready to steam off. Its engineers, however, say that the pylon should be able to load in any type of weather, without danger.

The entire operation cost Standard \$5 million, and its engineers said that other such innovations would cost more or less the same depending on the depth to which the mooring would have to be sunk in other ports.

Red Trawlers Menace To US

WASHINGTON—A Senate Commerce Committee report issued recently warned of the growth of "prowling and ravenous" Soviet fishing fleets which are known to be moving into waters off the United States and other countries.

The rapidly expanding fleets are a contribution to intensified tension, the report warned, and continued expansion by the Russians would serve to create "further havoc" with fishery resources.

The report is based on official Soviet documents rather than previously reported observations of Soviet fishing fleets off the New England and Alaska coasts, the committee said.

The study indicated that the Soviet Union was investing an average of \$320 million a year in its fishing industry and would have a fleet of 750 modern trawlers in service by 1965. The Russians are also having large factory ships and refrigerated vessels built in Japanese, Danish, German and Swedish shipyards.

The Russians are reportedly planning to overtake Japan as the leading fishing nation in the world by 1965.

SPAD

**Seafarers
Political Activity
Report**



EXTENSION OF FARM SURPLUS PROGRAM. Congress has been asked to extend Title I and Title II of Public Law 480 for another five years. The Foreign Agricultural Operations Subcommittee of the House Agriculture Committee is holding hearings on legislation that would carry the two titles through December 31, 1969.

For Seafarers, this legislation is the basis for the farm surplus disposal program that has been a mainstay of cargoes for the US-flag fleet for many years. Title I of PL 480 covers the sales abroad of farm surpluses for foreign currencies, and Title II provides for donations to support economic development projects and to feed victims of natural disasters.

The Agriculture Department has recommended a fund authorization of more than \$8.1 billion for Title I to permit continuation of the program at the same level during the next five years as for the previous five. For Title II it requested that the authorization be increased to \$450 million per year for the five-year period to provide for an expansion in economic development projects. This compares with the current authorization rate of \$300 million.

RECORD GOP CAMPAIGN SPENDING. The Republican Party is gearing up for its biggest money-raising effort yet. It plans to raise a record \$12.1 million to finance its national headquarters activities for the 1964 elections. This is up \$1 million from 1960 and exceeds by \$2.1 million planned Democratic Party requirements.

According to a report in the "Washington Star," GOP fund-raisers hoped to collect \$3.5 million from a 22-city closed-circuit TV \$100 a plate dinner held last month to launch the fund drive. A similar affair is planned for July following the GOP nominating convention. Another \$1.7 million will be sought from \$1,000 contributors, and \$2.5 million is projected from \$10 contributors. State and local dinners, direct mail and other fund-raising approaches are aimed at collecting the balance, to add up to \$12.1 million.

A QUESTION OF MORALS. US Chamber of Commerce President Edward Neilan made headlines recently, charging Federal loans to areas hard hit by long-term unemployment are "immoral subsidies." Yet, reveals Rep. Wright Patman (D-Texas), Neilan's Delaware bank enjoys what amounts to a Federal subsidy of \$590,000. This comes from \$17 million deposited in the bank by the Federal Government, money on which the bank need pay no interest.

Patman points out, unlike the Federal money deposited in Neilan's bank, area redevelopment loans, which help create jobs for the unemployed, are not interest-free but must be repaid with full interest to the Treasury.

MEDICAL CARE, ANYONE? Since the third quarter of 1962, daily service charges in hospitals have soared 6.6 percent and the cost of hospital insurance by 3 percent, according to the Department of Health, Education and Welfare. Overall medical care prices have hit a record high of 117.2 percent (1957-1959 is base period of 100 percent), and hospital costs alone are 139.6, up nearly 40 percent from the base period. These orbiting costs hit hardest America's millions of elderly, but the American Medical Association continues to insist there's no need for President Johnson's proposed health care program under Social Security.

LABOR ROUND-UP

The National Labor Relations Board turned down an appeal of Swift & Co. against the Packinghouse Workers when the board declared it could not "turn off or turn on" its contract bar rule to meet employer arguments of special economic circumstances. Swift, along with an unaffiliated union, had filed petitions with the NLRB for new elections in its Hallstead, Pa. plant after the UPWA refused to make contract concessions in the face of management warnings that otherwise it would close the Hallstead facility.

An agreement has been concluded between the New York World's Fair Food, Beverage and Service Employees Union, Local 1000, and representatives of India, Japan, Spain, Switzerland and Tunisia. The agreement provides that the prevailing wages and conditions in the City will apply to all nationals who come to this country for employment in World's Fair pavilions, representing their nations. Local 1000 is an affiliate of the Hotel and Restaurant Employees and Bartenders International Union, AFL-CIO.

Twenty-seven hundred members of the Chicago Teachers Union

jammed into Orchestra Hall in Chicago for a mass meeting on bargaining and got pledges of assistance and full-scale support from the Chicago AFL-CIO and the United Auto Workers. The mass meeting was told that a strike vote would be taken on March 2 unless the Chicago Board of Education grants bargaining rights. The board is scheduled to meet February 26 to reconsider its previous refusal of recognition for bargaining purposes.

Contracts advancing the use of live over "canned" music plus an increase in films being musically-scored in this country rather than abroad put an extra \$302,762 into the pockets of members of the Musicians employed by independent West Coast movie studios during the first half of 1963. The increase in earnings over the first half of the prior year was divided among union musicians, arrangers and copyists who worked on feature motion pictures and non-theatrical and miscellaneous films in the studios of some 48 producers. They do not include musician employment in the so-called major studios.

'Didja Hear The One About The Two Union Guys...?'



The AFL-CIO Maritime Trades Department Executive Board meeting in Miami this past week issued a vigorous denunciation of a Government agency for reasons that probably would surprise most Americans. The target of the MTD's justifiable anger was the Department of Agriculture and its Secretary, Orville L. Freeman, whom the MTD charged with anti-labor policies.

American seamen are no strangers to difficulties imposed on them and American shipping by the Department of Agriculture. The Department has repeatedly sought to undermine their security by virtue of its efforts to bypass the requirement that 50 percent of Government aid cargoes be shipped abroad in US-flag ships. The SIU and other unions of the MTD have tangled with Agriculture over this issue many times.

The charge that the Department of Agriculture is guilty of anti-union policies was given substance when the MTD made public a number of interesting facts, which are as clear and shocking an indictment of Agriculture's anti-union policies as you will find anywhere.

The MTD Executive Board cited the unfair labor practice charge lodged recently against the Department of Agriculture and its Secretary by the AFL-CIO American Federation of Government Employees—the first such charge ever brought against the US Government—on the grounds that Agriculture is running a company union.

This company union, known as the "Organization of Professional Employees in the Department of Agriculture," was given formal recognition by the Department despite the fact that officers of OPEDA include many executives in policy-making positions and was founded by top Administration officials. In fact, as the chairman of the Civil Service

Commission has pointed out: "The statements of purpose in OPEDA's constitution and membership brochure are not adequate to clearly establish its eligibility for recognition as an employee organization within the meaning of Executive Order 10988."

The Civil Service Commission chairman said that there appears to be conflict in the dual role played by OPEDA officers who are also serving as supervisors in the Department. "It is difficult for me to see how a top management official of a major segment of a Department can serve at the same time both as the spokesman for employees under his administrative control and as the responsible official for applying and reviewing personnel policies affecting these employees," the Commission chairman has stated.

It requires no great power of deduction to see that the Agriculture Department is using OPEDA to prevent the AFL-CIO union of government workers from expanding its membership within the Department.

But this is not all. As the MTD Executive Board pointed out, the Office of Personnel of the Department of Agriculture has been issuing documents and staff papers "loaded with quotations from articles and books hostile to and/or contemptuous of unions." The apparent reason for using the material in question is to downgrade unions and their role in representing employees.

Had these policies and actions carried the imprint of the National Association of Manufacturers probably no one would have lifted an eyebrow. But when they bear the imprint of a Government agency headed by a man like Secretary Freeman, who has the image of a liberal, that's a horse of another color.

These revelations are cause for reflection and suggest that perhaps the Administration in Washington might do well to take a good hard look at how its so-called fair labor policies are getting short shrift from agency heads in the course of their implementation.

Latin Shipowners Warned Against Anti-US Action

WASHINGTON—The head of the Senate Commerce Committee, Warren G. Magnuson (D-Wash.), has warned Latin American shipowners that proposed action by Latin American countries to exclude US

ships from carrying cargoes between their countries would prompt the United States to take retaliatory measures to safeguard the interests of US shipping.

The statement was spurred by a declaration recently drawn up by Latin shipowners at a meeting in Montevideo, Uruguay which apparently has the full backing of the Latin American governments. If approved, the declaration would exclude other than vessels of the Latin American Free Trade Association countries from carrying cargoes between their countries.

The statement by the Commerce Committee head followed a plea by SIU-contracted Delta Line calling on the Federal Government for assistance in counteracting discriminatory regulations by the Latin shipowners against American-flag ships. The Delta Line appeal was made in concert with three other major companies serving Latin American ports.

The nations that comprise the Latin American Free Trade Association are Argentina, Brazil, Columbia, Ecuador, Mexico, Paraguay, Peru and Uruguay. Some Latin American countries have al-

ready applied restrictions in trade, although in recent years a number of them have been eliminated with the aid of US federal intervention. These restrictions took the form of extra consular fees on goods and higher port costs.

LAFTA is expected to act on the Montevideo declaration in April. Sen. Magnuson said the Merchant Marine Subcommittee is presently studying whether further legislation is desirable to deal with problems such as those posed by the Latin American Shipowners.

The United States has retaliatory weapons authorized by General Order 88 of the Maritime Commission and if it so desires can deny the right of a discriminatory nation to enter United States ports.

The chief fear of the United States shipping lines is the prospect of finding group restrictions by all the LAFTA member countries, in addition to those already existing individually in each country. United States shipping would be at a severe disadvantage if, for example, the Latin nations decided to place protective restrictions on trade moving from one LAFTA member to another.

Ocean Travel Seen Luring Big Spenders

A trend heralding the return of the big spending trans-Atlantic ocean traveler is believed to have been spotted by shipowners and travel men.

The number of upper class bookings on passenger liners showed a marked decline in the past few years, while tourist class reservations increased.

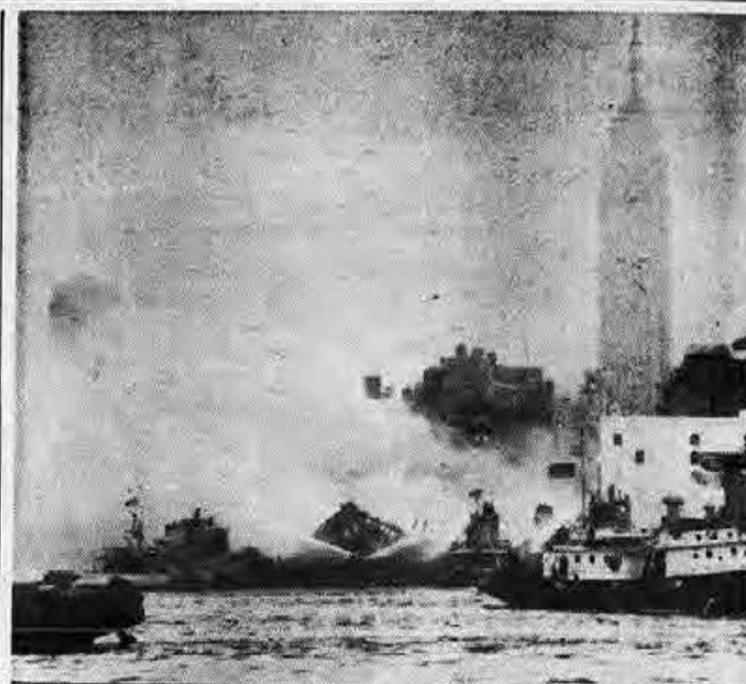
Some shipping line officials believe that this trend means that trans-Atlantic travelers are beginning to switch to passenger ships away from jet air travel. Travel agents have reported that it is very common for a transoceanic passenger to fly one way and return by water.

A Cunard Line official has indicated that advance first class bookings were far ahead of 1963. Cunard, which had the biggest passenger volume of any line last year, reports that reservations for first class berths in April and May are almost twice as heavy as last year.

The shipping company has just returned two of its liners, the Carmania and the Franconia, to service after renovation and design changes costing \$3 million dollars. Cunard also has a new express liner on its drawing boards which has a \$62 million price tag.

The passenger line believe that its optimism over the future of ocean travel, especially in first class accommodations, is fully justified when this year's reservations statistics are studied.

Officials of ocean passenger lines as well as travel agents have only the most pleasant memories of the days before air travel usurped their place as the only method of trans-oceanic travel.



Billowing smoke from the fire which demolished Pier 67 North River obliterates much of the famous New York skyline as fireboats battle to extinguish the five-alarm blaze which destroyed the pier.

SIU Tugmen Star In NY Pier Fire

NEW YORK—An SIU Railway Marine Region-manned New York Central Tug played a key role in saving lives during a January 6 fire which consumed pier 67 North River, although you would never guess it from reading the stories of the blaze printed in the New York newspapers.

Credit for decisive action during the blaze was given to police, firemen, fireboats and even the New York City Fire Commissioner, but little mention was made of the exploits of the SIU-RMR-contracted tug which pulled six men from the blazing Erie-Lackawanna pier and then towed a float with a burning boxcar into mid-stream so the fire could be safely extinguished.

Events Told

Captain Harry P. Jones of NY Central Tug 16 related the events of the rescue in a letter to the LOG.

Tug 16 was bound for Pier 34 North River at 3:25 PM on January 6 when smoke was spotted rising from Pier 67 at the foot of 27th Street. Tug 16 immediately called the Tug Dispatcher by radio and told him to notify the Fire Department of the blaze.

With flames bursting up on all sides of the pier, Tug 16 nosed in as close as possible to take off six men who were cut off by the flames. Fanned by high winds, the fire was blazing out of control and a boxcar on a car-float moored alongside the pier was also afire. Wind-whipped sparks also set adjacent Piers 68 and 72 afire, although damage to them was slight.

Saves Car-Float

With the Tug 16 deckhands shouting instructions to the trapped men on the pier, the vessel stood by until all had been picked up. The tug then turned its attention to saving the car-float with the burning boxcar aboard from further damage.

Intense heat and smoke prevented the tug crew from reaching the in-shore lines mooring the float to the pier, so full power was used to break the lines. The tug then pulled the burning float into mid-stream where an Erie-Lackawanna tug was able to approach and extinguish the fire on the float.

At one point during the rescue operation, while Tug 16 was still close up to the burning pier, it became enveloped in such thick

smoke that another NY Central tug thought Tug 16 was on fire and called to ask if assistance was needed.

Tows Other Barges

Later, Tug 16 was called upon by the Police and Fire Departments to tow away the NY Central Barge 646, one of two barges moored at Pier 74 and threatened by the flames. These barges were placed on the Jersey side of the river for safety.



Mahoney



Zeller

Captain Jones commended his entire crew for the skill and bravery displayed in saving lives and preventing further damage to property by the fire. Since the newspapers made no mention of their exploits, Jones gives special credit to Tug 16 crewmembers D. Mattesich, engineer; E. Chapman, oiler; J. W. Byrnes, fireman; Dan Zeller, mate; and deckhands Ray Van Valken and W. J. Mahoney.

The Pier 67 fire eventually went to five alarms and required four fireboats, 36 pieces of land equipment and more than 250 firemen before it was brought under control. The pier, which was leased from New York City by the SIU Railway Marine Region-contracted Erie-Lackawanna Railroad, was completely demolished, with damage estimated at \$750,000. New York Commissioner of Marine and Aviation said the pier would be rebuilt and the Erie-Lackawanna would be given priority leasing rights.








**By Fred Stewart & Ed Mooney
Headquarters Representatives**

Carbon Tetrachloride is one of the best industrial solvents in use today. It removes oil or grease completely, evaporates completely leaving behind no residue and it is quite inexpensive. Unfortunately it is also highly poisonous to man, even in extremely small quantities.

Because of its natural characteristics, carbon tetrachloride is particularly dangerous to seamen who spend a great deal of time working and living in small, often tight compartments. It is so dangerous that carbon tetrachloride fire extinguishers and others of similar types are no longer approved for marine use by the Coast Guard.

Although carbon tetrachloride is highly poisonous when absorbed by the body in any manner, either when taken through the mouth or absorbed through the skin, it most commonly enters the body through the lungs while breathing, as a vapor. It evaporates so quickly and so completely that relatively small amounts of the chemical will leave very high concentrations of its deadly vapor in the air in a very short period. For example, half a teaspoon of carbon tetrachloride is enough to cause a concentration of vapors in a ten foot square compartment which is 10 times the accepted maximum safe concentration.

Carbon tetrachloride effects the brain, liver and, most important, the kidneys. High concentrations effect the brain first, causing unconsciousness. In high enough concentrations it will cause death by disrupting the activity of the brain. The chemical also effects the liver, impairing the blood's ability to carry oxygen to the body cells and causing a jaundiced condition. Its effect on the kidneys is most important because it is often overlooked, and can cause death almost two weeks after the actual exposure has taken place.

A strange fact about carbon tetrachloride's effect on the body is the way alcohol increases the danger of poisoning. A few drinks will alter the body's ability to deal with the chemical to such an extent that a concentration which would not be dangerous without the exposure to alcohol, or which would cause only minor light-headedness or nausea, now becomes fatal.

Proper ventilation is the best answer to the safe use of carbon tetrachloride. Unfortunately, proper ventilation is not always practiced. The man using this chemical to take a grease stain out of his favorite necktie in a small compartment for instance, is running the risk of losing his life. Remember, one half of a teaspoon of the chemical is enough to cause a fatal concentration of vapor in a ten by ten compartment.

Without proper ventilation, only twenty-five parts carbon tetrachloride per million parts of air is considered safe. As little as 250 parts per million can cause death to someone who has been drinking. Five thousand parts per million may be fatal after an exposure as short as five minutes. This is usually the delayed type, with death a week or 10-days after from kidney damage.

Twenty-four thousand parts per million for very short periods will be fatal after a period of illness, or if exposure is of approximately 15 minutes, may be fatal immediately. Larger exposures will be fatal almost immediately.

These are the reasons why SIU agreements require payment of overtime for members of the engine department required to use carbon tet for cleaning purposes aboard ship. It's a dangerous material and has to be used very carefully and sparingly.

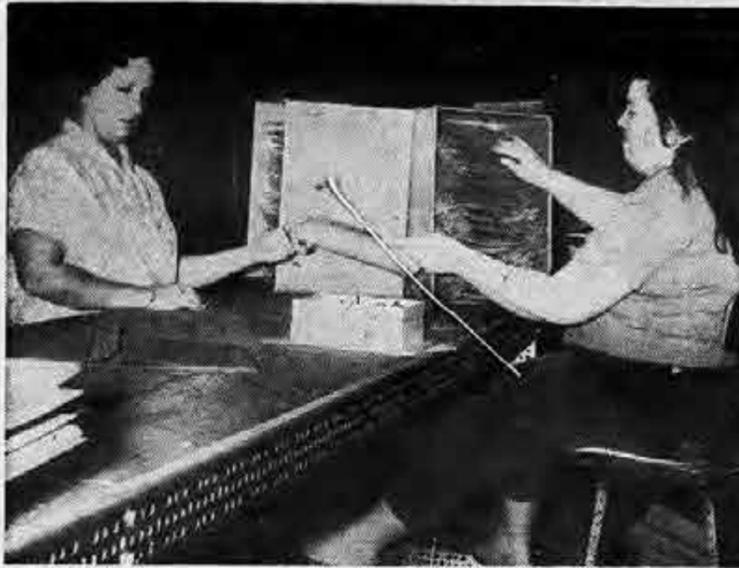
DIGEST OF SIU MEMBERSHIP MEETINGS

MOBILE, December 11 — Chairman, Lindsey Williams; Secretary, Louis Neira; Recording Secretary, Robert Jordan. Minutes from previous port meetings accepted. Port Agent's report on shipping and holiday dinners was accepted. President's and Secretary Treasurer's reports for November were accepted. Auditor's reports accepted. Dues increase resolution read and accepted. S. Rallo elected to quarterly financial committee. Total present: 154.

NEW YORK, January 6—Chairman, Earl Shepard; Secretary, Eric Klingvall; Reading Clerk, Bill Hall. Minutes of all previous port meetings accepted. Port Agent's report on shipping, upgrading, Seafarers Educational Forum and training accepted. President reported on wheat shipments, Canadian beef, AFL-CIO meetings domestic shipping aid, compulsory arbitration bill, Cuba Blacklist, San Juan automation conference, Lakonia disaster. SIU constitution reprint, Philadelphia organizing, SIU clinic hours and welfare developments. Report accepted. Organizing report covering 1963 shipping, wheat sales and 50-50 law was accepted. Contract Department's report on ship sales and changes, proposed new ship operations and SAB ruling was adopted. Welfare services report presented and carried. Various Christmas greetings posted. Meeting excuses referred to dispatcher. Quarterly financial committee's report accepted. Auditor's reports accepted. Discussion in good and welfare on coastwise shipping, good union representation given tanker Orion Hunter and pension benefits. Total present: 486.

PHILADELPHIA, January 7—Chairman, Frank Drozak; Secretary, Robert N. Air; Reading Clerk, Charles Stansbury. Minutes of previous meetings in all ports accepted. Executive Board minutes of November 25 presented and read. Port Agent's report on shipping, blood bank, clinics and upgrading was accepted. Reports of the President and Secretary-Treasurer for December were accepted. December organizing report and report on contracts and constitution were accepted. Welfare services report presented. Quarterly financial committee's report accepted. Auditor's reports accepted. Total present: 56.

Phila. Co. Makes Paper Products



Packaging paper portfolios at the National Fiberstok Corporation in Philadelphia are (l-r) SIU-UIW members Marge Shaw and Marie Shensky. The SIU United Industrial Workers signed a first-time contract with the company last November.

Tax Dodges Spur The Slippery Rich

WASHINGTON—There are too many millionaires in this country who pay little or no taxes at all on their income, according to Senator Paul Douglas (D-Ill.).

Douglas, a former economics professor, is studying the various loopholes in the present tax laws which allow the wealthy to go scot free when everybody else is figuring how they are going to meet their tax obligations. His purpose, he says, is to get the Senate to consider the abolition of these "truckholes" when the current tax bill gets to the floor of the Senate.

Recently, the Senator compiled a list of examples of immensely rich corporations which had succeeded in ducking most if not all of their taxes through gimmicks. These include depletion allowances, drilling and development cost deductions, 15 percent for oil production in the Western Hemisphere and the slick deal by which oil royalties to Arabian sheiks are transformed into taxes and so deducted in full from any taxes that may be due.

But it is not only the large companies who are bilking the country of a rightful share of the tax burden. Douglas showed that numerous oil companies have paid ridiculously low taxes over the years. In some cases, companies with net incomes of as much as \$46 million have paid no taxes at all. Others have escaped with far lower taxes than most other industries.

One of the most frequently used loopholes of all, is the "charitable

contribution" angle under which at least 15 persons with adjusted gross incomes of more than \$500,000 in 1959 paid no income tax at all.

Charity is about the last thing on the minds of these tax dodgers who operate under a tax law which allows a person an unlimited deduction for charity if that person's taxes and charitable contributions exceed, in any one year, 90 percent of his "taxable income." For anybody else, the ceiling on deductions for charity is between 20 and 30 percent.

Generally, according to Douglas, these contributions go to a charitable institution which the man has himself set up.

"In fact," said Douglas, "it is not unfair to say that there are millionaires paying no taxes whatsoever who are making so-called charitable contributions to their personal and private foundations for the purpose of complaining about the high tax rates and excessive Government expenditures to which they neither pay nor contribute."

Union Leaders In NJ Primary

NEWARK, NJ—Five union leaders will be running in the 12th Congressional District Democratic primary here in April.

The five are: Alfred M. Lowenthal, education director for District 3, International Union of Electrical Workers; Paul Krebs, United Auto Workers official; Emanuel Mann, UAW; William B. Sirchio, business representative of the Painters Union, and Leo Feehey, former international vice president of the Stereotypers.

The incumbent Congressman, Rep. George M. Wallhauser, Republican, has announced plans for retirement at the conclusion of his term.

Congress Hears Labor's Role In Economy Lauded

WASHINGTON—In his Economic Message to Congress, President Johnson called for a more stringent fight on unemployment, and praised labor for being "constructive in collective bargaining and in its contributions to rising productivity."

Calling the present rate of unemployment of 5.7 percent "intolerable" Johnson said there must be five million more jobs in 1964. He said that two million are needed to "get rid of stubborn excess unemployment";

that two million more are necessary to "offset the labor-saving effects of rising output of workers"; and that an additional million jobs are necessary to handle the nation's rising labor force.

Johnson told the Congress that there was "ample room" for price reductions in 1964, especially in "large industrial enterprises" where productivity is rising faster than the national average.

The nation has recorded a \$100 billion expansion with the Gross National Product increasing 16 percent, profits up 44 percent and non-farm jobs up 2.75 million, the Chief Executive said as he called for immediate passage of the \$11 billion tax-cut bill.

Supplementing the proposed legislation, Johnson called for a high level commission on automation and urged such a group to study the Council of Economic Advisors' analysis which questioned the extent of the impact of automation on the economy and indicated it was possible that "higher rates of productivity increase may prove to be transitory."

The President also urged a program of retraining displaced workers, increasing the coverage and benefits of the unemployment compensation program and extending the minimum wage act's protection to 2.5 million more workers.

Although he repeated his objection to a reduction in the work week, Johnson called for legislation authorizing higher overtime penalty rates on an industry-by-industry basis where tripartite industry committees "determine that such rates could create more jobs without unduly raising costs."

Stressing the necessity of passing the tax-cut bill, the President said it must be enacted "not in one, or two, or three months, but now" and with an immediate drop in the withholding rate to 14 percent from the present 18 percent.

Failure to pass the bill would bring a tremendous reduction in the nation's economy, the President said.

No Seaway Toll Hike Expected During '64

CHICAGO—Hearings on an a possible increase in tolls on the St. Lawrence Seaway will be held next month by the Seaway Corporation which administers all activities on the joint US-Canadian venture which opened in 1959.

A final decision on the matter is not expected to be handed down until June. Observers feel that this is too late in the year to effect any major changes in the toll structure, and that if a change is called for it will not be put into effect before 1965.

Another matter that the joint group of US and Canadian Seaway officials will study will be the reimposition of tolls on the Welland Canal link between Lake Ontario and Lake Erie. The toll was originally suspended by the Canadian government two years ago.

The whole problem of tolls hinges around a joint US Canada agreement to amortize the waterway through tolls in a 50-year period.

Despite five years of steady growth, both countries are millions of dollars behind meeting the payments to the respective governments. Latest reports from Canada indicate that she is \$55 million behind in her payments, and is going deeper into the red each year.

The feeling in the United States is that the debt limit should be extended as a means of paying off the debt rather than raising the tolls, which, it is felt, would stop the rapid cargo growth the Seaway has enjoyed.

When the US and Canada will meet to complete final work on the seaway tolls is not known because of the difference in viewpoints of how the tolls should be

handled in 1965. There have been several meetings but nothing has yet been resolved.

Vessel Sold For Hotel

NEW YORK—Tourists to the Bahama Islands will soon have access to the latest in twentieth century hostelry when Home Line's 16,777 gross ton liner Italia is converted into a floating hotel after her last voyage on April 25.

The Line announced here recently that the Italia has been sold to the Canaveral International Corporation for conversion into a floating hotel that will be permanently moored in the Bahama Islands. The vessel will be modified to provide for 1,400 guests and then moved to Freeport, Grand Bahama Island.

The Italia was built by Blohm & Voss, Hamburg in 1928 for Swedish-American Line and was called the Kungsholm. During World War II, the vessel sailed as an American transport under the name of the John Ericson. After the war the liner again served under the Swedish flag before being acquired by Home Line which sailed her under the Panamanian flag.

JEAN LA FITTE (Waterman), Jan. 18 — Chairman, DeVaughn Harrison; Secretary, M. Miller. Ship's delegate reported no beefs. Small amount of disputed OT in deck and steward departments. Headquarters to check on repair lists. Crew would like to see repairs completed before next voyage. Another motion made that when ship sails foreign there should be stores for 90 days aboard. If the company is not going to haul passengers, arrangements should be made to move licensed personnel into passenger quarters. Suggestion made that entire crew assist in keeping messroom clean after hours. Vote of thanks to the steward department for a job well done.

Nov. 24 — Chairman, Alex Jones; Secretary, M. Miller. Repair list to be taken up with patrolman since it has been disregarded. Delayed sailing from Houston disputed by captain. No other beefs reported.

JEFFERSON CITY VICTORY (Victory Carriers), Dec. 11 — Chairman, R. Nicholson; Secretary, William Nestle. No beefs reported by department delegates. Dennis O'Connell was elected to serve as ship's delegate. Ship to start a ship's fund at payoff if crewmembers want to donate. Each department delegate to collect contributions.

DEL AIRES (Delta), Jan. 5 — Chairman, Charles Kimball; Secretary, F. S. Paylor. \$20.00 in ship's fund. Joseph W. Henry was elected to serve as ship's delegate. Crewmembers requested to keep messhall and pantry clean.

ALCOA TRADER (Alcoa), Jan. 5 — Chairman, L. Jones; Secretary, Wil-

Ham H. Rhone. Brother L. Jones was elected to serve as ship's delegate. Motion made to obtain new washing machine. Discussion about fans. Vote of thanks extended to the entire steward department for job well done.

PONDEROSA (American Asia), Jan. 11 — Chairman, R. Perry; Secretary, R. C. Reed. Two men left in hospital at Karachi. Discussion on cigarette rationing. Ship's delegate received confirmation of no-hot-water allowance. He expressed pride in having a

DIGEST of SIU SHIP MEETINGS

good crew and the fact that there had been no beefs. \$2.30 in ship's fund. Discussion on increase in dues. Motion to send in crew's 100% approval. Discussed welfare and pension plan. Decided to send letter concerning possibility of receiving cash rather than traveler's checks for draws.

AFOUNDRIA (Waterman), Jan. 12 — Chairman, W. Perkins; Secretary, W. Young. \$5.83 in ship's fund. R. Corn was elected to serve as ship's delegate. Request made by crewmembers to have pitchers of ice water on tables when possible.

SEATRAN NEW JERSEY (Seatrains), Jan. 19 — Chairman, F. Pastreano; Secretary, James M. Nelson. Brother Roland St. Marie was elected to serve as ship's delegate. Usual suggestions made in regard to keeping laundry room and messroom clean.

CANTIGNY (Cities Service), Jan. 19 — Chairman, none; Secretary, Allison Hebert. No crew list sent to headquarters. No deck delegate. Discussion regarding rusty wash water. Suggestion made to inquire about awning being installed on ship. Something should be done about condition of quarters.

TRANSGLOBE (Hudson Waterways), Dec. 2 — Chairman, Eugene Ceccato; Secretary, F. R. Napoli. One man missed ship at St. Nazaire. No beefs reported by department delegates. New ship's delegate to be elected on next voyage. Vote of thanks extended to steward department for job well done.

WALTER RICE (Reynolds Metal), Nov. 16 — Chairman, H. Huston; Secretary, Curly Nielsen. Ship's delegate reported smooth trip. Good cooperation from department heads. Motion to have ship's delegate and boarding patrolman see port captain about reliefs in Galveston. Motion to see if more men can be put on vessel, such as deck engineer, electrician and pantryman. Special contract should cover this company. Ship's delegate spoke to captain concerning work under crane while work is being done overhead. Told that nobody is to work under crane while work is performed overhead. Repair list being made up.

Shipping Aid

(Continued from page 2) in the non-subsidized offshore and domestic trades were among seven companies recently assigned 13 of the 18 C-4 type reserve fleet troopships released by the Navy last fall.

Both of the Bartlett proposals gained approval from a spokesman for SIU - contracted Sea - Land Service, who backed both the subsidy and the "build-foreign" legislation. If the Government does not subsidize construction of vessels for the domestic trades, the operators should be allowed to build new vessels in foreign shipyards, he said.

He was backed in this view by representative of Hawaiian Steamship Company, which has been inactive in the domestic trade since World War II, and has been trying for about four years to get Government approval for mortgage insurance on three high-speed container ships. Without Government assistance "there will be no new vessels for the intercoastal trade..." he warned.

As was expected, there was more sympathy for the bill to aid domestic building than for the bill to grant subsidies for construction of American ships in foreign yards. Spokesman for shipbuilders urged passage of the construction subsidy, but opposed allowing such construction in foreign yards.

The Gulf Coast

By Lindsey Williams, Vice-President, Gulf Area

Crowds Turn Out For Mardi Gras

Seafarers on the beach and on ships in port joined in gala Mardi Gras celebrations in New Orleans and Mobile last week. With pleasant weather prevailing, the biggest crowds in history turned out to take part in fun, frolic and festivities.

Union halls were closed for the day in both ports. It would be useless to try to keep them open, anyway. There are no mail deliveries on that day and business always comes to an abrupt halt when the carnival spirit takes over.

Some Seafarers went in for masking and costumes in a big way, with Joe Powers and Homer Ringo putting on the biggest show in New Orleans. Ringo's costume was so "far out" that he attracted the attention of a local television show.

In both ports, the "home guard" hit the hiring halls right afterward; ready to ship out after having enjoyed the carnival season.

At Mobile, this contingent included Roy L. "Lucky" Pritchett, who takes an active part in carnival social and marching societies. An electrician, he last paid off the Overseas Rose on the West Coast.

Leroy "Dick" Drew came over from Tampa and has been recovering from a brief illness while on the beach in Mobile. G. O. Johnson, currently registered to ship as bosun, recently qualified for a mate's license through the SIU-sponsored training program. He topped the 90 mark—one of the best scores compiled since the program was started.

Malcolm E. Chandler, home after more than a year as bosun on the supertanker Achilles, is registered in group 1 and hoping to make another tanker.

Eddie Lee Walker, who has been shipping out of Mobile since 1938, is relaxing at home after paying off the S S Fanwood. He is waiting for the chance to throw in for a chief or second electrician's job on any Alcoa or Bloomfield ship. Fred O. Swendson is ready to take about any Group 2 engine department job that comes along. He once tried out as a cowhand in New Mexico, but became convinced the sea was a more prosperous and better way of life. A couple of steward departent oldtimers on the beach are Harold Ducloux and William G. Murray. Ducloux is registered for a steward's job. Murray last sailed as night cook and baker on the Monarch of the Seas.

The Del Sud made the headlines in New Orleans when she sailed for an unscheduled stop at Bahia with 2,600 bags of flour and 500 tons of powdered milk reported to be urgently needed to help fight famine in Northeast Brazil. The shipment was arranged for by Catholic Relief Services of New York.

Among visitors to the New Orleans hall was Jake Wood, who hails from Tampa. Jake had to get off a Waterman ship after being injured in a fall aboard ship. He checked in at the USPHS hospital and was put on outpatient status. Ramon Irizarry is waiting for a freight ship job. He recently got his "fit for duty" after recovering from a heart attack. Irizarry used to sail steadily on Delta Line passenger ships, but he says that kind of life is too hectic for him now. Fred Shala, steward on the Steel Vendor, dropped by to visit friends as the ship topped off in New Orleans before sailing for Beirut.

A couple of engine department oldtimers ready to ship from New Orleans are Louis Anderson and Bill Tank. Louie probably will end up with a reefer engineer's job on a Delta passenger ship after swearing he will never take another one. Steven Szanto, Nick Pizzuto and V. W. O'Mary are reported about ready to go again after taking it easy on the beach for a while.

Dan Gribble has been on the beach for about three months in Houston. He has recovered from a recent operation and says he is ready for almost any deck maintenance job. Jim Lippincott drove up from Galveston for the February membership meeting in Houston. He is on the ailing list at the moment, but made the trip to visit with friends and old shipmates.

Jimmy King also is taking it easy in Houston after paying off the Del Campo. He has the chief electrician's job on this ship. Mike Toursand went over to Houston from Mobile to register and, at last report, was making the job calls and is ready to go.

US Issues Atom Plant Safeguards

WASHINGTON—Radiation safety and health standards designed to protect workers from the harmful effects of exposure, applicable to Federal contracts under the Walsh-Healey Act, have been issued by Secretary of Labor W. Willard Wirtz.

They will become effective February 28 except as to contractors operating Atomic Energy Commission plants and facilities and to employers' operations in six states which have regulatory agreements with the AEC—Arkansas, California, Kentucky, Mississippi, New York and Texas.

To consider application of the new regulations in the six states, Wirtz called a public hearing for April 13 in Washington. Plants operating under AEC licenses which are in conformance with the applicable AEC regulations will be considered in compliance with the new regulations.

The rules laid down by Wirtz cover health hazards from sources of radiation such as isotope radiation gauges, industrial X-ray machines, particle accelerators, high voltage electronic vacuum tubes, and natural isotopes.

Uniform standards are set up in the regulations for caution signs, labels and signals, instruction of personnel, posting of regulations and procedures, storage of radioactive materials, waste disposal and notification of incidents.

See Gimmick To Fix Prices In 'Quality' Bill

WASHINGTON—A quality stabilization bill being considered by Congress would mean "higher prices for the consumer" and would not help small business, AFL-CIO Legislative Director Andrew J. Biemiller declared.

Testifying before a Senate Commerce subcommittee, he said labor considers the measure a "price-fixing" device "which has nothing to do with either quality or honest stabilization of prices."

The Administration-opposed bill, already approved by the House Commerce Committee, would permit manufacturers of brand-name products to fix and enforce the retail selling price of their products.

"Good products, which consumers want, do not need artificial price supports," Biemiller declared. "Under free competition in a healthy economy, a genuinely good product will command a sufficient volume of sales at a price adequate to insure its production."

He rejected an argument used by some supporters of the bill that its objectives are comparable to those of federal labor legislation and that it would give businessmen protection similar to that accorded wage-earners.

Instead of helping small business, he charged, the proposed legislation would deliver small business "lock, stock and barrel into the hands of the manufacturers." The retailer, he noted, would be unable to compensate for some special disadvantage, such as poor location or lack of credit facilities, by lower prices. Nor could he sponsor temporary sales to move slow-selling inventories.

Mobile Member Meeting



Attentive gathering of Seafarers takes in report by port officials at February SIU membership meeting in Mobile. Attendance included a number of well-known Gulf oldtimers who were ashore during Mardi Gras celebrations last week.

SIU Plant Tops On Tug Fenders

BROOKLYN, NY—To workers at the SIU-United Industrial Workers-contracted A. Di Mattina Company, those great shaggy humps hiding the bows of tugboats are a work of art. To the owners and operators of ships, they are a welcome necessity.

For, the Di Mattina shop makes the fenders just so that the nuzzling, nudging, prodding and sometimes bumping actions of the tugs do not harm the surface of the hulls of the big ships which ply the harbor waters hereabouts.

Although some tugboatmen still devise their own fenders from any old piece of used rope or even from a discarded automobile tire, most still prefer the professional job, an industry which the Di Mattina family brought to this country from the Italian port of Stromboli three generations ago.

Bow fenders are made by first constructing an armature of lengths of 10-inch hawser in such a way as to form a tapered roll with the greatest thickness in the middle. After this "sausage" is formed, a three inch hawser is used to form endless half-hitches, until a crochet network is built up, layer upon layer, to achieve the desired thickness.

Then the beard is formed by slipping strands of unraveled rope through the half-hitches. After the beard is combed and brushed, the

fender is ready to go to work on the bow of a tug.

The Di Mattina Company utilizes about a million pounds of used rope in the space of a year to form the many fenders they produce. And, although the company will make fenders of the tougher and more durable rubber variety, they are quite a bit more expensive, so the firm sees no decline in the near future for the standard rope variety.

And, looking into the future, the Di Mattina Co. sees hope that racing yachts and power boats will soon be coming to the shop for a smaller, special type fender for use at racing starting lines and in overcrowded harbors.

Japanese Co's Set New Ties

TOKYO—A merger of two big shipping firms will create the largest shipping line in this country and one of the largest in the world when the Mitsui Steamship Company and the Osaka Shosen Kaisha formally come together in April.

The new company, to be known as the Mitsui-OSK Line, will consist of 204 ocean-going vessels aggregating 2.3 million deadweight tons.

The Japanese Ministry of Transportation has been trying to make the leading shipping companies of Japan form into five or six groups to minimize costly domestic rivalries and improve the competitive trading position of the island nation.

Mitsui and OSK had been involved in talks with other firms before announcing their own merger, but were considered the least likely prospects for a joint shipping venture because of their long-standing business rivalry.

Four other merger agreements have been signed and one involving the two remaining big companies in the industry was expected to be completed in time to meet a government deadline for submission of merger plans.

To Your Good Health



Busily packaging drugs at the SIU-UIW contracted Philadelphia Laboratories Inc., are (l-r) Union members Irene Smith, Dorothy Westfield and Margie Dill. The company manufactures drugs for hospital use.

PERSONALS and NOTICES

Richard Oertle, Jr.
Contact Local Board No. 21, Selective Service System, 2 Winnick Ave., Poughkeepsie, N.Y., on an important matter.

Horace Davis, Jr.
You are asked to get in touch with Mrs. Bessie Davis, 1905 Strauss Street, Brooklyn, New York.

Earl Lewis Brittain
Please contact your sister, Mrs. Cynthia Williams, 3006 Cedar Crest Ave., Baltimore 19, Md.

Walter O. Wilson
Contact your mother at PO Box 15, Pearl River, La.

Robert W. Ferrandiz
Contact your father and give him address so he can write you regarding sister's wedding invitation.

Houston Mail
Mail is being held for the following (Continued on page 23)

The Atlantic Coast



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

Jobless Pay Fight Looms In Pa.

A check of the situation around the Port of Philadelphia shows that things are pretty quiet for most of the unions in the area. Shipping has been pretty fair since the last report, and the outlook right now is that this pattern will continue.

But out in the capital city of Harrisburg, a situation is developing that may make the headlines one of these days. Along with other sections of the AFL-CIO in the state, we have already been called upon to fight proposals that would cripple important sections of the unemployment compensation law, and we intend to make every effort to see that these bills do not become law.

Gov. William W. Scranton, who is considered to be one of the Republican Party contenders for the White House this year, has adopted the attitude that the unemployment law can be tightened at the expense of some of Pennsylvania's unemployed workers. As expected, he is running head-on into labor opposition on the issue of what he calls "loop-hole" benefits for the jobless.

Other news in Philadelphia has been made by the delegates of at least six ships that paid off there, for bringing their ships home in excellent shape. There's only one beef pending on these ships, an engineroom dispute on the SS *Norina* which was of a highly technical nature and is being clarified at headquarters.

One of the brothers registered now in Philadelphia is R. P. Cabello, who paid off the *Potomac* after winding up one of his favorite runs—out to Holland and back. Brother Al Pfisterer, who was also on the Holland run, reports they spent six extra days in port on the other side due to an engineroom breakdown, then took 35 days steaming time to get back to the States. Maybe that's why a coastwise trip is more to the liking of Brother J. Koraluna, whose last time out was on the *Penn Carrier*. Koraluna says he favors the shorter runs, but notices that coastwise and intercoastal shipping is really tight.

There's not too much to report from Baltimore. Everything in that port is routine right now, though the outlook for shipping seems okay. The British-flag ship *Tulse Hills*, which has been idle there for some time due to the refusal of longshoremen to handle her, is still in port. This is the ship that was on the Government's blacklist of ships trading with Cuba and then came in here expecting to grab up an American cargo.

We notice Clyde Kent just came in to register at Baltimore, and he's really hoping that his luck will be different this time out. On his last ship, the *Orion Planet*, he slipped on deck while in Okinawa and then had to be flown home. Kent is waiting to get a fit for duty so he can try again. Ralph Gowan has been on the beach in Baltimore for a while, and is looking for another one. His last ship was the *Marore* on the Korean run.

An experience that doesn't hap-

Skipper Plans 'Mate' Swap

SAN DIEGO, Calif.—One way for a captain to insure that there is harmony topside is to marry a girl with a first mate's rating.

This is what Lee Quinn, 36, of Los Gatos, Cal., is doing after serving as skipper of an all-girl crew on a 49-day voyage last fall. His blonde attractive first mate on the trip, Mrs. Bea Berkson, has filed a divorce suit, and Quinn has announced that he plans to marry her.

Quinn, an ex-steeplejack, has already reached a property settlement with his wife, but Mrs. Berkson, who is 35 and the mother of three children, isn't making any statements about her plans after she leaves her husband who is a wealthy, retired businessman.

pen to many is related by Charles Hemmis, who tells a tale about a blown-out fuse on the *Short Hills* that caused the rudder indicator to go on the blink. All this happened while the *Short Hills* was in transit through the Suez Canal, so the result was they ran into a bank and blocked the Canal for several hours. When everything was straightened out, they found that the ship was headed in the wrong direction, but tugs finally righted matters.

The tugboat strike by the NMU's tug affiliate is still going on in the Port of New York, but otherwise headquarters port is a relatively quiet place. The new physical arrangements for registration seem to be working out okay, since there's more room in the main building now for handling dispatching, welfare procedures and other Union business.

Albert Jones is enjoying his vacation while the New York Harbor dredge *Extra Sensibar* is laid up, and we also see Martin Badger, off the *Bladensburg*, around the hall again. He went to Boston, then decided to come back to headquarters to duck the snow in Beantown. He wasn't too successful in dodging snowballs, since we had snow in New York anyway. An oldtimer we haven't since around for a while has been in the hall lately to kibitz with old shipmates and catch up on the news. Morris Schapiro, who's been retired since 1955, popped in the other day to say hello.

Up around Boston town, an SIU pensioner who retired a little over a year ago dropped around the hall recently. Brother J. MacDonald, who sailed for 26 years, just can't seem to get the saltwater out of his boots. But he says he's really happy with the way the pension set-up worked for him and he intends to enjoy his retirement. On the shipping side, things are looking up in Boston, as the movement of grain from that port is starting. The manpower on the beach will probably be depleted before long, so Boston can be expected to look south on replacements for the ships coming in.

A familiar face on the beach in Norfolk is Gleason Weaver, who's been missing from there for some time. He has been shipping out of Houston, but has returned to Norfolk for a while. Robert Gregory has just received his Union book and is mighty proud of it.

From the new to the old brings us to old timer Joe Cash, who has been shipping out for the past 22 years. Cash hasn't been feeling up to par lately, but is now fit and ready to ship. Will Beasley is now waiting for an operation that he hopes will clear him for shipping. He hurt his knee on the *Morning Light* some time ago.

Air Chief Defends Pilot Judgement

Says On Sea Or In The Air: Last Say Should Be Skipper's

WASHINGTON—"The foremost precept is that the pilot, like a ships captain, is master of the craft and has the ultimate responsibility for all decisions affecting safety in flight" declared Federal Aviation Director Najeeb Halaby last month as he strongly opposed any

move to transfer to his agency the authority to decide if weather along a route is adequate for dispatching a flight.

Halaby made his statement while testifying before the House Health and Safety subcommittee's hearings on air safety. He reaffirmed the right of the pilot and the airline's own flight dispatcher to make the decision on whether or not to fly. Halaby told the Congressman that only the actual pilot was close enough to the weather, either by looking out his window or by studying his radar to make a valid decision.

Halaby noted that a pilot's decision to fly was backed up by thousands of hours of flying time that gave him the familiarity with weather elements that only a pilot can acquire. The FAA director said that during a recent trip to Russia he learned that a government controller was in a position to make a judgment on whether a flight would be permitted to proceed as scheduled. Pilots had no say in the matters, he added. Mr.

Halaby described the Soviet system as a "dictatorship of the proletariat that I would abhor." He urged Congress to retain the present system of flight dispatching presently applied in the United States.

The hearings were an outgrowth of a series of recent crashes involving jet airliners operating in regions with poor weather; particularly the case of a Boeing 707 Jet that crashed near Elkton, Md., after it was reportedly struck by lightning.

During the hearings, one of the Congressman asked Halaby whether it might not be advisable to create a government dispatching authority for "general aviation." This designation includes private flying, from the smallest craft to planes operated by private airlines.

"That," Mr. Halaby replied, "falls in the category of a lot of things that might be desirable if the cost were not an element."

The Congressional hearings on air safety have been adjourned, and no definite date has been set for their continuance. As of now,

it seems unlikely that the ultimate decision of whether or not an airplane will fly will be taken out of the hands of the master of the ship, the pilot.

Four IBU Oldtimers On Pension

NEW YORK — Four veteran members of the SIU Inland Boatmen's Union were added to the Union pension roster this month.

Those approved for monthly disability pension benefits were Charles H. Adams, Jr., 53; Marvin T. Tillett, 62; Harry L. Ray, 63, and Malcolm B. Foster, 52.

A native of Maryland, Adams makes his home in Baltimore with



Adams



Tillett

his wife Marie. Employed as a bargeman with Baltimore Towage since 1960, Adams worked previously for Ore Transport, Inc. With the knowledge that the IBU disability pension benefits will be coming in regularly from now on, he can start enjoying a life of rest and leisure made possible by union membership.

Brother Tillett makes his home in Fentress, Va., with his wife Leta. A native of North Carolina, Tillett became a member of the Union in 1961 at Norfolk. A tugboat worker for the past 23 years, his last employer was Curtis Bay Towing of Virginia.

Employed as a cook by D. M. Picton Company of Port Arthur, Texas since 1933, Brother Ray also makes his home there. A native of Alabama, Ray is a veteran of World War One, during which he served in the Navy. Ray and his wife Elizabeth can now sit back and enjoy the fruits of many years of labor through the monthly disability they will receive regularly from the Union.

A deckhand with Blue Stack Towing since 1951, Brother Foster, who is a native of the British West Indies, now makes his home in Tampa, Fla. with his wife Cadie. Prior to starting work on tugboats, Foster got the feel of working on the water by putting in 14 years on deep sea vessels.



Ray



Foster

Five Veteran Rail Tugmen Retire On Union Pensions

NEW YORK — Five new names were added to the SIU Railway Marine Region pension list during the past few weeks. The men who are recipients of a \$150 lifetime SIU pen-

sion include John W. Fitchett, 56; John J. Farmer, 65; John Malsich, 65; Gilbert T. Adams, 65, and Edward O'Meara, 65. All five men were the recipients of disability pensions.

Brother Fitchett is a native Virginian and joined the SIU-



Fitchett



Farmer

RMR in Norfolk in 1959 and began receiving his pension in February. He has been sailing as a deckhand on Chesapeake & Ohio Railway Marine Tugs since 1928. He now makes his home in Hampton, Va., with his wife Helen, and



Rail tug veteran John Malsich picks up his first \$150 monthly pension check at NY headquarters from SIU Railway Marine Region Director G.P. McGinty.

has two children, Irene and John Jr.

Brother Farmer started as a deckhand on Penn. RR tugs in 1924. A native of Jersey City, N.J., he still makes his home there. He became a member of the SIU-RMR in New York in 1960, and joined the pension ranks in January.

Brother Malsich, who is a native of Austria, joined the SIU-RMR in New York in 1960. He lives in New York City with his wife Veronica and has two children, Joan and Joseph. He has been employed as a bridgeman at the Brooklyn Eastern District Terminal since 1923.

A floatman on Pennsylvania R.R. Marine Tugs since 1921, Brother Gilbert T. Adams joined the SIU-RMR in 1960. A native of Marietta,



Adams



O'Meara

Georgia, he now makes his home in Long Island City, N.Y. An Army veteran of World War One, he served from 1918 to 1921. Brother Adams pension went into effect in January.

Brother Edward O'Meara joined the Union in 1960 and has been employed as a deckhand on Pennsylvania R.R. barges since 1923. He still makes his home in his native Jersey City, N.J., with his wife Lenore and daughter Carol Ann. Brother O'Meara began receiving his SIU-RMR pension in February.



Back in the States, Seafarer Jackie Hall is pictured outside Detroit SIU hall where he registered for shipping after trip on the Olga (Sea Tramp). Car has top down due to unusually warm weather in Detroit.

Seafarer Prefers Lakes After Saigon 'Welcome'

DETROIT—Seafarers on deep sea voyages are used to sailing into ports where international headlines are being made. The events making the headlines can often provide the basis of tales which can be told for years—if the story teller manages to live through them.

Take Jackie Hall for instance: Hall, who usually sails in the relatively peaceful waters of the Great Lakes, just returned from a trip on the freighter Olga (Sea Tramp). Stops on the voyage included the Mediterranean, Near and Far East, Japan and Saigon, Viet Nam. Brother Hall will tell you that there is absolutely no mistake that things have been pretty hectic in Saigon lately.

Saigon, the capitol of South Viet Nam, has been the scene of frequent guerilla attacks by the Communist-led Viet Cong, as well as the target of two major coups by the Vietnamese army. Hall can tell you that it's not too unusual for innocent bystanders to wind up in the middle of all this violence.

It seems that Hall was trying to escape the heat in Saigon by relaxing with a cooling drink in a local bar. However, a Viet Cong bomb soon put an end to this peaceful scene. If it's any comfort, the bomb wasn't aimed at Hall, just at the building next door, but

it almost meant the end of the road for him.

Brother Hall evidently isn't taking much comfort that he almost ended up as the subject of a one paragraph news story in the papers back home.

At any rate Hall seems to have decided that the peace and quiet of the Great Lakes is the place for him. He is now registered at the Detroit SIU Hall where he is waiting for a call for the 1964 season.

Maybe the tales that he'll tell his grandchildren won't be as eventful, but, then again, he has a lot better chance of being around to tell them if he stays around the Lakes then in strife-torn Vietnam.

Japan Eyes Oil Trade

LIVERPOOL — A shipping journal here has alerted British and other shipowners engaged in the oil carrying trade that the Japanese have instituted a tanker building program that is aimed at improving her standing in the carriage of the world's oil products.

The Liverpool Journal of Commerce and Shipping Telegraph, a shipping daily, said there was every sign that this year will see the start of a Japanese campaign aimed at the country getting greater participation in the world's oil carrying trades. The Journal said that British and other shipowners engaged in the oil carrying trades must now take into account Japanese oil carrying trades when planning orders for new tonnage.

An editorial in the Liverpool Journal said that a Scandinavian Shipping Gazette had already given an outline of Japan's tanker building program. The Scandinavian Gazette in an outline of Japan's tanker building program has reported that Japan's present plans were to build 14 giant tankers ranging from 65,000 to 100,000 deadweight tons each, with eight of the vessels being in the latter class. According to the Scandinavian report keels will be laid down each year until 1967.

The Liverpool Journal, in commenting on the Scandinavian report, said that the main purpose of the expansion of the Japanese tanker fleet was to raise the oil-lifting ratio of their respective tanker fleets from the present 19 percent to 30 percent. "The Japanese have been trailing far astern of other countries in this respect," the Journal commented. "They will have some leeway to make up even when their proposed super-tanker fleet is fully commissioned" the article concluded.

French And British OK Channel Tunnel

LONDON—After a century of dreaming, planning and backtracking, Britain and France have decided to go ahead with the building of a rail tunnel under the English Channel which would join the two countries.

The proposed 23-mile tunnel would cost more than \$400 million and would take between four and six years to complete.

Supporters of the tunnel claim that passenger trains could provide direct non-stop service between London and Paris and London and Brussels. The rail trip between London and Paris would take only slightly longer than travel by air from the center of one city to the center of the other.

Many benefits are seen for the shipper through the use of the tunnel. The tunnel would cut high freight and insurance costs and delays in air or sea shipments, tunnel supporters say. Shipping freight by tunnel, they say, would cost only half the present channel ferry charges and would provide all-weather service to boot.

The growing tourist trade has

not been forgotten in the plans of the tunnel proponents. Although present plans do not call for an auto road tunnel, estimates are that car-carrying electric trains, running at a rate of one every 10 minutes at 60 miles an hour, could carry 3,600 automobiles through the tunnel in both directions.

Present plans favor two parallel single-track tunnels either laid in a trench dredged on the channel floor or in a hole through the layers of chalk beneath the channel itself. The tunnel proposition is favored over a bridge which had been suggested to join the two countries.

Now that political and technical problems have apparently been resolved, financing the \$400 million project remains to be arranged. The British and French governments have both emphasized that they must have control of any future operating company.

A combination of US, British and French companies are prepared to set up an international company to raise private capital for the project. The group, through its Channel Tunnel Study Group, has already spent over \$1.4 million on economic, geological, engineering and other studies pertaining to the project.

Type Minutes When Possible

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



By Al Tanner, Vice-President, Great Lakes

Lakes Fleets Set Changes For '64

The preliminaries are underway for the Spring 1964 fit-out. The seniority office mailed out seniority cards for the '64 season on February 10, and all SIU men on the Lakes should have received their cards by now. The mailing was late this year due to the exceptionally late fit-out in 1963.

On the Lakes' job front generally, Buckeye Steamship has acquired two additions to its SIU-manned fleet—the Ishpeming and the James Davidson. Last year Buckeye operated only three boats, so the additions will mean extra jobs for members at fit-out time.

Kinsman Marine Transit recently purchased the Gary which will be renamed the R. E. Webster and is scheduled to go into the coal-grain trade this year. Since Kinsman operated five vessels last season, this purchase also means additional work for SIU men.

The Bob-Lo operation will go on as usual this year, according to Browning Lines, but the company has advised that it does not intend to operate the Foy or Wescot this year. Again on the plus side, Boland & Cornelius has purchased the J. T. Hutchinson, which is in the process of conversion to a self-unloader. This vessel is undergoing engine conversion to an oil-fired plant, and should be ready and completed by fit-out time. The vessel will replace the Dow Chemical, which has been sold. Fourteen self-unloaders and one bulk freighter will be operated by B&C this year.

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A good example of the selective rate-cutting engaged in by various railroads at the expense of the steamship industry is provided by the situation now facing the T. J. McCarthy Steamship Company. Detroit's unique new-car carrying fleet, McCarthy announced last week that the rate war waged by the railroads against Great Lakes steamship companies over a period of years was causing the company to hold off resumption of operations this coming navigation season.

T. J. McCarthy, company president, blamed railroad rate-cuts for the decline in the car-carrying business. "We asked the Interstate Commerce Commission for some relief, some protection from ruinous rates," McCarthy declared, "but we got no satisfaction."

The company is holding on to its fleet of specialized vessels, the T. J. McCarthy, George Ingalls, George Meade and Mataafa, but has made no plans yet regarding their future use. The vessels are unsuited for any service except carrying autos. McCarthy said on February 14: "We don't know how the situation will shape up later; we are hoping to generate enough business to justify putting the boats back to work."

In business for nearly 30 years, the company was the sole survivor of the once-thriving auto-carrying traffic on the Great Lakes. New cars were shipped from Detroit to

other ports throughout the Lakes in the holds, on the spar decks and on special "flight decks" connected by ramps. The vessels held as many as 500 cars and their "drive on-drive off" loading and unloading techniques enabled rapid turnaround and efficient operation. The SIU is attempting to get the fleet back in operation as soon as possible, although the story here regarding rail rate-cutting is much the same as the story of US offshore domestic shipping as well.

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On the negotiations front, a preliminary meeting was held with the Ann Arbor-Detroit, Toledo and Trenton Railway Company on February 13. The Union and the company exchanged proposals, and a further meeting is tentatively set for the middle of March.



Signs of winter life on the Lakes are evident aboard the steamers Peter Reiss (above) and John S. Boardman (top). Photo taken from the deck of the Reiss by wheelman Ralph Burgett shows shipmates passing fore 'n aft while the Reiss was on the winter run carrying coal from Toledo to Detroit. Trying its luck against the ice on the Lakes, the Boardman has been hauling cement from Alcona to Detroit. Great Lakes' oldtimer Bill Hollis, porter, is the busy man with the pots and pans.

SEAFARERS

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Floating debris surrounding the converted lumber barge George Olson is the remainder of her cargo of 3.5 million board feet of lumber, part of which can still be seen lashed on deck. The cargo spilled into the Pacific when the barge ran aground on a jetty (foreground) and broke up while under tow near the mouth of the Columbia River.

Pacific Surf Claims Lumber Barge, Cargo

SEATTLE—Three and a half million board feet of lumber was dumped into the Pacific Ocean recently when the stern of the converted lumber barge "George Olson" broke off near the mouth of the Columbia River off Cape Disappointment, Washington, spilling her cargo into the surf.

The vessel was under tow of the tug Mikimiki when the towline broke in heavy swells on her way out to sea. The vessels had waited at anchor through the night for the heavy seas to moderate. The tug proceeded out to sea

with the remains of the steel cable trawling behind in an attempt to get the line back aboard without fouling its own propeller. Meanwhile the barge drifted into the breakers on Clatsop Spit and bumped hard enough to start a leak.

Help soon arrived in the form of a 52-foot Coast Guard vessel and two 40-foot vessels from the Cape Disappointment lifeboat station. They succeeded in towing the 45-year-old, 322-foot steel hull barge out of the breakers and up river as far as Buoy 19.

At this point however, the tide turned and began dragging the barge and three Coast Guard boats toward the open sea. At the tip of Jetty A, which projects out from Cape Disappointment, the barge drifted close to the jetty and was caught in an eddy. Swells pushed the leaking barge onto the jetty and within a short time the stern snapped off, dumping the lumber.

Built in 1919 at Gloucester City, N.J., as the Castletown, the George Olson was brought to the Pacific Coast about 30 years ago and renamed Lumbertown. Later it was named Coos Bay as it operated along the coast. Oliver J. Olson & Co., acquired it several years ago, renaming it and later removed the engines and changed the loading gear for handling packaged lumber.

Shipping Rules

The shipping rules established under the agreement between the SIU and its contracted operators clearly provide, as a part of the shipping procedure, that no seaman shall register for shipping in more than one port at the same time and that shipping cards issued in one port shall not be honored in any other port. Seafarers are again reminded that these provisions are designed to assure a fair and equitable procedure for filling jobs on SIU-contracted vessels. Any infractions of these rules should be reported to the Contract Department at headquarters.

45 River Crash Survivors Split \$3.8 Million Award

WILMINGTON, Del.—Forty-five persons have been awarded a total of \$3.8 million for personal damages sustained in a collision involving a civilian manned Navy tanker and a Liberian-flag freighter in the Delaware River seven years ago. The award was handed down here last month in Federal District Court for the State of Delaware.



By E. B. McAuley, West Coast Representative
Niagara Sails For West Coast USSR

The Niagara took on a full load of grain and sailed on February 11 for the Russian port of Nakhodka. So far, she is the only US ship to sail for the western coast of Russia with grain. But Russia is not the only customer of the US for that product. In the next few weeks, the Anji, Elimir and Josefina will be loading grain for Pakistan. The Penn Sailor is also scheduled to be sailing for Greece with a load.

Shipping remains pretty fair out of San Francisco. We shipped 101 men from this port during the last period. The Long Lines and the Arthur Huddell called for several replacements and these men were flown to Honolulu to join the ships. San Francisco assisted the ports of Wilmington and Seattle in getting the needed ratings for vessels in their respective ports. We also shipped men to the Orion Comet and the Penn Sailor in Wilmington and to the Niagara in Portland. A full crew was sent to the Wild Ranger, which will be loading grain for Korea and other cargo for Yokohama.

Last week, we lost a few oldtimers from San Francisco. Louis Roa died from an asthmatic condition and pneumonia, Jesse Cabral from cancer, and Aubry L. Sargent of natural causes. Roa shipped as 3rd cook and galleyman, Cabral was a steward and chief cook, and Sargent, a member of the deck department, was on pension at the time of his death.

Voting was brisk in San Francisco up to the end of the balloting. Most members seemed to back the SIU dues increase and talked as if they were in favor of the issue.

Cal Wilson just shipped as bosun on the Wild Ranger after having been laid up with a bum leg. Some of the boys say he will be sorely missed at the Ritz Club for the next few months. Jim Pulliam is still on the beach waiting for a bosun's slot after signing off the Antinous a few weeks ago. Although he hails from Norfolk, he now lives in San Francisco. Roy Barker is also waiting for a job as a steward. His last outing was aboard the DeSoto. "Rabbit" Thiess grabbed an AB slot aboard the Long Lines.

Bill Ray is waiting for a 3rd cook's job and, in the meantime, is trying his luck with the ponies at Bay Meadows. He must be having a run of luck as we have not seen him around the hall recently.

In Seattle, Warner Patterson is on the beach, and rarin' to grab a steward's job. He has been on the beach for quite awhile after signing off the Yaka as chief steward. Louis Bernier is another oldtimer who signed off the Yaka and is looking for another job on the lover's run to Japan. The Josefina, Anji, the John C. and the Hastings are expected to pay off here later this month. Shipping overall is reported to be good out of Seattle these days.

Oldtimer Lester Lapham, steward department, is keeping a close check on the hall in Wilmington. Ray Kroupa and Francis Gooly have itchy feet too, and are ready to go. Oscar Rosenfelt was just waiting to vote on the dues increase, and now that he has done so, he is ready to go. He has been taking a lot of interest in the Union, and informs us that he intends to write to the Contract Department at Headquarters very soon with his ideas of what he would like to see in our agreement.

Bill Wharton and Carmine Mancino just got in and registered at Wilmington, then filed for vacation pay. But they are going to wait and rest up a while before taking on jobs. Arthur S. Turner and O. L. Nance just returned

from Honolulu after paying off the Arthur Huddell. Both of these men sail in the black gang.

According to a recent report from the Marine Exchange, there was a slight gain in ship activity logged at Los Angeles Harbor. Recently there were 25 more ships—424 in all—reported arriving there so far this year than in the same month last year.

The American ship had unloaded a full cargo of jet fuel in the New York area and had sailed for the Delaware River without cleaning her tanks of hazardous gas fumes. Judge Layton declared that shipowners must insure that their vessels are free from gas.

The Mission San Francisco was owned by the US Government and operated by a Philadelphia agent who said that the tanker had not been gas-freed in order to save time.

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Never Had Beef In 7 Years

"I guess I've been lucky. In my seven years of being shop steward I've never had a beef." The speaker of these words and the man responsible for the employee harmony at the SIU United Industrial



Crosbie

Workers - contracted Paulsen-Webber Cordage Company in New York City is shop steward Phil Crosbie.

Crosbie has been shop steward at the company since it was organized in 1957. The 52-year-old Union member has been employed at the company as a wire rope splicer for 21 years.

Crosbie is a familiar face at the monthly shop steward meetings held at Union hall and frequently takes the floor during UIW membership meetings to air his opinion on Union matters.

A native of Jamaica, British West Indies, Brother Crosbie now makes his home in the Bronx, NY, with his wife Ruby. The Crosbie family also includes, Ronald, 26, Richard, 22, Russell, 21 and Catherine, 7 years old. The Paulsen-Webber Cordage Company is one of the major producers in this country of fiber rope and canvas products for the marine industry, with a total of seven plants in different locations already under contract to the SIU United Industrial Workers.

Your Gear... for ship... for shore

Whatever you need, in work or dress gear, your SIU Sea Chest has it. Get top quality gear at substantial savings by buying at your Union-owned and Union-operated Sea Chest store.

- Sport Coats
- Slacks
- Dress Shoes
- Work Shoes
- Socks
- Dungarees
- Frisko Jeans
- CPO Shirts
- Dress Shirts
- Sport Shirts
- Belts
- Khakis
- Ties
- Sweat Shirts
- T-Shirts
- Shorts
- Briefs
- Swim Trunks
- Sweaters
- Sou'westers
- Raingear
- Caps
- Writing Materials
- Toiletries
- Electric Shavers
- Radios
- Television
- Jewelry
- Cameras
- Luggage



the SEACHEST

'Great Grain Robbery' Probe Begins

Austrian Gets Grain Hearing

VIENNA, Austria—A high government official here has been granted a hearing before an Austrian court to clear his name of any possible involvement in what has become to be known as "the great grain robbery."

Dr. Erich Pultar, head of the trade policy section of the Austrian Agriculture Ministry, said that newspapers in the US, specifically the New York Times, had printed that "at least one official of the Austrian Agricultural Ministry was involved in the machinations." The Chicago Tribune, according to newspapers here, had also carried the story.

The United States Government recently called for a probe of the diverting of 10,000 tons of grain into other European countries, including East Germany. The investigation was turned over to the Justice Department when it was thought that several US grain commodities firms were involved in the illegal transactions.

The SIU and several other unions have repeatedly charged that there were abuses in the bidding procedures and chartering of vessels for the grain shipments.

The first suspicions of the conspiracy came from an agricultural attache in Vienna. The aide, Norris Ellerton, noted both that Austrian figures for grain received did not

tally with figures issued by the Agriculture Department as representing the amount of grain shipped, and that the amount cited by USDA—1 million tons—was far too much for the population of Austria to consume.

Subsequently, a Senate subcommittee took over the USDA report,

and named five American companies who were thought to have been involved in the selling of the grain. The investigations by the Justice Department into the matter have not been completed.

It was noted that most of the grain was sold on the market in West Germany.

Soviet Seaman Raps Red Maritime Unions

WASHINGTON—How do Russian seamen feel about unions which are supposed to protect their rights in the "worker's paradise" of the Soviet Union?

The answer to this question was given recently by a Soviet seaman who got so fed up with conditions aboard the Soviet tanker on which he was serving that he jumped into the waters of Calcutta harbor last November 25 and swam to the nearby SIU-contracted Steel Surveyor (Isthmian), to ask for political asylum.

Testifying recently before the House Un-American Activities committee, Vladislav S. Tarasov, who sailed in the Soviet equivalent of the engine department as a mechanic, described the Soviet labor unions.

"They don't care about people at all . . . trade unions in the Soviet Union are also under the control of the party; whatever the party is directing the unions to do, they do. They are not defending us. They are defending the interests of the party, just as everything else is done for defending the interests of the party."

Tarasov was bitter about conditions in the Caspian Sea fishing fleet, in which he worked in 1958. During the five months he was employed in the fleet he earned about \$300 or \$2 a day. Beefing about the unsafe working conditions brought transfer to an even worse boat.

"The captain did not want to go

to sea because he knew the ship was not safe, but the political controllers forced him to leave the shore and go into the sea, in spite of the fact that everybody connected with the operation knew that it makes no sense, but stiff planning makes them do such a ridiculous thing . . . about 10 ships are sunk in a season on the Caspian Sea because of casualties and accidents," he said.

Another unpleasant fact for Soviet seamen is the political commissar who makes every trip with the ship. A special representative of the party, his official title is "assistant to the captain for the affairs of the crew and cultural activities." His job actually is to spy on the crew and conduct compulsory political lectures.

It was a run-in with one of these commissars which finally convinced Tarasov that risking the waters of Calcutta harbor was better than remaining a seaman in the Soviet Union. Returning to his quarters one day, Tarasov said he caught this "specialist in political control" reading his personal notes. He realized then, Tarasov told the House committee, that his foreign travels were over and the time for action had come.

UNFAIR TO LABOR
DO NOT BUY

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

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

Texas-Miller Products, Inc.
Adam Hats, Ashley, Dorsey Jay,
Hampshire Club, Repell-X,
Sea Spray Men's Hats
(United Hatters)

Eastern Air Lines
(Flight Engineers)

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

"Judy Bond" Blouses
(Int'l Ladies Garment Workers)

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

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

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

Kingsport Press
"World Book," "Childcraft"
(Printing Pressmen)

(Typographers, Bookbinders)
(Machinists, Stereotypers)

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

Plan For Ideal Port Unveiled By Admiral

WASHINGTON—Just what makes for an ideal port? According to the chief of the Military Sea Transport Service, Vice Admiral Roy A. Gano, the list of particulars is a mighty long one.

Vice Admiral Gano, in a speech to the North Atlantic Ports Association, said that the ideal port must be close to the sea, well protected from storms and high winds, with a wide, straight, deep and uncluttered entrance channel. The entire harbor would have a uniform minimum depth of about 50 feet alongside the wharves and piers. There would be no swift currents, no wide ranges of tide and no treacherous shoals.

Details His Ideal
According to the Admiral, an ideal port deserves and ideal terminal "with wide smooth aprons where cargo could be placed under the ship's hook efficiently in a never-constricted flow." The transit shed behind these aprons would be spacious, high roofed, single deck buildings

with no stanchions from wall to wall.

"Every bay would have a door," the admiral continued, and during the working day the entire side of the shed would be open for cargo working purposes. There would be of course, brilliant illumination by night, with scientifically designed and located electric fixtures." He added that the port would also need strategically located truck loading docks and railroad tracks. In addition, the admirals plan for an ideal port would include deep, wide, clear channels and berths at petroleum channels in order to cut down on travel time.

In his concluding remarks, Vice-Admiral Gano called for a step-up in American-flag shipping to help solve the gold-outflow problem and also to give more Americans employment.

Your SIU Clinic



By Joseph B. Logue, MD, Medical Director

A Medical Review Of 1963

This year brought no sensational medical breakthroughs or miracle drugs, according to "Health Bulletin." Drug side effects made more news than drug power to cure disease. Drug manufacturers and researchers struggled mightily to cope with new safety regulations that came as a result of the thalidomide disaster. New drug applications showed a noticeable decline for the year.

The most profitable drug of the year was one meant not to cure a disease but to prevent a physical condition—pregnancy. It was Enovid, G. D. Searle's oral contraceptive which was introduced in 1957. Reports that the drug might possibly cause fatal blood clotting in some users failed to deter the growth of oral contraceptives.

The introduction of measles vaccine was the closest thing to a medical triumph, but observers are awaiting the epidemic pattern before they will say the vaccine is completely effective.

Steady progress was made in organ transplants. In March, the first kidney transplant from a corpse to a living person was reported from England, in June the first successful transfer to a human eye of an animal cornea, and in August one of the first transplantations of a heart valve. During the year, a lung was transferred from one person to another, on two occasions, although the recipients died, the possibility of a successful operation held out new hope for cancer cases.

The fifth US liver transplant was done in September at Peter Brent Brigham Hospital in Boston. The longest any liver transplant has lived is 22 days, but again, there is hope for the future.

Vitamins Also Featured
Kidney transplants have been the most successful so far. The American Medical Association reported this year a four year survival for one of the first persons to receive a kidney from another living human being. Transplanting of teeth is progressing. One Philadelphia woman has now had five transplanted teeth in her mouth for four years. The heart is next on the list of prospective transplants.

Vitamins were featured in many research reports. Researchers in Russia were of the opinion that Vitamin C in combination with chloride, lipocaic or rutin lowered blood cholesterol in humans. The

"Journal of Clinical Medicine" noted that Vitamin C was effective in the treatment of infectious hepatitis, mononucleosis and virus pneumonia. The "General Practice Journal" reported that a combination of Vitamin C and B complex was beneficial in the treatment of non-specific fatigue and general debility.

Government regulation in all fields of health following the thalidomide disaster and the investigation into the drug Krebiozen was continuously in the news.

The report on pesticides by the White House Science Advisory Committee, which was critical of some pesticide spraying activity caused consternation in the chemical industry. The tobacco industry braced itself for a similar blast from the Surgeon General's committee investigating the relation between smoking and health, in particular lung cancer which in recent years has shown an alarming increase in incidence. The report subsequently released definitely pointed its finger at the cigarette industry.

SIU Clinic Exams—All Ports

December, 1963

Port	Seamen	Wives	Children	TOTAL
Baltimore	200	34	2	236
Houston	235	7	9	251
Mobile	86	2	4	92
New Orleans	307	5	8	320
New York	456	35	17	508
Philadelphia	153	20	12	185
San Juan	45	8	8	61
TOTAL	1,482	111	60	1,653



Easy Does It
Intent on their shuffleboard game, Seafarers Jerome Tanner (left) and Raymond Pope pay no mind to photographer watching the play at the Baltimore SIU hall. Tanner has just started a glide down the board with his marker, while Pope waits his chance.

Defender Menu Draws A Rave

To the Editor:
The holiday season nearly always brings joy as well as greetings to everyone. Furthermore, there comes a time to say thanks to those who make our holiday seasons the kind we look forward to. The many delights our stew-

try utility, and Homer Cross, officers messman. At this time we say thanks to them for a good job well done in true SIU fashion and more. And every crewmember was given a copy of the menu for his use during the meal and to keep as a memento.

Things on the National Defender are going great, with no problems to speak of. We are shuttling presently between the Persian Gulf and Japan.

Frank J. O'Malley
Ship's delegate

Union Benefits Are Appreciated

To the Editor:
I'm sending you a few lines to let you know that I very much appreciate the help which I received from the Welfare Department at a time it was most needed.

There aren't enough words to say what a good thing the Union is and what it does for its members when help is needed.

Again I would like to say thanks very much. It's lucky to have the Union for the benefits it gets for members. They are well worth having.

I will never forget the SIU, an organization which comes to the aid of its members.

Gordon G. Kanady

LETTERS To The Editor

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

ard department whipped up on the National Defender for our benefit were overwhelming. For instance, there were crab Louis salads, canapes of all kinds, and just so many goodies that you would have had to see it yourself to have believed it.

The men responsible were the veteran chief steward Fred R. Hicks; Clayton Bruce, chief cook; Alfred Hargis, cook and baker; Bert Winfield, third cook; Jerry E. Wood, crew messman; Curtis Brodnax, pan-

From the Ships at Sea

Seafarers aboard the *Elie V* really roughed it when they ran into five straight days of bad weather which flooded out crew quarters. Everyone took it "with a grain of salt," writes Ira C. Brown, meeting chairman.

The only time the crew got rattled was when the chief engineer decided to shut down the forced draft vents in the crew quarters.

~ ~ ~
Crewmembers on the *Alcoa Marketer* (Alcoa) are in a sweat over the mixed up movie situation. Not only can't they find a projector which was supposed to have been delivered from the Alcoa Partner, but they're still looking for \$135 for the movie fund, which was supposed to be picked up when the Marketer hit New Orleans, reports Thurston J. Lewis.

~ ~ ~
The crew aboard the *Overseas Eva* (Maritime Overseas) isn't too happy about the prices and quality of merchandise in the slopchest. Maurice Culp favors getting a new ship's chandler instead of using the services of the present Gulf port area supplier.

~ ~ ~
A ship's meeting on the *Almena* (Marine Carriers) elected John Misakian as the new delegate with a resounding vote, especially after the skipper tried to have Misakian and deck delegate Phil Lambis re-



Herring



Misakian

jected. In deciding to stand by their original choices, the crew pointed out that the captain couldn't refuse to deal with their duly elected delegates under the terms of the contract.

~ ~ ~
Anyone missing an alarm clock on the *Jefferson City* (Victory Carriers) will know where to look. It seems discussion at a ship's meeting was devoted to getting a clock for the crew mess.

~ ~ ~
Among the many tributes the LOG has been receiving in honor of the late President John F. Kennedy is a poem submitted by Granville Herring, a wiper on the *Robin Locksley* (Robin Line). Brother Herring also enclosed a fine pencil sketch of the former Chief of State with his verses.

~ ~ ~
The steward department on the *Transorient* (Hudson Waterways) had to sail shorthanded, but managed to produce meals in the finest SIU style with the help of William H. Thompson, chief steward. Duly appreciative of Thompson's efforts, the *Transorient* crew gave him and his department a vote of thanks. Other ships with steward depart-

ments receiving votes of thanks for good service include the *Robin Locksley*, (*Robin Line*), *Overseas Eva* (*Overseas Carrier*), *Transglobe* (*Hudson Waterways*), *Steel Vendor*, *Steel Architect* (*Isthmian*), *Bradford Island* (*Cities Service*), *Seatrain Georgia* (*Seatrains*), *Jefferson City* (*Victory Carriers*), *Madaket* (*Waterman*) and *Zephyrhills* (*Pan American*).

~ ~ ~
Men aboard the *Seatrain Georgia* (*Seatrains*) were highly disturbed about the ship's failure to honor the late President John F. Kennedy. According to Robert Hannibal, not only did normal duties take place all through the National Day of Mourning, but the American flag was not even lowered.



The man with the "Yoga" stance is Seafarer Horace Sikes, AB on the *Warrior* (Waterman). Photo by shipmate T. T. Kirby on the *Far East* run.

Seamen Lend Helping Hand To Orphanage

Children in the orphanage at Mi Ae, South Korea had good cause to grin after crewmembers of the *Eagle Traveler* (Sea Transport) paid them a visit.

Digging into their own pockets, Seafarers from the *Traveler* purchased a bountiful supply of candy, cookies, cocoa and milk for the 72 children living at the orphanage. Money for the gifts was collected under the supervision of Everett Perry, ship's delegate, with the help of the *Traveler's* chief steward.

In the bottom picture, Perry (far right) presents the crew's donations to a delegation and he and the steward got acquainted with three of the young orphans, (center photo). Later they enjoyed afternoon tea served by the older girls at the home (top photo).



STEEL DIRECTOR (Isthmian), Dec. 15—Chairman, Jack Gosse; Secretary, Ralph F. Tyree. Brother Charles T. Scott was elected to serve as ship's delegate. No beefs reported. Motion made that company give vaccinations 3 or 4 days before sailing time, if possible. Discussion on whether travelers checks be given as draw in Ceuta instead of American money. Lockers in rooms are in very bad condition. All rooms should be fumigated. Crew urged to take good care of new washing machine. Suggestion made to clean water tanks before next trip as drinking water is rusty.

ST. CHRISTOPHER (Destiny Carriers), Dec. 20 — Chairman, Alfred Anderson; Secretary, Gustav V. Thobe. One FWT taken off ship due to illness. Steward declared that the slop chest will be open for cigarettes for the last time tomorrow.

FORT HOSKINS (Cities Service), Dec. 28—Chairman, George B. McCurley; Secretary, none. All repairs being taken care of. Few hours disrupted OT in deck and engine departments.

C-50-1816 (Pan American World Airways), Dec. 16—Chairman, J. B. Davis; Secretary, D. F. Carey. Discussion on possible improvement in present contract. Joe Justin was elected to serve as ship's delegate. No beefs reported. Discussion on holiday gangway watch being stood by the preceding weekend watch.

DEL MAR (Delta), Nov. 17—Chairman, Victor O'Brian; Secretary, Eli Zubatsky. Brother Eddie Avard was elected to serve as new ship's delegate. \$225 in movie fund. All department heads reported everything OK.

PENN TRANSPORTER (Penn Shipping), Dec. 20—Chairman, V. C. Smith; Secretary, A. D. Kirkconnell. Brother V. C. Smith was elected to serve as ship's delegate in place of A. Hofman, who was taken off ship in Aden by doctor. Brother Savoid wants man appointed to see about the return of shot cards at the end of the trip. Vessel carried approximately 25 tons of condemned cargo. Deck crew discharged it out to sea. Captain claims this work as cleaning hold; crew wrote it up as longshoremen's OT. Ship anchored two days with no shore leave and no lunch service.

heating in aft focles. Vote of thanks to the steward department for a job well done.

ORION CLIPPER (Western Tankers), Dec. 14—Chairman, Oscar M. Raynor; Secretary, Frank Nahlicki, \$10.50 in

DIGEST of SIU SHIP MEETINGS

ship's fund. Few beefs in engine department to be taken up with patrolman at payoff. Vote of thanks to the steward department for good service even though shorthanded.

PENN CHALLENGER (Penn Shipping), Dec. 11—Chairman, Jim Tanner; Secretary, I. K. Coats. Ship will probably be on Persian Gulf run for the next four months. Captain issued daily wage statements minus all deductions, and asked the crew to limit their draws accordingly. Crew donated \$7.00 to the American Merchant Marine Library in San Pedro, California. I. K. Coats was elected ship's delegate. He will contact headquarters to request clarification relative to the replacement of missing crewmembers while vessel is on the Persian Gulf-Far East run. Motion made that SIU constitution be amended to provide for absentee ballots. Ship's delegate is requested to contact Welfare Department for clarification on death benefit status of members on 12-month articles away from continental US.

MONTICELLO VICTORY (Victory Carriers), Dec. 30 — Chairman, C. Garner; Secretary, R. McCutcheon. Brother Markel was elected to serve as ship's delegate, in place of Brother Miles, who was given a vote of thanks from entire crew. Steward asked all hands to turn in dirty laundry. Request patrolman to bring library aboard ship. Discussion on having steps to gangway fixed.

PILOT ROCK (Columbic), Dec. 15—Chairman, Joe C. Seiby; Secretary, Frank Kustura. Ship's delegate reports everything running smoothly. Ship sailed short one fireman. Wiper was promoted to fireman. D. M. Ravosa was re-elected as ship's delegate. Suggestion was made to move clock to another spot in crew mess.

Canada Union-Busting Recalls The '21 Strike

News of the harassment of Canadian maritime unions by the Canadian government reminds Jim Russell, a retired Seafarer, of the strike in Galveston back in the spring of 1921.

In a letter to the LOG, Russell writes that he clearly remembers the union-busting tactics of the US Shipping Board and the shipowners during the days when seafaring unions were in their infancy.

"I came to Galveston on May 1st, 1921," Russell writes, "and the union told us to get off and register for picket duty. I was sent to picket a Mallory Line ship coming in with a load of scabs from New York."



Russell

Local police, who were traditionally anti-union, moved in from all sides and herded 25 of the pickets into waiting patrol wagons.

Russell recalls how a Texas Ranger forced him into one of the paddy wagons. "I was outside the 25th Street Railroad Station and I asked him if I could buy a ticket for New Orleans. He said to tell it to Judge O'Dell tomorrow," he reminisces.

The next day, according to Russell, Judge O'Dell didn't prove any more sympathetic than the police

had the night before. The magistrate evidently wasn't going to believe Russell's story about trying to buy a railroad ticket, but what really sealed his fate was that he admitted coming from New York.

"The judge said that if I told a story like that to a New York judge, he would give me six months, but that he would only give me 30 days for vagrancy and disturbing the peace," he comments.

Injustice Continues

The lack of justice for striking seafarers continued right on behind prison bars, Russell bitterly remembers. He writes how a scab shipping master got reduced sentences for three AB's after they promised to sail for him. This unprincipled agent was only one example of many who made countless trips to the local jail to recruit the crews they needed.

Russell has learned an important lesson from these harsh experiences. "I agree with AFL-CIO President George Meany when he said a strike breaker is a strike breaker and a scab is a scab," he states.

The retired seafarer has only hard words for shipping agents who specialize in hiring scabs and strikebreakers. "They know they are doing wrong."

LOG-A-RHYTHM:

Sue Song

By Paul R. Albano

There's a gal by the name
Of Sue Song
Who comes from far off Hong
Kong.
She has a dog named Song Tong.
Sue told her dog to sing a song.
She took him in her lap
And he sang a song —
The kind of song,
Sue Song from Hong Kong
Told Song Tong to sing!

A Notion

By Paul R. Albano

A good many times
When you look a way out
In the ocean and you get
A feeling or a notion
That the wind's making
A murky, flurry spray,
Then you call the bridge.
The skipper takes a look
At his barometer which marks
The changes of weather and says
"The sailor was right, using
His skin to give warning."
So, you see what your anatomy
Can tell you: It's remarkable
To find atmospheric significance
In your blood stream,
When you have it!

Matmen Take Five



Tony Morales, a pro wrestler who sails aboard the Pan Oceanic Faith (Pan Oceanic) (right), catches up on the latest word on the mat circuit with Timmey Leong, "Mr. Hawaii," on a recent visit to Honolulu. Tony has been keeping in shape for future bouts when he returns home.

SEATRIN SAVANNAH (Seatriner), Jan. 19—Chairman, R. Gorbos; Secretary, Ron Doughy. Ship's delegate, Brother Bonfont, extended a vote of thanks to the entire crew. Everything is running smoothly. During rough weather, the 4-8 fireman's room has trouble with water and oil. Contact company about necessary repairs. K. Foster was elected to serve as new ship's delegate.

ORION COMET (Western Tanker Corp.), Jan. 11—Chairman, Johnnie Hoggie; Secretary, George Tamin. Ship's delegate reported everything running smoothly. All OT okayed. Steward to request mattress, pillows and cots for the next crew. \$29.00 in ship's fund to be given to the members at the Marine Hospital in San Francisco. No mail received by ship.

8—Chairman, Roy R. Thomas; Secretary, Ronnie DeVirgilio. Everything OK. Ship's delegate resigned. Anthony Torsado elected to serve in his place. \$11,000 in ship's fund. Chief steward urged more cooperation in his department. Received vote of thanks for the best holiday meals served.

OVERSEAS EVA (Maritime Overseas), Jan. 25—Chairman, Paul L. Whitlow; Secretary, Andrew Johannsen. Motion made that the company supply electricians with proper and adequate tools. Motion that the company purchase individual heaters for the corner rooms so that they can be heated properly. This was smooth trip with no major beefs. Vote of thanks given to the steward department for services rendered.

TRANSORIENT (Hudson Waterways), Jan. 12—Chairman, William Thompson; Secretary, J. Haggerty. Brother R. DeBoissiere was elected to serve as new ship's delegate. Motion made that constitution be changed so that members can vote on all major issues, such as raising of dues, while at sea. Vote of thanks extended to William H. Thompson, steward, and entire department, for doing an excellent job while short-handed. Discussion on deck department cleaning recreation lounge and steward department to clean laundry.

TRANSLOBE (Hudson Waterways), Jan. 12—Chairman, Tony Palino; Secretary, Francis R. Napoli. Ship's delegate reported that one man is sick and is going back to States on same ship. One workaway signed on in Bremerhaven, Germany. No beefs reported. Discussion on hospital being kept clean and not used as a store room. Chief engineer should set sea watches as per agreement. Water fountain on crew deck to be fixed or replaced with a new one. Vote of thanks to the entire steward department for good food and service.

ALCOA RUNNER (Alcoa), Dec. 29—Chairman, William Wallace; Secretary, C. E. Turner. Brother E. Odum elected ship's delegate. Most of the repairs had been taken care of. Chief mate said he would try to have the crew and saloon pantry painted on the way south. Some disputed OT in engine department. Discussion about proposal for dues increase. Steward department was given a vote of thanks and especially for the effort put into the Christmas dinner.

ORION COMET (Western Tanker Corp.), Dec. 2—Chairman, Johnnie Hoggie; Secretary, Woody Strong. Two men missed ship and new men reported. New ship's delegate elected. Vote of thanks to former ship's delegate. \$29.00 in ship's fund. Motion made to see about retirement plan with \$300.00 a month for rest of life. Pension plan would follow 20 years of seafaring, with seven months as a full year, regardless of age. Discussion on having rooms painted once a year. Food committee to see about a better quality and assortment of meats. Tanker agreement to be more clearly explained regarding working rules and OT.

JIAN (Pacific Seafarers), Dec. 21—Chairman, J. E. Roberts; Secretary, Joe Shell. Ninety-five percent of repairs have been completed; the remainder will be completed upon arrival. One workaway picked up in Algeria. Very pleasant trip with no beefs. No ship's fund. Deck delegate requests that something be done about shortage of stores. Steward claims stores were checked in New Orleans. Some disputed OT in deck and engine departments.

DEL ALBA (Delta), Dec. 8—Chairman, G. Little; Secretary, R. Martinez. Brother F. Pizykoin was elected to serve as ship's delegate. \$12.67 in ship's fund. Everything running smoothly.

DIGEST of SIU SHIP MEETINGS

for four months. Food committee to see that there is a better grade of meats and frozen vegetables put aboard. Discussion about pension plan. Union to see about raise in wages and OT raise. Patrolman to be contacted about captain and chief mate who want to run the deck department and will not let the bosun run his men. This has been going on all trip. Captain claims he can do whatever he wants.

MORNING LIGHT (Waterman), Jan. 5—Chairman, O. C. Bailey, Jr.; Secretary, J. M. Young. Ship's delegate reported no beefs, and everything is running smoothly. \$6.80 in ship's fund. Nothing else to report.

DEL NORTE (Delta), Dec. 8—Chairman, James Tucker; Secretary, Bill Kaiser. Letter sent to headquarters about knocking off steward department while on articles in Houston and in foreign port of Buenos Aires. Letter also sent about longshoremen using the crew lounge spaces in New Orleans, and waking up the crew. Maurice Kramer elected new ship's delegate in place of Reuben Belletty who signed off in New Orleans. \$129.31 in ship's fund and movie fund is 70c in the red. Letter to be sent to headquarters about ship being cleared upon arrival in Houston. Motion that all payoffs be made in crew lounge and not in messhall.

STEEL VOYAGER (Isthmian), Jan. 5—Chairman, Joseph D. Blanchard; Secretary, Thomas R. Sanford. Ship's delegate reported that one man refused to attend meetings and failed to do his job properly. \$10.00 in ship's fund. Some disputed OT in engine department. Crewmembers requested not to lock screen doors at sea. Extremator and disinfectant needed.

GLOBE CARRIER (Maritime Overseas), Dec. 8—Chairman, R. Scheem; Secretary, Edward Bayne. One man missed ship at Philadelphia. No beefs. No comments.

SEATRIN GEORGIA (Seatriner), Jan. 20—Chairman, Clarence Cousins; Secretary, R. Hannibal. Patrolman to be contacted regarding new washing machine. Portholes leak when it rains. \$4.05 in ship's fund. Robert J. Lester was elected new ship's delegate. Vote of thanks extended to former ship's delegate Chester Owen for good job. Vote of thanks to the steward department for well-prepared food on holidays.

STEEL ARCHITECT (Isthmian), Jan.

Panama Beef Exposes Runaways

By Seafarer Pat Conley, Book C-816

The recent Panamanian dispute with the United States has raised some interesting projections of the future for maritime labor. Panama is one of the nations whose flag has been used by American-owned vessels for merchant marine duty, Liberia is another and Honduras still another.

The SIU, along with other maritime unions, has protested long and hard against such operations, deeming them as runaways. Management and shipping companies which use the runaway flag prefer the more flowery phrase "flags of convenience" to describe their cutting of US wage and working standards.

And we all know how the SIU has repeatedly urged Federal maritime officials and Congressmen to plug the tax loopholes enjoyed by shipping interests through use of the foreign flags.

The trouble in Panama is an example of the SIU's long-standing argument that the United States cannot depend in an emergency on foreign seamen manning foreign-flag ship. Many ships flying the Panamanian flag are manned by Greek and German crews. If the United States were to call these ships into action to preserve her

interests, could we depend on these foreign crews?



Conley

runaway operators will find themselves without fleets. Even if they are able to salvage some of their vessels, the runaway operators will be hard-pressed to find another convenient country in which to register them.

If the US has no bona fide agreement covering ships of any other nation, US officials can't tell us that our government maintains effective control over these American-owned bottoms. Besides, the

recent example of a Portuguese liner which was hi-jacked and roamed the Caribbean indicates that despite pinpoint searching by American military equipment, the ship could not be found. There's obviously a fallacy in effective control.

With nationalistic feelings, coupled with an antipathy towards all outside interests running high throughout Africa, Liberian registration becomes a dangerous proposition at best. And, in Honduras, Communists are constantly arousing the citizens against all foreign interests, especially the United States.

Hence, more dangerous situations for US shipping interests who use runaway-flag ships seem to be building up. Reliance on the runaways is a dangerous proposition at best.

PHS Clinic Asks Advance Notice

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

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

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

(Print Information)

NAME _____
STREET ADDRESS _____
CITY _____ ZONE _____ STATE _____

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

ADDRESS _____
CITY _____ ZONE _____ STATE _____

Notify Union On LOG Mail

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

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

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

In The Best Shipboard Tradition



Seafarer Robert Barbot received full honors of the sea recently at a burial service held aboard the City of Alma (Waterman). Capt. William J. Lombard conducted the short burial service, and then committed the body to its watery resting place. Final rites were held for Brother Barbot on the City of Alma after he passed away on the Kyska (Waterman).

Recalls Rescue Of Four In Bay Of Bengal Mishap

Heroism in the finest tradition of the sea was responsible for the rescue of four lives in the choppy waters of the Bay of Bengal. The report of the rescue was recalled for the LOG by Seafarer James (Red) Fisher, after he completed a voyage on the supertanker Titan (Bull). The Titan is now in Government lay-up as a result of a mortgage default.

Events leading up to the near-disaster began when a boat carrying several crewmembers and supplies for two SIU-manned ships started out to deliver a load of food, linen and cigarettes to the Titan, which was anchored in the bay.

The men aboard the light craft were Lemley Boudreau of the Titan's engine department; Ralph R. Maldonado, chief steward on the Titan; M. McCloud of the St. Christopher (Destiny Carriers), and the Pakistani owner of the boat.

According to Fisher, it's best to use a good sturdy boat in the rough waters of Bengal Bay. His words of advice are borne out by his description of how the boat got caught in a trough, started to ship water and then developed a fatal list.

Before any of the craft's crew could take any action to save her, the boat capsized, sinking with its cargo and motors in a 5 1/2-mile current heading out to sea.

As soon as the boat capsized, McCloud and Maldonado dove down to clear it and then hung on to the wreckage. The owner of the boat also grabbed hold of the side, while Boudreau clung to the bow for "dear life", as he described it.

In turn, Maldonado apparently

ran into some difficulty and sank below the surface. Boudreau made an attempt to hold him, but the current separated them and Maldonado went down again. When he surfaced this time, Boudreau got a tight grip which he held until help arrived from the Titan.

The four stranded survivors were rescued by a smoothly-functioning lifeboat team from the Titan consisting of Seafarers Jack Ryan, Maurice S. Ureig, Bill Jones, George Hemes, John Magic, Jr.,

and Robert Melton. After the waterlogged survivors were safely aboard, the lifeboat headed to shore to drop the Pakistani boat owner, and then waited for slack water to move in the opposite direction toward the Titan.

It took a total of four hours before the rescued Seafarers and the lifeboat crew could get back on board their ship to enjoy a hard-earned meal prepared especially for them by the steward department.



Fisher

Before And After



Seafarer Roger Beroud, AB, found a trip to Poland last summer aboard the Erna Elizabeth (Overseas Navigation) a perfect time to grow a nice fuzzy beard (left). But when he got to Gdynia, Poland the beard didn't last long, for obvious reasons. The lady with Brother Beroud is Eugenia Mackos.

Lauds Oldtimer's Training Role

To the Editor:

I was very pleased to read about oldtimer Dan Butts taking part in the teaching of future new members and lifeboatmen for the Seafarers Union. I remember Butts when he was representing the Union in San Juan, Puerto Rico, many years ago.

Let me tell you that this man, in my belief, did a wonderful job there for the Seafarers International Union. I am sure he is doing the same kind of work now.

We can only hope that some of our future members follow the teachings of such a man. They sure have a lot to learn from an oldtimer like Dan Butts.

George Aybar

Applauds LOG News Treatment

To the Editor:

I have retired and moved to

the Sunshine State. I have enjoyed seeing the LOG through the years that I have been ashore.

It has been excellent reading and a good source of exact information on labor laws and shipping programs as they concern the seamen. The relentless fight for the good of seamen in particular and the tax-paying public in general has been outstanding. Keep up the good work and hope you have a most successful year.

I have had Brother John Johnson for a neighbor and enjoyed immensely talking about the sea and ships in general with him.

Thank you again for the LOG.

George W. Robey

Pension Assist Comes In Handy

To the Editor:

Just a line to let you know I received my \$25 Christmas bonus all right.

How time flies now that I

have retired on pension. This is the second bonus check I have received and how I thank my lucky stars for being a member of such a good and able Union as the Seafarers.

I visit the hall in Brooklyn every week and notice that the

LETTERS To The Editor

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

older Seafarers are slowly getting fewer.

I read in the newspapers the other day about the rebuilding of pier 62 at the bottom of 23rd Street. I wonder how many members remember when the ferries used to berth there. The

old Jersey Central used to be almost flush with pier 62.

Again I thank all concerned for the splendid gift and wish you, the Union staff and all the brothers smooth sailing in '64.

Edward Jones

Lodges Protest On Mail Service

To the Editor:

At the regular ship's meeting held aboard the Rio Grande on February 9, a motion was passed unanimously that a letter be written to headquarters protesting the lax attitude of the Oriental Exporter, Inc., in regard to the handling and forwarding of the crew's mail.

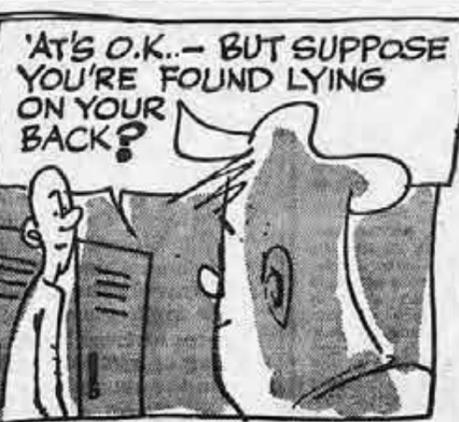
During the month of October, 1963, prior to this vessel's first voyage, the company took the responsibility upon itself to forward the crew's mail overseas. The crew did not ask for this service, but rather asked for a list of mailing addresses as are

given with most SIU-contracted companies.

On the first voyage, better than half the crew had mail missing, yet all the company mail seemed to be delivered intact. During our short stay in the States and in New York, the company did not bring all the mail received to the ship. Upon our arrival and during our stay at Port Said, Egypt, no crew mail was brought aboard. The company is represented by an agent in the Suez Canal, and company mail was delivered to the captain.

In signing the foreign articles, the crew has undertaken a responsibility to the company which we are keeping and will continue to keep. Likewise in giving us a New York address for a mailing address, the company has accepted a responsibility. All we ask is that they make as sincere an effort as the crew is making in meeting our responsibility.

F. Fandino
Ship's delegate



SIU ARRIVALS and DEPARTURES

All of the following SIU families have received maternity benefits from the Seafarers Welfare Plan, plus a \$25 bond from the Union in the baby's name:

- | | | |
|---|---|--|
| Robert Joseph Davis, born May 22, 1963, to the William J. Davis, Dubuque, Iowa. | Stacy William Marth, born October 9, 1963, to the James H. Marths, Sturgeon Bay, Wis. | Jefferey Glenn Monck, born September 1, 1963, to the Donald E. Moncks, Sault Ste. Marie, Mich. |
| Francis Gillis, born November 18, 1963, to the Douglas Gillis, Detroit, Mich. | Laurie Shannon Grogan, born December 3, 1963, to the Charles Grogans, Norfolk, Va. | Barbara Gatto, born October 31, 1963, to the Michael Gattos, New Orleans, La. |
| Troy Bennett, born September 8, 1963, to the Bobby G. Bennetts, Gulliver, Mich. | Laurie Pendergrass, born May 1, 1963, to the Donald Pendergrass, Houma, La. | Theresa Hearn, born September 16, 1963, to the William J. Hearn, Cleveland, Ohio. |
| Andrew Kornacki, born December 25, 1963, to the Leon Kornackis, Chicago, Ill. | Amanda Teresa Istre, born July 8, 1963, to the Willie Mack Istres, Morse, La. | Linda Kay Fisher, born October 20, 1963, to the Howard W. Fishers, Alpena, Mich. |
| Duane Patrick Worda, born October 30, 1963, to the Charles P. Wordas, Oak Park, Mich. | Lance Leonard, born July 24, 1963, to the Harry Leonard, Berwick, La. | James Robert Sprague, born November 17, 1963, to the Lawrence A. Spragues, Detroit, Mich. |

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

- Keith Michael Bartholomew, born October 7, 1963, to the Milton P. Bartholomews, New Orleans, La.
- Norman B. Gillikin, born November 7, 1963, to the Norman Gillikins, New Orleans, La.
- Suson Maisonet, born December 10, 1963, to the Albert Maisonet, Brooklyn, NY.
- James Duval Archie, born September 27, 1963, to the James Bishop Archies, Baltimore, Md.
- Deborah Jean Wilson, born November 28, 1963, to the Aubrey G. Wilsons, Mobile, Ala.
- Donald Anderson, born November 16, 1963, to the Loran C. Andersons, Goodells, Mich.

Archie N. Wright, 89: Heart disease took the life of Brother Wright at his residence in Baltimore, Maryland on November 19, 1963. A member of the SIU since 1939. Brother Wright had sailed in the engine department. He is survived by his mother, Mrs. Maude Wright, of Palatka, Florida. Burial was in the Sacred Heart Cemetery, Baltimore.



Alexander William Rahn, 53: Brother Rahn died aboard the Penn Challenger on August 29, 1962 of heart failure. A member of the SIU since 1949. Brother Rahn sailed in the steward department. He is survived by his father, Hamilton M. Rahn, of Springfield, Georgia. Brother Rahn was buried at sea.



Manuel Muniz, 68: Brother Muniz died in La Coruna, Spain on January 1, 1961, due to heart failure. He had sailed in the engine department with the SIU since 1951. He is survived by his wife, Mrs. Felicidad Muniz of Staten Island, New York. Place of burial was not listed.



Frederick Thomas, 70: A heart attack was fatal to Brother Thomas on September 9, 1963, while he was in Lower Township, NJ. He had worked as a cook on Independent Towing Company tugs since joining SIU-IBU in 1961. Surviving is his wife, Mrs. Violet M. Thomas, of Philadelphia, Pa. Place of burial was not stated.



John Ally, 67: Brother Ally died on May 17, 1963 of natural causes while he was in the Kings County Hospital, NY. A member of the deck department, he had sailed with the SIU since 1941. He is survived by Trina Ally, Brooklyn, NY. Burial was in the Heavenly Rest Cemetery, Hanover, NJ.



A Job Well Done



SIU Patrolman Paul Warren congratulates his son, Paul Warren, Jr., after he successfully passed his Coast Guard exam in New Orleans. Young Paul, who qualified as a FWT, won his rating in the minimum time required.

SEAFARERS in DRYDOCK

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

- | | | |
|--|---|---|
| <p>USPHS HOSPITAL GALVESTON, TEXAS</p> <p>Max Anderson
Alvan Burris
William Bruce
Woodrow Balch
Adolph Campbell
Charles Cothran
Hubert Cantwell</p> <p>USPHS HOSPITAL NORFOLK, VIRGINIA</p> <p>Jesse Brinkley
Joseph Feak
Bernard Geerman
John Harris</p> <p>USPHS HOSPITAL SAVANNAH, GEORGIA</p> <p>Richard Freeman
L. C. Mieslebrook</p> <p>USPHS HOSPITAL DETROIT, MICHIGAN</p> <p>George Aftewich
Joseph Arnold
John Barkley
Alf Bensman
Steven Cornell
Julian Florynski
Steve Fortine
Raymond Kennedy
George Koehler
Arne Lahli
Gabriel Le Clair
Clarence Lenhart
Fernand Lemay</p> <p>USPHS HOSPITAL SAN FRANCISCO, CALIFORNIA</p> <p>Kirk Anderson
Donald Bartlett
Charles Gedra
Viljo Heino
Claude Hollings
Steve Kovick
Carl McCrean</p> <p>USPHS HOSPITAL SEATTLE, WASHINGTON</p> <p>Benard Burke
Eugene Cook
Richard Harnden
A. T. McDonald</p> <p>USPHS HOSPITAL FORT WORTH, TEXAS</p> <p>Gerald Algernon
Benjamin Delbler
Abe Gordon
Charles Hooper
Thomas Leahy
Donald Bartlett</p> <p>USPHS HOSPITAL MEMPHIS, TENNESSEE</p> <p>James McGee</p> <p>USPHS HOSPITAL STATEN ISLAND, NEW YORK</p> <p>John Abo
E. Aldanodondo
Placido Aldevera
Sam Bailey
William Barnett
John Barry
Carl Biscup
Juan Bonafont
Victor Bonet
Fancy Bowen
Paul Butwell</p> | <p>Cecil Gates
George Howard
Ray Justice
John Lager
Gustavo Osuna
Roy Don Peebles
Benjamin Tingley</p> <p>Joseph Howell
William Mason
J. W. Short
Albert Williams</p> <p>Richard Pardo</p> <p>Robert McDonald
James May
Barney Majlesie
Donald Murray
Arlo Otto
Donald Perry
George Petros
Michael Rogers
Harold Thilhorns
Ronald Tremmel
Robert Wooley
Leonard Wolf</p> <p>Gordon Marbury
Hugo Olsen
John Ratliff
Phillip Rogers
Julius Swykert
Vincent Torregrossa</p> <p>Robert Nielsen
Earl Poe
Richard Shafner
William Stephens</p> <p>Billy Lynn
George McKnew
Samuel Mills
Billy Russell
Willie A. Young</p> | <p>Augustina Palombi
S. Peliksze
Teotonio Pereira
Andrew Polasky
Sandalo Ponce
Pedro Reyes
Jacques Rion, Jr.
James Sealy
Charles Shaw
Al Stracelolint
Lester Sturtevant
Ed Harriman
Milburn Hatley
Donald Hicks
James Hodges
Charles Jackson
Walter Karlak
Joseph Kasica
Casimir Kaust
Joseph Kearns</p> <p>USPHS HOSPITAL BALTIMORE, MARYLAND</p> <p>Evit Ardoin
David Cincore
Norman Currie
Jeff Davis
Hector Durate
Louis Ferlie
James Fort
Charles Hall
James Helgath
Charles Hemmis
Charles Kellogg
Russell King
George Marcotte</p> <p>USPHS HOSPITAL CANTONSVILLE, MARYLAND</p> <p>James Clarke</p> <p>USPHS HOSPITAL CHICAGO, ILLINOIS</p> <p>Eino Autio
Vincent Carroll
William Carver</p> <p>USPHS HOSPITAL BRIGHTON, MASS.</p> <p>Charles Robinson
Walter Slade</p> <p>VA HOSPITAL WEST ROXBURY, MASS.</p> <p>Raymond Arsenault</p> <p>PINE CREST HAVEN COVINGTON, LOUISIANA</p> <p>Frank Martin</p> <p>VA HOSPITAL BROOKLYN, NEW YORK</p> <p>Arthur Nelson</p> <p>US SOLDIERS' HOME WASHINGTON, DC</p> <p>William Thomson</p> <p>USPHS HOSPITAL NEW ORLEANS, LOUISIANA</p> <p>James-Alexander
Edgar Barton
Francis Bass
Richard Barnes
Jon Beverage
Byron Broadus
Federico Buccayan
Wilbert Burke
George Burleson
William Bunn
John Caldwell
Jose Carcanio
Mallory Coffey
Gerald Coll
Houston Cooper
Steve Crawford
Morris Danzer
Thomas Davis
Sidney Day
Jose Serra Deus
William Donahue
Albert Dupuy
Harry Emmett
George Flint
Eizadore Fisher
Eugene Gallaspy
Jacon Gomez
Jesse Green
Sanford Gregory
M. B. Hairelson
Selfert Hamilton
Wade Harrell</p> <p>Ned Keith Hinson
Claude Hopkins
George Hudson
Walter Johnson
Louis Lee
James Laia
Tinerman Lee
Theodore Lee
Claude Lomers
James Marshall
John McCaslin
Mont McNabb, Jr.
Joseph McPhoe
Frazier McQuagge
Carl Messer
Arturo Montoya
Edward Nelson
Kenyon L. Parks
John Picon
John Raines
Harold Robinson
Leonard Shaw
Horace Sikes, Jr.
Carl Smith
Finis Strickland
Otto Sylester
Ruffin Thomas
Raymond Vaughan
Squire Whittington
Hubert Wilson
William Woolsey</p> |
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NEW YORKER (Containerhips), Dec. 30—Chairman, J. Wilson; Secretary, S. Berger. Felix Aponie was elected ship's delegate. Wire to be sent to San Juan asking SIU agent to meet ship on arrival. Vote of thanks extended to steward department. Crew is like one big family on this ship. Engine department waiting clarification regarding diesel pay for oilers.

TRANSHUDSON (Hudson Waterways), Dec. 11—Chairman, E. Abrulay; Secretary, Jim Redden. Some disputed OT in deck department to be turned over to patrolman. Ship short two firemen. All department delegates requested to submit repair lists to ship's delegate.

ANTINOUS (Waterman), Dec. 14—Chairman, Patrick Fox; Secretary, Johnny P. Belday. All minor repairs have been taken care of. Captain gave

DIGEST of SIU SHIP MEETINGS

assurance that there will be sufficient money for draws. \$9.25 in ship's fund. Everything running smoothly. Suggestion made that steward put out better menus and obtain more stores for next voyage, especially ice cream. Crew requested to strip buxks when leaving ship.

STEEL FABRICATOR (Isthmian), Dec. 15 — Chairman, Frank Borst; Secretary, none. Ship's delegate reported that all items of interest will be taken up with the boarding patrolman, and letters sent to headquarters. One member read a letter he had composed in regard to present pension plan. Everyone agreed that more letters should be sent into headquarters on this subject. Contract changes regarding penalty cargo and standard procedure for draws in foreign ports were discussed.

THE CABINS (Texas City Refining), Dec. 15 — Chairman, Pete Blalock; Secretary, W. J. Barnes. H. G. Sanford was elected to serve as ship's delegate. Members of the crew suggested that frozen fruits be put aboard. Ship ran out of ice cream this trip due to cleaning of ice boxes. Also ran short of fruits.

DEL MAR (Delta), Dec. 24—Chairman, Victor O'Brian; Secretary, Eli Zubatsky. Ship's delegate reported one brother hospitalized in Buenos Aires and one brother missed ship in Buenos Aires. Motion made that

negotiating committee start on a pension plan based on union time and not age in amount of \$300.00 per month to be transferable to dependents in case they survive pensioner. \$241.25 in movie fund.

ROBIN GOODFELLOW (Robin Line), Dec. 8—Chairman, Thomas Heggarty; Secretary, Luther Gadsdon. \$17.00 in ship's fund. Brother Oreste Vols was elected to serve as new ship's delegate. He will see the chief engineer about laundry room drains. No beefs reported by department delegates.

PENN EXPORTER (Penn Shipping), Nov. 28 — Chairman, E. E. Davidson; Secretary, Red Johnson. Brother M. C. Padgett was elected to serve as ship's delegate. No beefs reported by department delegates. Report sent to mate regarding beds. Patrolman to be contacted regarding ice-cream box. Delegate will see captain regarding the painting of engine room. Pump to be repaired on washing machine.

TOPA TOPA (Waterman), Dec. 14—Chairman, William Buffs; Secretary, G. Dickey. Brother O. Arndt was elected as ship's delegate. No beefs reported. Discussion on proposal for raise in dues.

ARIZPA (Waterman), Dec. 15 — Chairman, Wesley Leonard; Secretary, Cleveland R. Wolfe. Brother Joseph E. Bailey was elected to serve as new ship's delegate. Crew requested to bring all cups back to the pantry after use. Repair lists to be made up before ship arrives in Houston. No beefs reported.

MOBILE (Sea-Land), Dec. 22—Chairman, Watcay Thomas; Secretary, Paul Calebaugh. Brother D. McMullen was elected to serve as ship's delegate. Motion made to discuss resolution on raise in dues. Crewmembers requested to try to keep messroom clean. TV needs new antenna. Ice box is in need of repairs. No beefs reported.

ALCOA TRADER (Alcoa), Dec. 18—Chairman, Peter Sernyk; Secretary, George Howe. Brother Sernyk was elected to serve as ship's delegate. Chief engineer to order fans for rooms. Repair lists to be turned in upon arrival in port. No beefs reported. Vote of thanks extended to the steward department.

ANDREW JACKSON (Waterman), Dec. 26—Chairman, Frank B. Rowell; Secretary, Illuminador R. Llenos. Brother Kelly was elected to serve as ship's delegate. Fireman missed ship in Mobile. Black gang needs another room on board ship. Since no passengers are being carried, the engineers on this ship are moving to the staterooms. Chief electrician advised the crew to secure the washing machine after use.

Schedule of Membership Meetings

SIU-AGLIWD Meetings

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

New York	March 2	Detroit	March 6
Philadelphia	March 3	Houston	March 9
Baltimore	March 4	New Orleans	March 10
Mobile	March 11		

West Coast SIU-AGLIWD Meetings

SIU headquarters has issued the following schedule through June, 1964 for the monthly informational meetings to be held in West Coast ports for the benefit of Seafarers shipping from Wilmington, San Francisco and Seattle, or who are due to return from the Far East. All Seafarers are expected to attend these meetings, in accord with an Executive Board resolution adopted in December, 1961. Meetings in Wilmington are on Monday, San Francisco on Wednesday and Seattle on Friday, starting at 2 PM local time.

The schedule is as follows:

Wilmington	San Francisco	Seattle
March 16	March 18	March 20
April 20	April 22	April 24
May 18	May 20	May 22
June 15	June 17	June 19

Great Lakes SIU Meetings

All ports will be opened March 1. Regular membership meetings on the Great Lakes are held on the first and third Mondays of each month in all ports at 7 PM local time, except at Detroit, where meetings are held at 2 PM. The following is the schedule for March:

Detroit	March 2 and March 16—2 PM
Alpena, Buffalo, Chicago, Cleveland, Duluth, Frankfort	March 2 and March 16—7 PM

SIU Inland Boatmen's Union

Regular membership meetings for IBU members are scheduled each month in various ports. The following is the schedule for March:

Philadelphia	March 3—5 PM	Norfolk	March 5—7 PM
Baltimore (licensed and unlicensed)	March 4—5 PM	Houston	March 9—5 PM
Houston	March 9—5 PM	New Orleans	March 10—5 PM
Mobile	March 11—5 PM		

RAILWAY MARINE REGION

Regular membership meetings for Railway Marine Region-IBU members are scheduled each month in the various ports at 10 AM and 8 PM. The following is the schedule for March:

Jersey City	March 9	Philadelphia	March 10
Baltimore	March 11	Norfolk	March 12

GREAT LAKES TUG AND DREDGE REGION

Regular membership meetings for Great Lakes Tug and Dredge Region IBU members are scheduled each month in the various ports at 7:30 PM. The following is the schedule for March:

Detroit	March 9	Milwaukee	March 9
Chicago	March 10	Buffalo	March 11
Sault Ste. Marie	March 12	Cleveland	March 13
Duluth	March 13	Toledo	March 13

Lorain March 13 (For meeting place, contact Harold Ruthsatz, 118 East Parish, Sandusky, Ohio).

Ashtabula March 13 (For meeting place, contact John Mero, 1644 West 3rd Street, Ashtabula, Ohio).

Meeting held at Labor Temple, Sault Ste. Marie, Mich.

United Industrial Workers

Regular membership meetings for UIW members are scheduled each month at 7 PM in various ports. The following is the schedule for March:

New York	March 2	Philadelphia	March 3
Baltimore	March 4	Houston	March 9
Mobile	March 11		

Meeting held at Galveston Wharves

PERSONALS and NOTICES

(Continued from page 14)
Following men by Mrs. M. C. Hayman, 117 Milby St., Houston, Tex.:

Mike Birrane, Daniel Hutto, Frank Liro and Louis A. De La Cerda.

Edward Glover Boland, Jr.
Contact your aunt, Mrs. J. H. Dyer, 603 E. 51st St., Savannah, Ga., about a personal matter.

Tax Refund Checks
Income tax refund checks are being held for the following Seafarers by Jack Lynch, SUP Building, 450 Harrison St., San Francisco 5, Calif.:

Joseph A. Alves, Margarito Borja, Ernest Bias, Eigil E. Hjelm, Nikita Kushelevsky, John Misakian, Elmer J. Moe, All Nasroen, Waldo M. Oliver, Arthur D. Pay-

ton, Jorgen G. Pederson, William Saltarez and Henry R. Smith.

Personal Effects

The Maritime Overseas Corp. is holding the personal effects of several men at their New York City office. The following men may pick up their property by contacting O. E. Manna, paymaster, at 511 Fifth Ave., New York 17, N.Y.:

R. H. Hays, Riley D. Cary and Norman S. Tukey (Ocean Evelyn); Orlin E. Sargent and E. P. Hayes (Ocean Dinny); and Merrill Johns (Natalie).

Freddie Bonatay

Anyone knowing the whereabouts of above-named is asked to contact Mom and Pop Nickles, 106 So. Durban St., Baltimore 3, Md.

Now Hear This



Overtime was on the mind of Seafarer Gordon Owen when he took the floor to state his views during a discussion at the monthly membership meeting in New York. Brother Owen was one of the many SIU members who hit the deck during the February meeting to discuss shipping conditions.

Directory of UNION HALLS

SIU Atlantic, Gulf, Lakes & Inland Waters

PRESIDENT
Paul Hall

EXECUTIVE VICE-PRESIDENT
Cal Tanner

VICE PRESIDENTS
Earl Shepard
Al Tanner

SECRETARY-TREASURER
Al Kerr

HEADQUARTERS REPRESENTATIVES
Bill Hall
Ed Mooney
Fred Stewart

BALTIMORE 1216 E. Baltimore St.
BOSTON Eastern 7-4900
276 State St.
Richmond 2-0140

DETROIT 10225 W. Jefferson Ave.
Vinewood 3-4741

HEADQUARTERS 675 4th Ave., Bklyn
HYacinth 9-6600

HOUSTON 5904 Canal St.
Paul Drozak, Agent Walnut 8-3207

JACKSONVILLE 2608 Pearl St., SE, Jax
William Morris, Agent ELgin 3-0987

MIAMI 744 W. Flagler St.
Ben Gonzalez, Agent FRanklin 7-3564

MOBILE 1 South Lawrence St.
Louis Neira, Agent HEmlock 2-1754

NEW ORLEANS 630 Jackson Ave.
Buck Stephens, Agent Tel. 529-7546

NEW YORK 675 4th Ave., Bklyn
HYacinth 9-6600

NORFOLK 115 3rd St.
Gordon Spencer, Acting Agent 622-1892

PHILADELPHIA 2604 S. 4th St.
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TAMPA 312 Harrison St.
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Know Your Rights

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

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

SHIPPING RIGHTS. Your shipping rights and seniority are protected exclusively by the contracts between the Union and the shipowner. Get to know your shipping rights. Copies of these contracts are posted and available in all Union halls. If you feel there has been any violation of your shipping or seniority rights as contained in the contracts between the Union and the shipowner, notify the Seafarers Appeals Board by certified mail, return receipt requested. The proper address for this is: Earl Shepard, Chairman, Seafarers Appeals Board, 17 Battery Place, Suite 1830, New York 4, N.Y.

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

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

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

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

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

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

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

SEAFARERS POLITICAL ACTIVITY DONATIONS. One of the basic rights of Seafarers is the right to pursue legislative and political objectives which will serve the best interests of themselves, their families and their Union. To achieve these objectives, the Seafarers Political Activity Donation was established. Donations to SPAD are entirely voluntary and constitute the funds through which legislative and political activities are conducted for the benefit of the membership and the Union. If at any time a Seafarer feels that any of the above rights have been violated, or that he has been denied his constitutional right of access to Union records or information, he should immediately notify SIU President Paul Hall at headquarters by certified mail, return receipt requested.

Seafarers Work the World

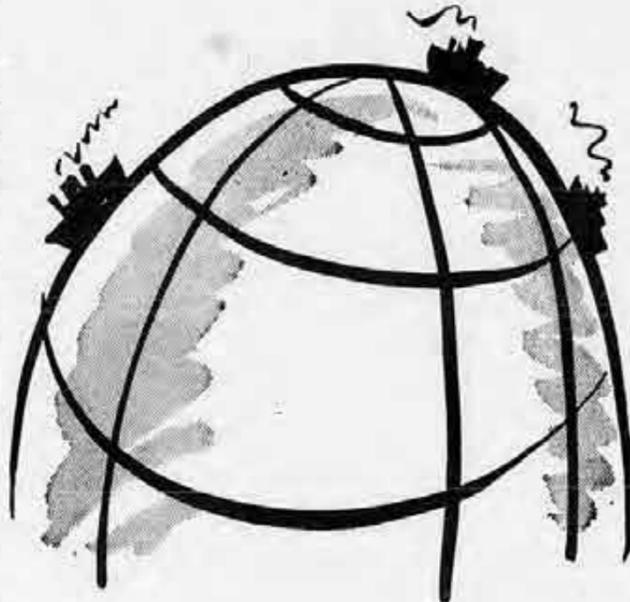
ONE of the many aspects of a Seafarer's work that set him apart from shoreside workers is the problem of communication—maintaining a link with his home and family, his friends and, of course, his union. From the standpoint of the SIU, the magnitude of this communications task, and the job of keeping a direct line open between the membership at sea and the Union apparatus ashore, is perhaps best indicated by the geographical distribution of active SIU-contracted vessels at any one time.

On a typical day recently, the dispersal of SIU-manned ships around the world pinpointed them as being in or near 78 different ports around the world covering 5 of the 6 major continents. None were in the Arctic or Antarctic regions and none were in or about Australia—the "Land Down Under." (SIU Pacific District vessels based on the US West Coast service the home grounds of the kangaroo, koala bear and the legendary Aussie and ANZAC forces familiar to Seafarers from World War II and Korea.—Ed.)

Almost 45 percent of the SIU-manned fleet was labelled as being "overseas" on the day in question. SIU vessels spread throughout Europe, Asia, Africa, North and South America were engaged in trade with 33 foreign countries on a routine day. They were loading, discharging and enroute to or from 47 ports in these countries, including the ships dispersed at the Panama and Suez Canals.

Of these "overseas" ships, over two-thirds—66 percent—were dry cargo freighters of many classes, 18 percent were listed as tankers and the remaining 16 percent represented passenger ships, bulk carriers and other special types.

The 55 percent of the fleet dispersed in or near domestic ports, including the continental United States, non-contiguous areas like the states of Hawaii and Alaska, plus US possessions, were spread



over 31 different ports. Of these, the dispersal pattern showed that 42 percent were distributed between Florida and Maine, and were in or near 10 different ports on the Atlantic coastline.

But the trade routes serviced by these ships in domestic ports was something else again. Of all SIU-contracted ships, 17 percent—1 of every 6 ships—are in domestic trade between American ports. The balance was engaged at the time in foreign trade, whether between the US and foreign countries on regularly-scheduled runs, or in tramp or charter operations between foreign

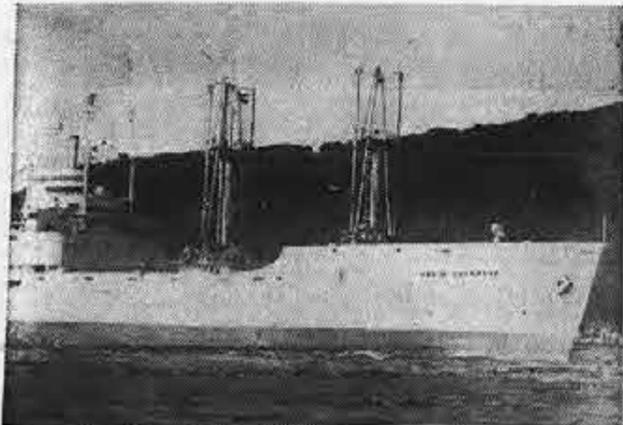
ports, such as tanker vessels continuously engaged in oil shuttle runs between the Persian Gulf and the Far East.

On our "routine" day, the SIU fleet engaged in foreign trade—83 percent of the SIU-manned fleet—likewise was scattered around the world according to a constantly-shifting pattern. Of these, 54 percent were located in or near foreign ports, and the balance of 46 percent was in domestic ports.

THIS "profile" of the SIU-manned fleet, for which place names like Lobito (Angola, East Africa), Derince (Turkey), Alicante (Spain), Vizagapatam (India) and many others seldom in the public eye are relatively as commonplace as Times Square is to New Yorkers, points up the immensity of the communications job in the maritime industry.

Publications like the SEAFARERS LOG and other organs of union news and information, a teletype network linking SIU port offices in some 50 US and Canadian locations and normal mail and telephone communications help bridge the gaps. While dad's away at work, they make possible a fast check on a Seafarer's seetime to assure prompt admission and benefit eligibility for his seven-year-old about to enter a New Orleans hospital for surgery. Such methods also quickly clear up disputed overtime issues for a ship passing through Panama whether enroute to San Francisco or Saint Nazaire, heading East or West.

Day-to-day checks on the locations of SIU ships serve many useful and necessary functions and constantly emphasize the Seafarer's worldwide work role and interests. While Americans ashore conveniently read their newspapers at home and on the way to or from work, the news events on the front pages often occur within hailing distance of the foc'sle on SIU ships all over the world.



Two Robin Line freighters were in area of South Africa at time ship survey was taken. Robin Sherwood is typical such vessel, shown entering harbor at Capetown on a previous voyage.



SIU crewmembers wave greeting from deck of passenger ship Del Sud, listed as being in vicinity of Rio de Janeiro, Brazil, recently. Photo is from an earlier voyage.



Shown making her way through Panama Canal during maiden voyage on intercoastal run, jumbo containership Elizabethport was at Panama again a short time ago.