



Pickets representing unions belonging to the Joint Maritime Labor Committee hit the bricks in Port Everglades, Fla., recently to protest the docking of the Greek-flag vessel Australis (formerly the U.S. liner America). About 200 pickets participated in the demonstration. (Story On Page 2.)

ADVISORY COMMITTEE REBUFFS GOV'T AGENCY REPORT

Story On Page 3



SIU New Orleans Port Agent C. J. "Buck" Stephens (right) presents check for \$1,000 to New Orleans Mayor Victor H. Schiro on behalf of the New Orleans Maritime Council, which voted to donate \$500 to the Police Relief Fund and \$500 to the Firemen's Relief Fund to aid those firemen and policemen who lost their homes and all their possessions while they were on duty during Hurricane Betsy.

SIU WELFARE BENEFITS OVER \$62 MILLION

Story On Page 3

14b REPEAL SCUTTLED BY FILIBUSTER - UNTIL NEXT YEAR

Story On Page 2

AFL-CIO JOINS UNION FIGHT FOR STRONG MERCHANT MARINE

Story On Page 3



The SIU-manned tanker Cities Service Baltimore lists 20 degrees to port after a 300 to 400-foot gash was ripped in her side below the waterline when the vessel struck an underwater ledge in Boston Harbor recently. (Story On Page 2.)

Vote Fails To Shut-Off Filibuster

Senate Shelves 14B Repeal, Fight To Continue Next Year

WASHINGTON — The House-passed Administration bill to repeal Section 14B of the Taft-Hartley Act was set aside in the Senate this week for the remainder of this session of Congress. Administration forces were unable to muster sufficient Senate votes to cut off a filibuster by pro-14B forces which threatened to delay a vote on the measure indefinitely.

Pro-"right-to-work" forces, led by Senator Everett Dirksen (R-Ill.) organized a filibuster or extended debate to prevent the measure from ever coming to a vote. Although pro-14B repeal forces felt they had enough votes to pass the repeal bill should it come to a vote, they could not muster enough votes to cut off debate. Traditionally, Congressmen are very reluctant to vote "cloture." Democratic leader Mike Mansfield of Montana was able to muster 45 votes for cloture, but this was still 17 fewer than the two-thirds majority needed.

With the filibuster continuing and barring any hopes of bringing the 14B repeal measure to a vote, it was decided to set the matter aside for the remainder of this session—which means it will probably come up early during the next session.

Prior to the Senate vote, AFL-CIO President George Meany had branded the filibuster as "a travesty upon the legislative process." He warned Dirksen that "the good name of the Senate" and "public confidence in the fairness of its procedures" has been endangered.

He pointed out that labor and its friends in Congress did not resort to a filibuster to block passage of the Taft-Hartley Act in 1947,

"though we felt very strongly that it was wrong . . . We do not ask that you vote with us, if your honest views are against us," Meany stressed. "We ask only that you allow the Senate to perform its duty, and permit all others to vote their views."

Under Senate rules, no vote can be taken as long as a senator wants to talk on a motion, subject to these two limitations: (1) the Senate can curtail debate by a two-thirds vote of those present, and (2) no senator may speak more than twice in any legislative day.

Ordinarily in a filibuster, the majority votes to recess rather than adjourn at the end of each day so that eventually the two-speech limit is reached. However adjournment can be forced by lack of a quorum—51 out of the 100 senators needed to do business. Thus a majority must be able to have at least 49 senators on hand or nearby, since all but two of the filibustering senators usually stay away from the floor during a quorum call.

Next Session

In opening his filibuster, Dirksen played heavily on the fact that most senators were anxious for adjournment. "They are battle weary," he said, "they are fatigued." More important, he pointed out that many are anxious to return to their home states to mend political fences before "the shadow of 1966" elections.

About half of Dirksen's filibuster allies were from the Deep South, veterans of civil rights filibusters of the past. Many of them represent various of the 19 states which have so-called "right-to-work" laws on the books. The Senate bill under consideration would repeal that section of the Taft-Hartley act under which

these anti-labor "right-to-work" laws can be passed by the states.

Ironically, Dirksen's state of Illinois is not one of the "right-to-work" states, while one of the repeal bill's chief supporters, Senator Ross Bass (D-Tenn.), does represent a "right-to-work" state.

Bass has stated that he was seeking for workers and employers in Tennessee the same right now enjoyed by workers and employers in Illinois—to negotiate a union shop if they so desire.

N.Y. Port Council Honors Journalist

NEW YORK — More than 1,200 trade unionists from maritime and allied crafts along with government and industry representatives attended the annual dinner held by the Maritime Port Council of Greater New York Harbor on October 9.

Antony Scotto, President of the Port Council, presided at the affair. Paul Hall, SIU President, who heads the Maritime Trades Council AFL-CIO, with which the Port Council is affiliated, addressed the gathering. He outlined the purposes and functions of the Port Councils and stressed their effectiveness as vehicles for inter-union cooperation.

Helen Delich Bentley, Maritime Editor of the Baltimore Sun, was presented with the Council's Maritime Service Award for her valuable contribution to the maritime industry and those dependent on it for their livelihood.

Mrs. Bentley was cited for her comprehensive, objective and inclusive reporting of maritime affairs.

International President's REPORT

By Paul Hall



Repeal of Section 14(B) of the Taft-Hartley Act, which permits the individual states to pass open-shop "right-to-work" laws, is at the top of labor's legislative goals. Repeal of 14(B) was part of the Democratic platform under which President Johnson was elected President and in spite of the Senate's recent vote to set aside the repeal measure in the face of a pro-"right-to-work" filibuster, organized labor will continue the fight to eliminate this piece of anti-union legislation.

The so-called "right-to-work" law was designed as a device to legalize union-busting in this country. It has stood as a definite threat to the free labor movement and is contrary to all the principles upon which our nation's greatness is built.

The Seafarers International Union with other AFL-CIO unions was in the forefront of labor's fight, which made 14(B) repeal one of the Administration's legislative goals and subsequently won passage of 14(B) repeal legislation in the House of Representatives. That fight will be maintained until victory is won in the Senate as well. Every Seafarer and labor union member is urged to write to his congressman and make his feelings clear that 14(B) must go.

This session of Congress has already seen the passage of much important labor-supported legislation—and the failure of the Senate to stand and fight off the last-ditch filibuster staged by pro-"right-to-work" forces does not necessarily indicate that anti-labor forces are in command of the Senate.

What the recent events in the Senate do prove however, is that anti-union forces, no matter what their size, are still strong and determined and not to be taken lightly. There is still an anti-labor minority in Congress which represents a stumbling block to passage of progressive legislation.

American labor has won the passage of much important legislation in the past by stint of hard fighting against anti-labor and special-interest forces, and by never letting up the pressure for passage of legislation in the interest of American workers and the American Public, and we are not giving up the fight to win repeal of 14(B)—if anything we will increase our efforts.

The Seafarers International Union joins with the rest of organized labor in urging its members to continue letting their congressmen hear their views. The pro-"right-to-work" forces have been quoted publicly as saying that by the next session of Congress, legislators will have heard from their constituents in great numbers. We are sure that the small but well-organized and anti-union forces will do their best to make good on this claim by waging a letter-writing campaign out of all proportion to their real size and making anti-union noises out of all proportion to their real numbers. These tactics must be countered with the truth.

Every Seafarer must make his voice heard by writing to his congressman and urging his friends to write as well. The American labor movement intends to continue the fight until this anti-labor minority is squelched once and for all.

SIU Tanker In Boston Harbor Mishap

BOSTON — The SIU-manned Cities Service tanker Baltimore had a 300 to 400 foot gash ripped in her side below the waterline last week when she struck a submerged ledge or other unknown object in Boston harbor, while bucking bad weather.

The long gash split 12 of her cargo tanks and spilled almost 100 thousand gallons of gasoline into the harbor. Fortunately there was no fire and no crewmembers were reported injured. Although the vessel took on a 20 degree list to port and the port side of her deck was at times awash, she was never in any danger of sinking.

Awaited Calmer Seas

Immediately following the mishap, the Baltimore dropped anchor and waited for calmer seas before proceeding to the lower harbor where her remaining gasoline cargo could be pumped out into barges.

The 20,000-ton tanker had unloaded part of her cargo at East Braintree, and was enroute to Portland, Maine to discharge cargo when the accident occurred.

As more than 90,000 gallons of gasoline poured from her ruptured tanks, coast guard and police officials were notified and, fearing fire, several North Shore beaches were closed to the public, and police cars and firemen patrolled all shore areas where gasoline might wash ashore.

14B Called 'License' To Kill Off Unions

SPRINGFIELD, Ill.—Section 14(b) of the Taft-Hartley Act is a "hunting license" for states "to weaken or break unions," Senator Paul H. Douglas (D-Ill.) charged here.

Douglas spoke to the Illinois State AFL-CIO convention on the same day the state's junior senator, Republican Leader Everett McKinley Dirksen, opened his filibuster aimed at preventing a vote on 14(b) repeal.

Under Dirksen's leadership, Douglas warned, "the old conservative Republican-Dixiecrat alliance is in full swing" and "will use every trick in the book to defeat us."

He reminded the delegates that the reasons for repeal of 14(b) must continually be spelled out even though "we know" it is bad legislation and although it may be "futile to argue with hardboiled opponents of unionism."

There remains, he said, a large number of "good people" who approve generally of unions but "are not fully informed about the issues and may be swept off their feet by high-powered propaganda from anti-union sources."

Douglas stressed that, contrary to the impression given by opponents of repeal, the abolishment of 14(b) would not result in "compulsory unionism" or establishment of "a union shop by law."

It would merely mean, he noted, that workers and employers in 19 "right-to-work" states would have the same rights as their counterparts in the other 31 states. They would be free to bargain on the issue of a union shop just as they now negotiate on a wide range of subjects from wages and hours to coffee breaks.

Many of the 19 "right-to-work" laws, Douglas said, were passed because state legislatures were malapportioned, with a minority of the population electing a majority of the legislature.

Maritime Labor Committee Protests Australis Docking

PORT EVERGLADES, Fla.—Over 200 pickets representing the Joint Maritime Labor Committee of which the SIU is a member, gathered here last week to protest the docking of the Greek-flag Australis, formerly the U.S. liner America.

Thirty Seafarers marched on the picket line, which also included members of the NMU, ILA, MEBA and MMP. An attempt by the Greek corporate owners of the vessel to get a restraining order preventing the picketing was turned down in Circuit Court.

The pickets were protesting the continuing decline of the United States from world maritime leadership as represented by the U.S. Commerce Department decision last year to permit sale of the former America to a Greek operator.

The Joint Maritime Labor Committee charged that the Greek company had reneged on an agreement of the sale stating that the former U.S. Lines liner would not be permitted to compete with U.S.-flag shipping for at least five years. The committee charged that her arrival in Port Everglades illustrates not only a broken agreement, but also shows the total ineffectiveness of the Defense Department's theory of "effective control" over former U.S. ships now flying foreign flags and manned by foreign crews.

The Joint Maritime Labor Committee also pointed out that the recent refusal of the crews of two Greek-flag ships to carry U.S. military equipment to Vietnam was an excellent reason why the U.S. needs a strong merchant fleet of its own.

The Australis was bound from Panama with passengers and some cargo. The picketing continued all day from the time the vessel docked at about 9 a.m. until 11 p.m. During the demonstration thousands of pamphlets were distributed calling for the restoration of U.S. maritime leadership.

SEAFARERS LOG

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Maritime Unions Step-Up Fight For Strong Fleet

WASHINGTON—AFL-CIO maritime unions will seek the united support of labor and the nation in their fight for "a strong merchant marine vital to national security and a prosperous economy," it was announced at a meeting of the Joint Maritime Labor committee held here on October 5.

Officials of 15 shoreside and seagoing unions met with Lane Kirkland, executive assistant to AFL-CIO President George Meany and reported adoption of the following four-point program.

- Establishment of the Joint Maritime Labor Committee as an expanded and continuing organization, with a full-time national director, to carry on an "all-out fight" to strengthen the merchant marine.

- Condemnation of the so-called Interagency Task Force Report which, the committee said, "seeks to solve the problems of the American merchant marine by scuttling it" and "completely ignores the record in support of a stronger merchant marine, developed over the past year by the President's Maritime Advisory Committee."

- Obtaining united support for the U.S.-flag fleet and conducting "intensive legislative and political activity."

- Reaffirming the goal of preserving the present government requirement that at least 50 percent of grain shipments to Soviet-bloc nations be carried in American-flag vessels.

Committee Chairman Thomas W. Gleason said all those who attended the meeting reaffirmed the position taken in February, 1964 that government agencies and commercial grain traders should observe a presidential "commit-

ment" that 50 percent of grain shipments to the Soviet Union should be in American-flag vessels.

Gleason, who is president of the Longshoremen, said an Interagency Task Force report, submitted to the secretary of commerce, would do more damage to American shipping than the Japanese military attack on Pearl Harbor in 1941.

The report, he said, proposes to eliminate all U.S.-flag passenger ships, build American ships in foreign shipyards and take other steps which would cost the jobs of 20,000 U.S. seamen.

Officials of 15 shoreside and seagoing unions in attendance at the Joint Maritime Labor Committee meeting included SIU President Paul Hall, Thomas W. Gleason, President of the International Longshoremen's Association; Joseph Curran, President, National Maritime Union; Lane Kirkland, Executive Assistant to AFL-CIO President George Meany; Russell K. Berg, President, International Brotherhood of Boiler Makers; Andrew Pettis, vice-president International Union of Marine and Shipbuilding Workers; Lloyd W. Sheldon, President, International Organization of Masters, Mates and Pilots.

Also, Hoyt S. Haddock, Director, AFL-CIO Maritime Committee; Bernard L. Smith, Secretary-Treasurer, American Radio Association; Jesse M. Calhoun, President, Marine Engineers Beneficial

(Continued on page 15)



At a press conference following the meeting of the Joint Maritime Labor Committee last week in Washington, International Longshoremen's Association President Thomas W. Gleason, committee chairman, outlined the four-point program adopted by the committee and reaffirmed the committee's continued support of the requirement that 50 percent of grain shipments to the Soviet Union should be in American-flag vessels.

Committee Votes "Not To Accept" Report

Advisory Committee Rebuffs Government Agency Report

WASHINGTON, D. C.—A Government task force report which would have seriously weakened the American-flag merchant marine and drastically reduced job opportunities for American seamen has been unanimously rebuffed by the President's Maritime Advisory Committee.

The Advisory Committee action was taken at its meeting on October 7 when the Committee unanimously

voted "not to accept" the task force report on the grounds that it violates the Merchant Marine Act of 1936, is contrary to the order under which the Advisory Committee was established by the President, violates a resolution as to its purposes which the Committee adopted at its first meeting, and violates statements about the Government's attitude toward the merchant marine made by Secretary of Commerce Connor at the conclusion of the meeting of May 17.

The task force report, which had been stirring considerable consternation and dismay in maritime circles ever since its publication in various newspapers about 10 days before the Committee meeting, was prepared by the Interagency Maritime Task Force, which is headed by Alan S. Boyd, Under Secretary of Commerce for Transportation, and which consists of representatives of the Bureau of the Budget, the Council of Economic Advisors, the Federal Maritime Commission, the Maritime Administration, and the Departments of State, Defense, Agriculture, Labor and Commerce.

The task force proposals called for such drastic changes in present maritime policy as withdrawing Government support for U.S. passenger liners, phasing out the cargo preference program, and permitting shipowners to build or buy vessels abroad but operate them in all American trades, including the domestic trades.

The report, in effect, would have resulted, in the next 20 years, in an American-flag fleet which would be smaller than the one we have today, which would carry a smaller percentage of our total cargoes, and which would provide only about half of the shipboard jobs we have at present.

Two days before the October 7 meeting, the task force report had been unanimously condemned by

the representatives of 15 AFL-CIO maritime unions at a special meeting in the AFL-CIO headquarters called by the Joint Maritime Labor Committee. (See adjoining story.)

The task force, whose creation was announced by Secretary Connor in June, was ostensibly established for the purpose of evaluating the effects on the various Government departments of the recommendations being made by subcommittees of the Advisory Committee. The task force reports, containing recommendations directly contrary to those made by the subcommittees, therefore came as a shock to the maritime industry and led to comments that the task force was bypassing the work of the Committee.

Following the Committee's action not to accept the task force report, it was agreed that the Committee should proceed with its functions, and it was also agreed that the members representing the public should constitute a subcommittee to draft an overall maritime program on the basis of the recommendations made by the individual subcommittees.

November 15 has tentatively been set as the date for the completion of this overall report.

The President's Maritime Advisory Committee is composed of 15 members representing labor, management, the Government and the public, and was set up to consider matters and programs affecting the U.S. maritime industry.

The labor representatives include SIU President Paul Hall, ILA President Thomas W. Gleason, NMU President Joseph Curran, Lane Kirkland, executive assistant to AFL-CIO President Meany and Russell Berg, President of the Shipbuilders Union.

The management members are Joseph Andreas, manager of the marine department of the Humble Oil Company; H. Lee White, president of Marine Transport Lines;

J. Paul St. Sure, president of the Pacific Maritime Association, and William B. Rand, president of United States Lines.

To represent the public at large, the President designated James J. Healy, professor of industrial relations at Harvard University; Lewis A. Lapham, former president of Grace Lines and now president of the executive committee of the Bankers Trust Company in New York; Deane W. Malott, president of Cornell University, and Theodore W. Kheel, New York lawyer and arbitrator.

SIU Opens Lakes Clinics

SIU clinic facilities are now available to Seafarers and their families in the Great Lakes ports of Buffalo, Toledo and Duluth. The new facilities are the latest additions to the growing system of SIU clinics which provide free diagnostic examinations for Seafarers and their dependents in most of the major U.S. ports.

In Buffalo, the examinations will be performed by Dr. John Clarke, Buffalo Medical Group, at 77 High Street. Services began here on September 13.

In Toledo, the clinic opened for examinations on October 1 at the Toledo Health and Retiree Center, Diagnostic Clinic, 318 W. Woodruff Avenue.

In the Duluth area services began October 1 at the Superior Clinic, Superior, Wisconsin.

The system of SIU clinics was begun in 1957 with the opening of the first facility in New York. Other Union clinics are located in Boston, Philadelphia, Baltimore, Norfolk, Jacksonville, Tampa, San Juan, Mobile, New Orleans, Houston, San Francisco and Seattle.

SIU Welfare Payments Top Sixty-Two Million

NEW YORK—SIU members and their dependents have collected a grand total of \$62 million in benefits since the inception of the Seafarers' Welfare and Vacation Plans. The \$62 million total, was reached at the end of August, 1965.

This sum does not include the \$4.9 million in pension payments made to retired Seafarers under the SIU Pension plan.

Since the Seafarers' Welfare Plan was organized in 1950, over \$25.5 million has been paid out in hospital, death, disability, maternity, dependent, optical and outpatient benefits. The SIU Vacation plan, which went into operation in February, 1952, has provided Seafarers with more than \$35.5 million in the past 14 years.

Aid To Dependents

Assistance to assure the proper medical care for the families of married Seafarers continues to be one of the major accomplishments of the Union Welfare Plan. Since the plan was organized, over \$5.7 million in dependent benefits have been paid out.

Among the typical medical services covered by the Welfare Plan are hospital expenses, including room, board, and the inevitable extras, blood transfusions, surgical and maternity expenses. Since

it has been organized, the Union Welfare Plan has provided a total of \$4.6 million to SIU men to cover hospital expenses, and \$4.9 million in maternity benefits.

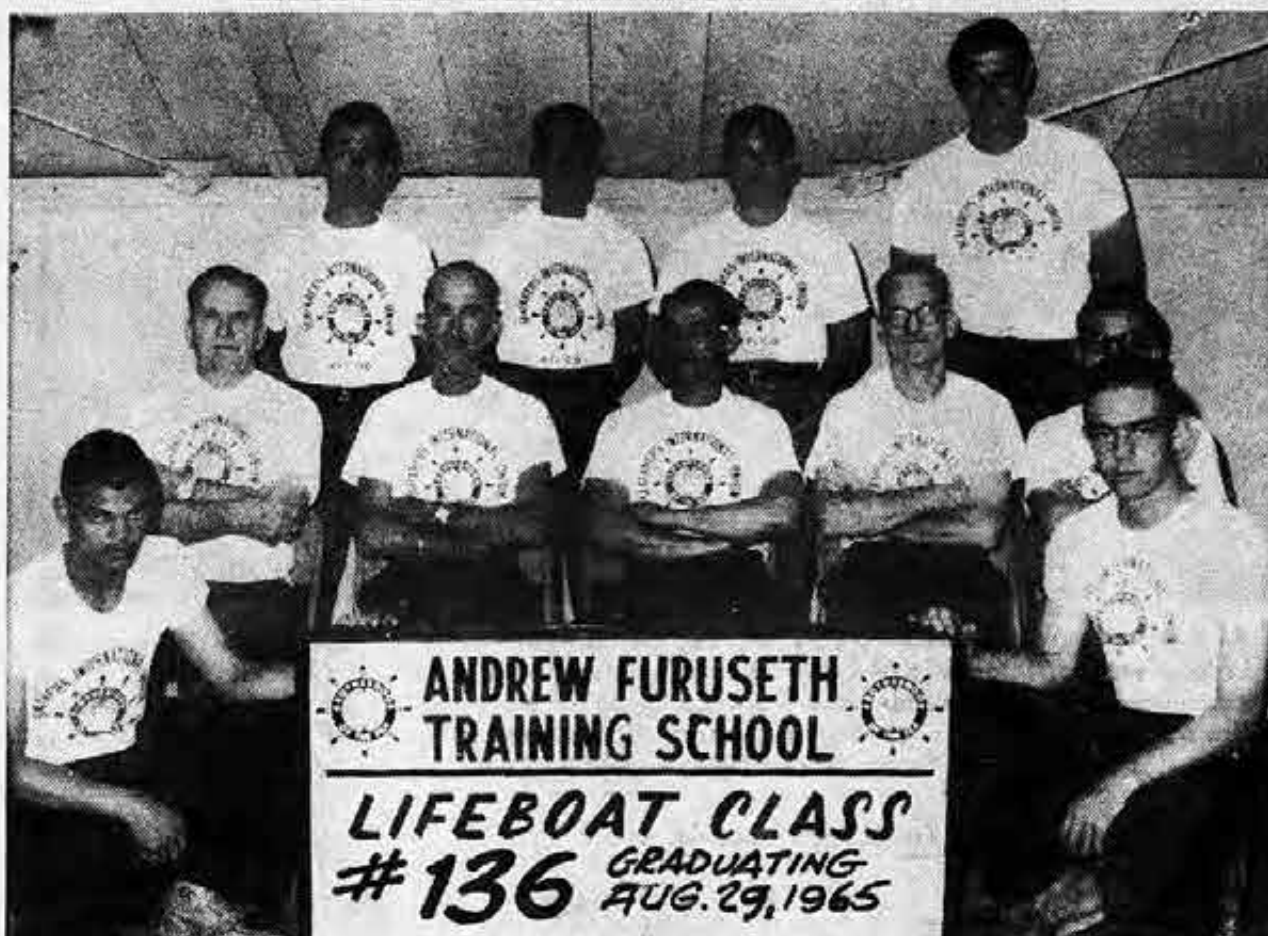
Wide Coverage

In the past 15 years the Welfare Plan has also paid out over \$2 million in out-patient benefits, and \$4.9 million to Seafarers on the disability list.

The SIU Welfare Plan has provided for the payment of death benefits to the survivors of deceased Seafarers. Since the inception of the welfare plan, survivors of departed Seafarers have collected over \$6.5 million in death benefits.

The \$62,087,821 sum paid out in benefits under the Welfare and Vacation Plans since 1950 does not represent the total assistance which Seafarers and their families have received from these plans. The total value of Welfare benefits is considerably higher since the cost of scholarship payments, meal books, training facilities and medical examinations for SIU members and dependents have not been included in the \$62 million figure.

Lifeboat Class Number 136 Graduates



Members of SIU Lifeboat Class number 136 have their picture taken after successful completion of course at the Andrew Furuseth Training School. They are (l-r, front-row): Jorge Martinez, Robert Costigan. Middle row, (l-r): Raymond Walker, Charles W. Cothran, George Doest, McDonald Slade, Rosetos Patiniotis. Rear (l-r): Alejandro Martinez, Nelson Sala, Juan D. Diaz and instructor Arni Bjornsson.

Charge Violation Of Cargo Preference Act

Congressmen Protest MSTs' "Quickie" Flag Transfer Plan

WASHINGTON—Reports that MSTs was planning to charter vessels built or rebuilt outside the U.S. and newly documented in this country after sailing for lengthy periods under foreign flags has stirred action by members of both Houses of Congress.

Senator E. L. (Bob) Bartlett (D-Alaska) and Representative Edward Garmatz (D-Md.) have both charged that chartering such vessels to carry U.S. military cargoes would violate the U.S. Cargo Preference Acts of 1904, 1954 and 1961. Senator Bartlett has introduced a bill, (S.2600), titled "A bill to prevent vessels built or rebuilt outside the United States or documented under foreign registry from carrying cargoes restricted to vessels of the United States."

The controversy revolves around a statement by MSTs Commander Vice Adm. Glynn R. Donaho to the effect that although the 1904 Cargo Preference Act states only vessels of the United States or belonging to the United States may be used in the transportation by sea of military supplies, the statute does not, according to Donaho, "stipulate how long a ship must be registered under American flag to qualify as a ves-

sel of the United States for use in the transportation of military supplies."

Representative Garmatz pointed out that such an interpretation was contrary to the spirit of the 1961 amendment to the Cargo Preference Act of 1954, which requires that such foreign vessels—even when transferred to American registry—must first remain under the American flag for three years before they can carry Government-financed cargoes.

Newspaper reports had previously stated that MSTs is seeking to induce the owners of 50 or 60 foreign-flag ships to transfer their ships to American registry with the promise of charter for military sealift cargoes.

In support of his proposed legislation to prevent MSTs' use of newly reregistered ships to carry military cargoes, Senator Bartlett pointed out that "In addition to being contrary to the Congression-

al intent as expressed in Public Law 87-266, such chartering of ex-foreign-flag vessels by MSTs could destroy the effectiveness of all segments of the American Merchant Marine and vitiate the program for upgrading the unsubsidized segment of our American Merchant Marine under the Vessel Exchange Act."

Both maritime labor and industry have asked that legislation be introduced to prevent recently-reregistered ships from being chartered until the three year waiting period that presently applies to putting government cargo aboard recently-repatriated vessels has elapsed.



By Al Tanner, Vice President

and Fred Farnen, Secretary-Treasurer, Great Lakes

Lakes Shipping Looks Good

Negotiations have continued over the past two weeks as SIU Great Lakes District representatives worked with the Great Lakes Association of Marine Operators (GLAMO) on the new contract. Progress is being made on all major issues, and as long as negotiations continue to produce results, this union intends to bargain in good faith to resolve all of the contractual issues.

Reporting to the SIU-GLD membership at the Headquarter's Meeting October 4, 1965, Secretary-Treasurer, Fred Farnen, advised the membership that we were close to an Agreement and that one more meeting was scheduled later in the week.

Chicago

Shipping in this Port as it is all over the Lakes has been extremely good, with no let up in sight. Bill Stevenson was in last week to see us. He stays with his sister in Chicago unless the weather sets in bad and then he hauls out for Florida. At this time he is laying up the South American in Holland, Michigan.

Duluth

Shipping continues to be very good in the Port of Duluth for all ratings with the exception of Porter and Second Cook. The Ream, formerly owned by U.S. Steel's Pittsburg Fleet, has been bought by Kinsman Marine Transit Company of Cleveland and has been towed to Fraser Shipyards, Inc. of Superior to be fitted out for operation. It has been berthed near the Berwind Fuel Company Dock in West Duluth for several years. Built in 1906, the Ream has been active in the Great Lakes ore, coal and stone trade for more than 50 years. It is 601 feet long, 58 feet wide, and has a carrying capacity of 12,850 tons.

Frankfort

The City of Green Bay threw a wheel and went to the Manitowoc Shipyard on October 1, 1965. When it was drydocked, a broken shaft was discovered and the other wheel was cracked. The Ann Arbor Railroad Company has been operating for three days now with two boats. Future plans of the company to lease a Grand Trunk Carferry (Grand Rapids) will be postponed from six to eight weeks due to discovery of a broken crank, necessitating drydock in the Manitowoc Shipyard.

Cleveland

Although fewer ships are coming into this port due to most of them working in the grain trade, calls for replacements are as heavy as ever and expected to remain so right up to the very end of the season, which still has a good eight weeks yet for the straight deckers, and from 10 to 12 weeks for the self-unloaders. According to reports, the amount of ore that has come down the Lakes to the present time has not increased the Winter stock pile to where they would like to have it, so it looks as if it may be a late season again this year. If things keep going the way they have, it will also be an early fitout next year.

Buffalo

Our clinic facilities are now available, and the first man to go through a complete physical was Brother Joseph Duplessis.

The vessel Charles Dunlap was towed to Toledo by the Tug Lorain, with a shifting gang aboard, to the shipyard for some work to be done on it. Shipping continues to be good and we expect the season to go well in December because of the additional grain coming into our local elevators.

Alpena

Shipping is still good in this port. What with the J. B. Ford fitting out and the following week, the E. M. Ford fitting out, we have scraped the bottom of the barrel. Shipping remains good across the board, including entry ratings.

Throwing In



Throwing in their books as a choice jobs hits the New York board are (l-r) Tom Basso, Jim Macklin, Jim Hand, Henry Hernandez, "Saki" Jack Dolan, and "Ski" Puchalski. Behind the counter, patrolman Ted Babkowski gathers 'em in and checks 'em out.

SIU Clinic Exams—All Ports

EXAMS THIS PERIOD: August 1 - August 31, 1965

Port	Seamen	Wives	Children	TOTAL
Boston.....	23	1	0	24
Baltimore.....	138	38	26	202
Jacksonville.....	25	0	0	25
Houston.....	150	6	12	168
New York.....	367	37	28	432
Norfolk.....	57	0	0	57
Philadelphia.....	42	20	11	73
Tampa.....	14	3	3	20
San Francisco.....	123	0	0	123
New Orleans.....	290	15	29	334
Mobile.....	82	9	23	114
TOTAL.....	1,311	129	132	1,572

The Atlantic Coast



By Earl (Bull) Shepard, Vice-President, Atlantic N.Y. Port Council Dinner A Success

Last Saturday night's Maritime Port Council dinner here was a big success. Many of our friends in the labor movement attended the annual dinner.

Shipping in New York has slowed down somewhat, but is expected to pick up steam again in the coming weeks.

The boys around the hall were glad to see their old friend A. B. Brown who is off the Steel Maker where he held down the 3'd cook's slot and served as steward department delegate. Brother Brown says that he will put in for the first job available. E. M. Howell is waiting it out for a Far East run. He last sailed aboard the Trans Orient.

Baltimore

Shipping has been fair for the past period and looks like it will pick up in the weeks ahead. At present we have the Alamar, Losmar and Steel Executive with no crews. The Executive will crew up soon.

John Dixon is back aboard the Ezra Sensibar after a short vacation. Says he likes working aboard the dredge. On the beach waiting for an AB job to Hawaii or intercoastal is George Schmidt, an SIU member for 22 years. James Morgan wants a bosun slot to the Far East or India.

Philadelphia

Shipping has been holding steady here. Ted Wheeler is ready to take the first FWT or oiler's job to hit the board after completing a coast-wise run on the Potomac. William Linker had to get off the Steel Executive so she could go into a yard for conversion. Looking for a coaster is E. Sescerko, last off the Commander.

Boston

Shipping has been on the slow bell this period but should pick up considerably soon, with two ships taking on full loads of grain.

Charlie Krause, who is in drydock, says hello to all his former shipmates. He last sailed aboard the Puerto Rico as messman. Making all calls here is John Gala, last off the CS Baltimore.

Norfolk

Shipping here has picked up and the outlook is good for the near future. Alcoa has a ship in the yard which is being reactivated and will be taking a crew shortly.

Billie Price is ready to ship again and looking for a bosun's job after completing a short rest. His last ship was the Seneca. A tanker going out to the Persian Gulf for a year or so would be just the thing for Robert Wroton, whose last job was oiler aboard the Hastings.

Puerto Rico

Shipping has been holding up pretty well here. Some oldtimers just got off the sick list, including Bob Lasso, "Cantinflas" Morales and Mario Farrulla. Nick Acosta, Juan Rios and Dick Funk have been regulars around the hall here listening to the World Series games.

The Gulf Coast



By Lindsey Williams, Vice-President, Gulf Area Gulf Shipping Picture Bright

Shipping has been exceptionally good in the Gulf area. Hurricane Debbie dumped 15 inches of rain on Mobile in 15 hours and the Mobile SIU hall had to be closed for the day because of flooding. The SIU and MTD are backing the following candidates in the forthcoming N.O. primary election—Victor H. Schiro for Mayor and his entire ticket, S. Sanford Levy for judge, Division "D" District Court, Jim Garrison for district attorney. All SIU men in New Orleans are urged to vote.

New Orleans

Phil (Pappy) O'Connor is looking forward to going on pension. He started shipping in 1938 on the old Plow City out of Galveston and his last two trips were aboard the Del Mar. Planning only a short spell on the beach, Thomas (Curley) Liles registered in Group 3, Steward department so he can get a quick job to Vietnam. His last trip was aboard the Madaket. Also off the Madaket are Brothers Chad Galt and Bill Wiemers. Galt wants to take a short rest then sign on a ship going anywhere. Wiemers wants a South American trip because the North Europe run gets too cold for him this time of year.

Houston

Shipping here continues good and we expect it to stay that way. C. T. Terry, who has been sailing SIU since 1945 just came up from Fort Lauderdale saying his vacation is over and he's ready for another coastwise supertanker. Teddy Martinez just got off the Walter Rice on the intercoastal run and is looking for another coaster. After being laid up since February, W. E. Odum has his ffd and is looking for an engine department slot going anywhere.

Mobile

Shipping has been good here with few oldtimers left on the beach. Among those looking for ships are Milton Robinson, who last sailed as deck maintenance aboard the Monticello Victory; C. L. Jones, whose last trip was as bosun aboard the Transeastern; Donald J. Hewson who last held down an oiler's slot aboard the Columbia; J. M. Jordan, another oiler who last shipped on the Fort Hoskins; Chief cook Stavros Paerantes, last off the Columbia; and George Gill who had to leave a BR job on the Mayflower because of an injury.

Six More SIU Oldtimers Approved For Pensions

Six additional Seafarers have been added to the growing list of SIU veterans already enjoying the security of lifetime \$150 monthly pension checks.

The six new SIU pensioners are Alejandro Valenzuela, 71, Carlos E. Berick, 72, Gaetano Tommy Busciglio, 40, Charles A. Moss, 66, John Alex Raftopulos, 60, and Benito M. Lema, 65.

Valenzuela joined the SIU in the



Valenzuela



Berick

port of Mobile, Alabama, where he sailed as a member of the engine department. A native of Santiago, Chile, he and his wife Eva presently make their home in New York. He last sailed aboard the Wacosta.

Berick sailed as a member of the engine department after joining the SIU Inland Boatmen's Union in the port of Baltimore. Born in Baltimore, he and his wife Elizabeth continue to make their



Busciglio



Moss

home there. He last sailed for the Baker Whitely Towing Company.

Raftopulos joined the SIU in the port of New York where he sailed as a member of the deck department. A native of Greece he and his wife Eleni currently make their home in New York City. He last shipped out aboard the Northwestern Victory.

Lema sailed as a member of the steward department after joining the Union in the port of Miami. Born in Spain, he presently makes his home in Newark, New Jersey.

He last sailed aboard the Beaugard.

Busciglio signed on with the SIU in the port of Tampa, Florida, where he sailed as a member of the steward department. Born in Tampa, he still makes his home

there. He last sailed aboard the Mount Washington.

Moss sailed as a member of the steward department after joining the Union in the port of Rhode Island. Born in Rhode Island, he now makes his home in Everett, Mass.

THE INQUIRING SEAFARER

QUESTION: What was the worst storm you ever experienced?

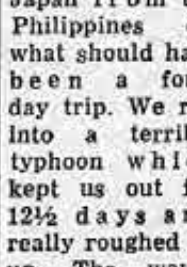
Juan Vega: The worst weather I was ever in was back in the



winter of '51 crossing the North Atlantic on the Pacific Carrier. It was so bad that we couldn't move for four days. The waves must have been at least 40-foot

high. They carried away all our boats, tore open a hatch and stove in the watertight doors.

Manual Caldas: Back in '51 I was on the War Hawk headed for



Japan from the Philippines on what should have been a four-day trip. We ran into a terrible typhoon which kept us out for 12½ days and really roughed us up. The waves carried away a lifeboat, blew out several port holes and damaged the bridge.

Eugene Hercenberg: I'm one of those seamen who has never been



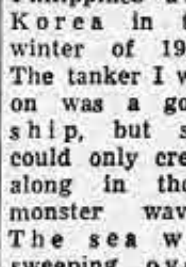
in a really bad storm. And, I'm hoping that I'll never have to experience being in one. I've sailed on coast-wise and deep sea ships and have been all over the world lots of times. I guess you might say Lady Luck must be following my footsteps.

C. A. Carr: I was on the Jean LaFitte in 1952 when we ran into



the worst typhoon I ever saw. We were heading toward Yokohama off the coast of Japan when the LaFitte began to get pounded by 30-foot seas for a full 24 hours. The storm drove us on the rocks and we lost our bottom. That 24-hour storm put us in the repair yard for six months.

Joe Morris: I'll never forget a storm we ran into between the



Philippines and Korea in the winter of 1964. The tanker I was on was a good ship, but she could only creep along in those monster waves. The sea was sweeping over the deck and crashing across the catwalk, so we couldn't get from one end of the ship to the other for the two days the winds blew.

William West: I was riding a



Waterman C-2 in the North Atlantic during the 1962 holiday season when we ran into this tremendous storm. The wind whipped up waves 60 feet high and blew us two days off course. When we tried to come around, the ship went over at a 45° angle and almost capsized. I was on the wheel at the time, and thought we were all goners.



Benito M. Lema (center) picks up his first lifetime \$150 monthly SIU pension check from headquarters rep Joe DeGeorge while his wife Concepcion looks on. Lema has sailed SIU since 1940 when he joined in Miami. Retired now from his steward department chores, he lives in N.J.

SIU Company Buys Last Bull Line Ship

SIU-contracted Oriental Exporters, Inc., has purchased the bulk carrier Bridgehampton, the last remaining ship in the bankrupt American-flag shipping empire of Manuel E. Kulukundis, at an admiralty sale in Port Said. The Bridgehampton brought over \$2.3 million.

Built in 1945 as a T-2 tanker, the Bridgehampton was converted to a bulk carrier three years ago. She has been laid up at Port Said since early 1963 when Kulukundis' American-flag operation went under.

Oriental Exporters has purchased several of the ex-Kulukundis vessels, including another bulk carrier, the Suzanne, which was also tied up at the Egyptian port.

Cold-Weather Creates Special Safety Hazards

Winter represents a triple safety threat: frost, ice, and heavy weather.

And now that winter is coming on, Seafarers must once again turn their attention to the special cold-weather problems that crop up aboard ship during this particularly hazardous season.

Safety is, of course, a matter of grave concern to Seafarers all year round. But when winter conditions are added to the usual dangers, increased care must be exercised, especially in spaces open to the onslaughts of the weather.

Slips and falls are the most common accidents aboard ship in any season. During winter, however, even the most minor mishap of this sort can prove to be extremely serious.

Special attention must also be given to wearing the proper clothing and to caring for all exposed gear and equipment. Emergency gear must be regularly inspected to insure that it is accessible and ready to go on short notice at all times.

Caution, Clothing, Gear

Whenever possible, a clear pathway to accommodate fore and aft traffic should be cleared around the deck. This will minimize possible slips and falls for crewmembers moving around open parts of the ship. Conditions permitting, space between deck ladders and gangways should also be kept snow and ice-free. Caution should be taken to make sure deck cargo remains properly secured.

The tool or small gear box carelessly left out on deck is always a hazard. Such neglect not only means lost or broken tools but, when ice or snow is present, there is the chance of breaking a toe when someone unexpectedly steps into a hidden gear box. A wrench invisibly buried under a blanket of snow is of no use to anyone.

You can't count on a fire-ax in an emergency—or to free other gear from ice and snow—if the ax is iced in completely in its own casing.

Proper clothing is important. Extra layers mean extra warmth and comfort, but maneuverability is also vital. Too much clothing can affect your movements and balance. Gloves or mittens should be worn when handling icy or frozen material. Headgear is essential both for warmth and as protection against falling chunks of ice, icicles or snow from above.

(Continued on page 15)

DISPATCHERS REPORT

Port	TOTAL REGISTERED		TOTAL SHIPPED			NOW ON THE BEACH	
	All Groups		All Groups			All Groups	
	Class A	Class B	Class A	Class B	Class C	Class A	Class B
Boston	5	2	3	0	0	28	5
New York	71	23	54	16	5	241	73
Philadelphia	9	7	7	6	0	45	31
Baltimore	28	10	23	12	0	93	54
Norfolk	13	2	6	8	1	28	15
Jacksonville	5	4	5	2	0	15	14
Tampa	3	5	2	4	6	7	2
Mobile	24	9	30	16	2	53	16
New Orleans	45	29	29	33	11	144	93
Houston	49	39	55	36	10	155	76
Wilmington	12	3	5	3	2	27	4
San Francisco	29	24	13	8	2	67	27
Seattle	24	13	8	2	0	52	38
Totals	317	170	240	146	39	955	448

Port	TOTAL REGISTERED		DEPARTMENT TOTAL SHIPPED			NOW ON THE BEACH	
	All Groups		All Groups			Class A Class B	
	Class A	Class B	Class A	Class B	Class C	All Groups	
Boston	8	0	5	0	0	13	4
New York	60	37	41	23	8	153	64
Philadelphia	10	10	13	2	0	29	28
Baltimore	18	15	14	13	0	89	55
Norfolk	12	8	10	6	0	20	23
Jacksonville	6	3	1	2	3	8	9
Tampa	4	2	1	1	5	3	4
Mobile	13	10	24	18	4	28	18
New Orleans	25	33	23	33	3	107	106
Houston	36	21	34	39	15	101	88
Wilmington	8	4	2	1	6	18	6
San Francisco	23	12	7	9	8	50	21
Seattle	11	9	4	4	2	39	17
Totals	234	164	179	151	54	658	443

Port	TOTAL REGISTERED		DEPARTMENT TOTAL SHIPPED			NOW ON THE BEACH	
	All Groups		All Groups			Class A Class B	
	Class A	Class B	Class A	Class B	Class C	All Groups	
Boston	2	2	1	0	0	10	2
New York	41	7	26	10	11	149	34
Philadelphia	12	4	4	2	1	26	17
Baltimore	16	12	13	8	1	71	56
Norfolk	5	7	3	11	2	11	15
Jacksonville	1	3	1	2	1	3	5
Tampa	2	2	3	5	5	8	0
Mobile	8	9	21	10	4	34	16
New Orleans	52	20	37	34	4	132	82
Houston	34	18	36	22	16	97	39
Wilmington	5	5	0	2	0	20	4
San Francisco	23	4	14	7	6	53	12
Seattle	14	6	3	3	0	33	37
Totals	215	99	162	116	51	647	319

The Hunt for the Andrea Doria Treasure

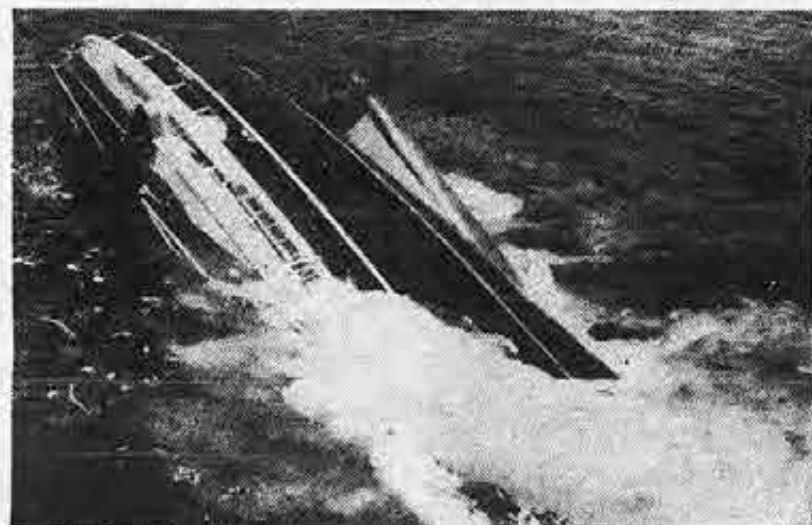
THE SINKING of the Italian liner Andrea Doria serves as a grim reminder to seamen of all nations of the perils of life at sea. The public, however, has all but forgotten the disaster which claimed the luxurious flagship of the Italia Line at a cost of 57 lives nine years ago. But, the Doria is still very much on the minds of the hardy, ingenious band of men who make up the ranks of the world's treasure hunters.

Salvage experts estimate that the Doria, which lies in 225 feet of water 45 miles off the coast of Nantucket Island, Mass., represents treasure worth as much as \$50 million. The value of the luxury liner's hull alone has been placed at \$15 million.

Sunken Treasure-Trove

On the night of her sinking, the Andrea Doria carried a cargo which previously only existed in the wildest dreams of a treasure hunter. The pursuer's safe contained \$1 million in negotiable bonds in addition to cash and jewels. Other valuables said to be on the liner

include industrial diamonds and a \$200,000 experimental car called the "Ghia," which was built by the Chrysler Corporation. Captain Don Henry, a salvager who is planning to raise the Doria, reports that Chrysler wants to reclaim the remains of the Ghia "very badly."



Equipped with radar and considered virtually unsinkable, the Andrea Doria sank 45 miles off the coast of Nantucket after colliding with the Swedish passenger liner Stockholm.

Another bit of treasure on the Doria — so rare that it would be difficult to fix its dollar value—are several oil paintings by Rembrandt the 17th century Dutch master.

Sank After Crash

The 39,500 ton Andea Doria went to the bottom of the Atlantic on July 25, 1956 after being struck by the Swedish liner Stockholm in dense fog. Fifty-two passengers lost their lives on the Doria and five crewmembers on the Swedish ship were killed.

The rich treasure-trove represented by the wreck of the Doria has given rise to several plans for salvage, some more fanciful than realistic. While none of the plans have actually paid off, the attempts have cost the lives of at least 12 men. The toll to date includes five professional salvagers who

worked for a company under contract to Lloyds of London and seven amateur divers.

Captain Henry, who has announced the latest attempt to reclaim the luxury liner proposes to do the job with millions of tiny ping-pong type balls. He claims by packing the hull with millions of pellets made of a cellular material, the expansion produced will be enough to lift the vessel.

First Attempt Failed

One of the first attempts to raise the Doria, which sits on the floor of the Atlantic listing to starboard at an 85 degree angle, was made in 1957 by a salvage man from North Scituate, R.I. His scheme to put neoprene plastic bags into the hull where they were to be inflated with air failed to accomplish any results.

Another more conventional salvage try made use of what is known as the "internal flotation" method. A Maryland-based diver attached 22 air hose fittings to the double bottom of the submerged liner and proceeded to pump air for the next 12 hours to achieve the necessary buoyancy. However, something went wrong with the calculations and the Doria remained steadfast in her watery grave.

Ingenious Salvager

Probably the most ingenious method of raising the Doria was tried by a former coal miner named Armando Conti who became a millionaire in the scrap iron business. Conti planned to attach large inflatable rubber buoys to the vessel to right her. Once this was done, four-inch



Converted storage tank-diving bell was part of unsuccessful salvage try in 1963.

heavy-duty lines were to be run under the ship to form a cradle. The lines were to be attached to two Great Lakes ore carriers which would be sitting over the site of the wreck.

The holds of the carriers were then to be filled with water until the ships dropped a total of 15 feet. When the desired depth was achieved, the water was to be pumped from the holds, and the two vessels would rise back to their normal levels, dragging the Doria with them.

The two ore carriers would then move slowly forward until they reached shallow water where actual salvage operations could be conducted. While this scheme had once worked successfully in raising a 1,600 ton Dutch motorship from Lake Michigan, the bulk of the Doria proved too great, and the attempt was abandoned.

Polls Show Democrats Hold Lead In '66 Ballot

Polls are showing that if the congressional elections were held today—instead of a year from now—the Democrats would not just retain their present strength in the House and Senate, but perhaps would increase it.

A recent Louis Harris poll showed the Democrats running 58-42 percent over the Republicans at the present time. It said Democrats would carry a sizable majority for the House in every region of the country and would keep the seats they won in suburban districts last year.

In a series of five questions to voters, the poll probed for possible arguments the GOP could use to swing votes its way next year. Only one seemed promising. The poll's cross-section was asked if more Republicans in Congress will keep the Democrats on their toes. Seventy-four percent agreed.

But a minority agreed with the points of the other four questions that: 1. The government is too one-sided now (45 percent); 2. Electing Republicans next year will save the party and put better people in control of it (42 percent); 3. President Johnson has gone too far on domestic policy (39 percent); 4. He has gone too far on foreign policy (32 percent).

Another series of questions was asked to probe for strong Democratic arguments. They worked out this way: 1. Johnson can get his domestic program through a Democratic Congress (79 percent); 2. He will need Democratic support on foreign policy (73 percent); 3. He and the Democrats have done a good job and deserve to be re-elected (53 percent); 4. In troubled times, the President and Congress should be of the same party (32 percent); 5. The GOP is still too close to Goldwater to be trusted (31 percent).

The strong arguments for the Democrats, according to the Harris poll, are the President's domestic legislation, which finds wide public support, and his need for Democratic strength in Congress to back him up on foreign policy.

The poll concluded that though things look good for the Democrats next year, "a change in the state of the economy or a decisive setback abroad" could alter the prospects.

It's a good idea, too, to remember that polls don't vote. People do. You have to go back less than a decade to remember that the same voters who re-elected President Eisenhower by a landslide in 1956 repudiated his party at the polls only two years later and elected an overwhelmingly Democratic Congress.

LABOR ROUND-UP

The Air Line Pilots Association has won an arbitration decision against Braniff Airways reinstating a stewardess who was fired last year when the company discovered she had gotten married. The decision assures that stewardesses can get married now without losing their jobs. The arbitrator invalidated the "yellow dog" agreement to remain single which the airline requires its stewardesses to sign. The company had balked at sending the issue to arbitration, but the ALPA obtained a federal court order compelling a hearing on the grievance. The union and its stewardesses division termed the decision a "precedent-setting breakthrough" on the airlines.

Chicago Teachers Local 1 has won collective bargaining rights and general wage increases from the Board of Education four days before a scheduled strike would have virtually emptied the city's public school classrooms. The pay raises range from \$150 a year for a starting teacher with a bachelor's degree to \$1,600 for a teacher with a master's degree, 12 years experience and advanced work. Beginning January 1, a first-year teacher with a bachelor's degree will receive \$5,500 a year.

Fourteen unions representing city of Chicago employees have reached an agreement with the city providing for payroll deduction of union dues. The pact will cover both white collar and blue collar workers who agree to the checkoff, provided the unions present the city with a signed checkoff card for each worker by October 15. The drive for the dues checkoff was coordinated by the

Chicago AFL-CIO on behalf of affiliates representing city employees.

A 14-week strike of Rubber Workers protesting long annual shutdowns of a General Tire & Rubber Co. plant at Mayfield, Ky., has ended in an agreement designed to produce more employment stability. The new pact, negotiated by URW Local 665 and management with the aid of the Federal Mediation & Conciliation Service, gives older workers the option of going on layoff status with 65 percent of their wages in supplemental benefits or working short workweeks.

A fact-finding subcommittee was named by the Printing Pressmen and the Lithographers & Photoengravers as the first step in talks aimed toward merger.

Leaders of the two unions expressed confidence that agreement on merger could be achieved within two years.

Four officers were named to explore the facts at a subcommittee meeting in November at Pressmen's Home, Tenn., and to report back to the full committee when formal talks resume Jan. 27. The four are IPP Pres. Anthony J. DeAndrade, LPIU Pres. Kenneth J. Brown, IPP Sec.-Treas. Alexander J. Roban and LPIU Executive Vice Pres. William J. Hall.

John T. O'Brien, coordinator of the Machinists' Non-Partisan Political League and manager of the late Sen. Estes Kefauver's campaign for the Democratic nomination for President in 1952, died at his farm near Harpers Ferry, W.Va. He was 57. A native of Butte, Mont., he held a wide range of federal posts before joining the IAM staff in 1953.

"Pssst! Wanna Bargain?"



The U.S. has been drifting further and further in recent years towards a complete dependence on foreign-flag shipping to supply the overseas transportation needs of this nation. As the U.S. merchant fleet deteriorated the government, instead of applying itself to the job of rebuilding a strong U.S. merchant fleet, began to lean more and more on foreign-flag ships.

It has even been suggested that the U.S. withdraw Government support for passenger liners, grant ship operators U.S. registry for foreign-built ships; grant operating subsidies to foreign-built ships; allow foreign-built ships to sail on U.S. domestic trade routes; eliminate the 50-50 requirements, and severely cut back operating subsidies.

Put into effect, these measures would amount to the murder of the U.S. maritime industry.

Proponents of these moves claim that the U.S. could get all the foreign-flag shipping it needs much cheaper than by maintaining a strong American-flag merchant fleet. They advocate that the U.S. take advantage of this "bargain."

But let's look at some recent events. Last month a 9,000-ton military cargo for Vietnam was delayed three weeks when first a Greek crew and then a Mexican crew refused to sail with it aboard Greek and Mexican-flag ships. A few weeks later another Greek crew refused to sail with another cargo for Vietnam. In both cases the vital cargoes could not move until they were loaded aboard American-flag ships manned by American seamen. American-owned runaway-flag ships are just as unreliable because they carry mixed crews not always sympathetic to the U.S., and the De-

fense Department's talk about "effective control" has been demonstrated to be just talk.

When the former U.S. liner America was sold to Greek interests it was with the agreement that the vessel would not be used in U.S. trade for 5 years and would be available to us in time of national emergency under "effective control." Last week, one year later, the same vessel, now named the Australis, docked at Port Everglades, Fla. We can assume that the "effective control" promises would be similarly honored—or dishonored.

Every national emergency which has ever faced the U.S. has proven the importance to our national survival of having a strong merchant fleet capable of carrying men and goods across the sea. This was proven most dramatically in WW I, WW II, Korea, and now once more in Vietnam.

Claims for the carrying power of aircraft have been proved to be wildly exaggerated. To allow the complete disappearance of America's merchant marine and seamen and the destruction of our shipbuilding capability which would inevitably go along with such a move, would amount to nothing less than national disaster.

Falling into complete dependence on foreign-flag shipping to move our goods would allow even the smallest of foreign nations to hold a club over the U.S. which they could bring down with crippling force at any time. Our world trade stature would be jeopardized, our ability to react militarily would become ineffective, our balance of payments (gold shortage) problem would become worse and we would cease to be a world power.

Some bargain!

Leading Educator Raps Digest As Biased, Anti-Labor, Unfair

A recent article in Columbia University's quarterly Journalism Review titled "Report on the Reader's Digest" has confirmed more or less officially what many people have known for a long time—that the Digest is biased, one-sided, anti-labor and reactionary in its views.

The article spotlighted the Digest's record of distortion, its refusal to publish corrections of obviously false information which it prints, and its refusal to publish opposing opinions.

The article by Leo M. Christenson, professor of political science at Miami University in Ohio and former editor of The Toledo Blade, also points out that about 70 percent of Digest articles are either staff-written or planned by the Digest and "planted" in other magazines and then picked up by the Digest as a reprint.

Avoedly Conservative

"These practices help insure that the Digest offers its own philosophy, not a sampling of American opinion," Christenson writes. "The philosophy is avowedly conservative."

The Digest often publishes articles by ultra-conservatives without telling readers about the authors' private affiliations. Christenson cites an article smearing the U.S. Employment Service under the byline of Congressman Frank T. Bow (R-Ohio). What the Digest didn't tell its readers is that Bow has close relations with private employment agencies and thus has some special interest in downgrading the U.S. Employment Service.

The Digest has a long record of being staunchly anti-labor. Since 1952, Christenson finds, the mag-

azine has published 49 articles of this nature. Since 1944, he points out, it has "published more than 300 articles to give the impression that 'Federal officials are congenitally extravagant, that deficit spending and the national debt threaten disaster, that federal taxes are an unsupportable burden . . . and that federal power is a menace to the liberties of every American, great and small.'" Many distortions of the work of federal agencies in the pages of the Digest are cited.

Distortion

To illustrate these instances of distortion Christenson recalls an infamous Digest article of a few years ago which charged the Bureau of Labor Statistics with doc-

toring figures on unemployment. A whole series of falsehoods and inaccuracies in the article were documented and brought to the magazine's attention, but the Digest refused to print them. It also refused to report the fact that noted statisticians and economists issued a statement upholding the Bureau completely and finding the Digest article's charges "to be without foundation."

"This sequence of events," Christenson sums up, "illustrates what is perhaps the most disturbing Digest policy—its refusal to allow rebuttal or correction . . . Its failure to give individuals and agencies attacked on its pages an opportunity for reply is indefensible by any professional standard."

Sheet Metal Union Wins 16 Week Strike

The Sheet Metal Workers have successfully concluded a 110-day strike for a first agreement with the runaway Detrex Co. plant in Bowling Green, Ky., the union announced.

The strikers, whose lines held firm in the face of company and town police protection for strikebreakers, voted unanimously for ratification of a three-year contract providing:

- A full union shop.

- Reinstatement of all strikers to their old jobs with full seniority.

- A new funded pension plan co-administrated by the union.

- Wage increases totaling 28 cents an hour; arbitration of disputes, and other job security provisions and benefits.

Executive Secretary Sam Ezelle of the Kentucky AFL-CIO told strikers the agreement was a "great victory" for all labor in Kentucky.

Of the 188 members who walked out June 8, all but 16 stayed out to the finish. At strike's end, union members took down their picket tent and planted a maple tree as a living memorial to the "courage and sacrifice" of strikers and their families.

Other factors listed by union Director of Organization Edward J. Carrough were the cooperation of the Kentucky AFL-CIO, and observance of picket lines at Detrex plants in Detroit, Mich., and Ashtabula, Ohio, by other unions.

AMA Votes Down Medicare Boycott

CHICAGO—A conservative doctors' group has failed in its last-ditch attempt to get the American Medical Association to authorize a boycott of the Federal Medicare program at a special AMA convention here. AMA moderates voted to continue cooperating with Federal officials in drawing up regulations to implement Medicare.

Still refusing to go all the way however in support of Medicare, the delegates approved a statement that the new policy of cooperation should not "be considered as approval of the Medicare law, or in any way as accepting of its philosophy."

The delegates also reaffirmed an AMA policy that under ordinary circumstances the individual doctor is free to accept or refuse a Medicare patient, as long as the doctor is not acting as part of an organized boycott. The AMA had earlier decided that it could be prosecuted under the

anti-trust laws should it advocate such a boycott.

The ultra-conservative doctors' group within the AMA, known as the Congress of County Medical Societies, has initiated and even written some of the most hard-line, anti-Medicare resolutions placed before the delegates.



Coast Shipping Outlook Good

There was a slight lull in shipping in San Francisco for a few days this period but it bounced right back to good levels and we are still in need of rated manpower, especially in the engine department and entry ratings. In for payoffs this period were the Ocean Dinny, Young America and the Western Hunter, which paid off in Honolulu. Sign-ons included the Young America, De Soto, Choctaw and the Transyork. In transit were the Elizabethport, Steel Traveler, Calmar, Hercules Victory and the Norfolk. The San Francisco, Steel Admiral, Panoceanic Faith and Fanwood are due in shortly.

W. F. Oppenhorst just pulled in saying he intends to take a little well-deserved rest after a long trip. Oldtimer A. Loguidis dropped by the hall looking for a fireman-watertender slot on something going to the Vietnam area so he can pick up some bonus money.

Wilmington

During the past two weeks we had the Montpelier Victory pay off and sign on here along with the Mankato Victory which paid off. Six ships went through in transit. Shipping activity has been very good and the outlook for the coming period is also good. The Mankato Victory has been in the shipyard and should be calling for a full crew soon. We also expect the La Salle to pay off and several ships are due in transit.

Joe Cantin, one of Wilmington's oldtimers received his first pension check here the first of October. He was very happy to receive the check and is looking forward to retired life and this new monthly income. He said he would not lose contact with us and will be stopping by the hall regularly to see his old shipmates and keep up on Union activity.

Jim Howison just paid off the Mankato Victory after a 7 month trip. Jim feels this is one of the best ships he has been on and may try to get back on when she renews. Right now though, he is enjoying his stay on shore and taking it easy.

Seattle

Shipping has been on the downgrade for the last two weeks, but some improvements are expected during the next period. During the last period the Anchorage paid off here.

Charles "Irish" O'Donnell is taking a small vacation after accepting all bets on the Dodgers during the series. He says his last ship, the Mount Washington, was definitely the finest ship he has ever been aboard. Last off the Rachel V. Al Thomas is planning to take the next good wiper's job available. Ready for any group one deck job is George Hayes, whose last ship was the Choctaw.

AFL-CIO Calls On Congress To Speed Social Legislation

WASHINGTON — Organized labor's top economist said Congress should move faster, not slower, in meeting the nation's domestic needs.

Nathaniel Goldfinger, director of the AFL-CIO's Department of Research, rejected contentions that Congress has moved too far, too fast, during the present session.

Only a beginning has been made in attacking the "real social and economic problems" of the nation, Goldfinger said. The greatest need

now is to build on what has been started and a slow-down "would be a mistake," he said as he was interviewed on the weekly AFL-CIO network radio program, Labor News Conference.

Goldfinger listed rebuilding and renewal of metropolitan areas, a minimum wage boost and an improved unemployment insurance system as items that "should be high on the agenda of congressional activities."

He labelled as "sheer hokum" the charge of some conservatives that job training, aid to depressed areas and other self-help measures are of little value in meeting what they say are real problems of weak character, poor family relationships and lack of initiative.

Assails "Downgrading"

"This is downgrading people and downgrading human aspirations," Goldfinger declared.

Goldfinger pointed out that since the many newly-enacted Great Society programs are just now getting under way, their economic impact to date has been slight.

However, he noted, the retroactive social security benefit raise alone will soon put an additional \$835 million into the spending economy. And since almost all of it "will be going to relatively poor people—people who will be spending the money quickly," it will rapidly translate into increased sales, stepped-up production and job market improvements, he said.

Talking Things Over



SIU rep Al Bernstein (third from left) discusses the various needs and medical problems of Seafarers in drydock with officials of the Staten Island USPHS Hospital. Seated with Bernstein are (l-r) Thomas E. O'Rourke, Administrative Officer, Albert Lee Stapler, Asst. Administrative Officer, and Dr. William B. Barr, Deputy Medical Officer in charge of the hospital.

Foreign Payoff? Leave Clean Ship

Seafarers are reminded that when they leave a ship after articles expire in a foreign port, the obligation to leave a clean ship for the next crew is the same as in any Stateside port. Attention to details of housekeeping and efforts to leave quarters, messrooms and other working spaces clean will be appreciated by the new crew when it comes aboard.

SEAFARERS PORTS OF THE WORLD

Lagos is the capital of one of the fastest growing of the new African nations, the Federation of Nigeria. Lagos harbor is a regular stop for SIU-manned Delta Line ships. Many vessels calling at Lagos berth on the opposite side of the harbor at Apapa.

Most of the business, entertainment and government activity of Lagos is located close to the waterfront. Seafarers whose ships dock at Apapa can make the trip into Lagos by taxi at nominal cost.

Lagos' main shopping center lies along Marina and Broad Street, just outside the Customs Wharf. Marina Street leads to the King George V Stadium which holds 15,000 cheering fans for soccer matches. Swimming is available in a nearby park's pool. Further along Marina is the Nigerian Museum.

There is a racecourse nearby, and by continuing north and crossing the bridge from Lagos Island to Ikoyi the visitor can enjoy the large park, golf course and polo ground there.

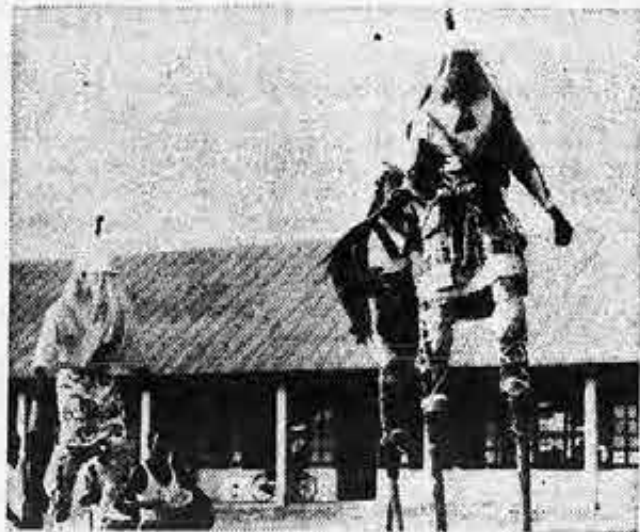
The movie houses and night clubs are located almost exclusively in the harbor area. For ocean swimming there is Victoria Beach and the Tarkwa Bay Beach. Victoria Beach is treacherous and dangerous however to anyone who ventures, by choice or by chance, past the line of breakers there. Tarkwa Bay offers better swimming and can be reached by launch, and by canoes fitted with outboard motors.

With an area twice that of California, Nigeria was granted its independence from British rule in 1960 when it became a member of the Commonwealth. Although the country boasts little or no manufacturing output, it is rich in natural resources like tin, coal, gold, lead, silver, oil and timber. Chief exports are peanuts and peanut oil, palm kernels and oil, crude petroleum and products such as raw cotton.



Aerial view shows harbor at Lagos, Nigeria.

LAGOS



Many traditional rituals are kept alive in Nigeria, such as stilt dancing by the colorfully dressed experts shown above.



Like many other African cities, much of the craftwork in Lagos is done right out on the street. Here large poster advertises the trade of this carpenter-coffin maker.



Fashioned from thousands of coral beads, this elaborate headgear is part of armor-like ceremonial finery worn by the Oba (King) of a small Nigerian town.



SIU-manned ships of Delta Line, like the Del Oro (shown during launching) make regular stops at Lagos harbor. Eleven percent of Nigeria's export trade is with the United States.



Poise and good posture is essential for bringing home the day's shopping when this mode of transportation is used—and Nigerian ladies have both qualities.

U.S. Study Surveys Program's Progress

Free Labor Institute Cited For Help To Latin America

WASHINGTON—The American Institute for Free Labor Development "has resulted in the broadest, most intensive program yet undertaken for Latin American and Caribbean labor," according to a study in the Labor Department's Monthly Labor Review for September.

The institute represents a "unified attempt" by the AFL-CIO "to share its experience and resources" with free labor south of the border, says the article, prepared by Martha F. Riche of the Division of Publications in the department's Bureau of Labor Statistics.

"The Institute's principal objective," she writes, "is to buttress democracy in Latin America through free and strong labor unions, and it expects to accomplish this by helping to raise the living standards of the Latin union members and by increasing the bargaining and administrative effectiveness of his leaders."

Founded By AFL-CIO

Miss Riche takes note of the fact that the AIFLD, founded by the AFL-CIO in 1962, also is sponsored by U.S. business and by governments in both the Americas, although it "remains under the complete supervision and guidance of the labor movement." It seeks to reach its ends, she notes, both by training labor leaders and by sponsoring cooperative housing programs and other social projects for union members.

In examining the background for the AIFLD's success, Miss Riche observes that the close relationship between unions and governments in many Latin American nations, "combined with the lack of education of most rank-and-file members, has made many unions so dependent on their leaders that union democracy is difficult to achieve."

"In addition," she continues,

"union leaders lack experience in sustained contract administration, union income is irregular and union organization is inefficient. In some countries, laws require union leaders to work in the bargaining unit they represent, thus limiting the mobility of the leadership cadre.

Strengthen Free Labor

"By training their potential leaders, the institute hopes to strengthen the free labor movement of Latin America by making the unions sound and effective institutions, responsive to the needs of their members. The AIFLD therefore emphasizes instruction in trade union administration and collective bargaining."

The article describes the work of the institute's advanced training school in Washington, the Internships that are available to its graduates, the national training centers set up in 14 Latin American and Caribbean countries with AIFLD technical and financial assistance, and the short-term conferences and seminars that have drawn thousands of workers in nearly every Latin American and Caribbean nation.

It also looks at the housing projects — an estimated \$100 million worth — and other social programs through which the AIFLD "hopes to strengthen the unions . . . by providing through them material benefits their members would not otherwise have received." About 69 percent of the mortgage money comes from AFL-CIO unions, the rest from local or international financial institutions, and it is

guaranteed both by the Agency for International Government and by the respective national governments.

In attempting to forecast the AIFLD's future Miss Riche observes that governments which at first were skeptical of its programs "now welcome its operation's and that Latin American business has cooperated by giving employees time off to attend its classes.

"The effect of the training program on the Latin American labor movement can be assessed already in terms of the important union offices that many of its graduates have attained," she writes.

New Orleans Cargo Traffic Sets Record

NEW ORLEANS—Foreign commerce hit a new record in this port as the total value of exports and imports jumped to \$2.2 billion in the fiscal 1964-65, according to the annual report issued by the port of New Orleans.

During the past fiscal year, exports reached \$1,615,300,000 in value and imports were \$629,100,000. The port handled 4.4 million tons of cargo more than the previous calendar year, boosting its cargo total 83,496,920 tons during 1964.

The report also disclosed that New Orleans was the top port in the nation in the unloading of railroad cars. During the past year a total of 101,527 cars carried cargo into the port.

New Grain Record

New records were also set in grain export shipments during 1964. Total grain export volume amounted to 453,287,000 bushels. These shipments represented 27.94 of the nation's total grain exports.

The Dock Board, which is the port's administrative agency, has announced that it is planning to spend \$36,993,000 during the next three years to modernize and rehabilitate present facilities to keep pace with growing traffic. This sum will also cover the cost of building new facilities and general expansion.

Construction progress last year included the completion of a new wharf on Governor Nicholls Street, a two-berth general cargo terminal and the start of work on the International Exhibition Facility which will cost \$13.5 million. The new exhibition hall will be part of the International Trade Mart.



YOUR DOLLAR'S WORTH

Seafarer's Guide to Better Buying

By SIDNEY MARGOLIUS

Fancy Steak Names Mean High Prices

Supermarkets have found a new way to charge a higher price for meat. They simply debone it, cut and shape it differently and give it expensive-sounding new names.

Nowadays you find such cuts as "chicken steak," "butter steak," "cube steak," "London broil," "rib tips," "fillet steak," "Braciola," "Swiss steak," "chip steak," and "TV steak." Some stores even have labeled these new steaks "his and her" steaks.

Most often these are boned beef chuck, cut in different ways to make "steaks" of different shapes. The so-called "rib tips" are likely to be stew beef under another name and trimmed a little differently. The "French" and "California" roasts are usually cut from chuck.

These unfamiliar new steaks and roasts usually cost more. Recently when boneless chuck could be bought for 69-79 cents, special steaks cut from the chuck were tagged 89-99 cents a pound.

Meat packers sometimes even call frozen chopped beef "steaks," and then underneath the name say, "chopped and shaped." A package of six such frozen "beef steaks" for 75 cents may sound like a bargain unless you read the label carefully. Then you realize you are paying, typically, 75 cents for 12 ounces, or the equivalent of \$1 a pound for chopped beef. Fresh chopped beef could be bought for 49-59 cents a pound.

In some areas, stores are required to state in ads and on labels the basic cut from which the special cut is taken. In many areas, this is not required, and even when it is, you often find "Fillet Steak" in big type, and "chuck" in small letters.

Sometimes stores will charge 10 cents a pound more for the same cut sliced up into stewing pieces; for example, 69 cents for boneless chuck, and 79 for the same meat sold as "chuck stew."

Meats sold in combination with other foods also can fool you so that you don't know what you pay for the meat itself. One supermarket chain advertises a "combo sale" of boiled ham and swiss cheese, a half pound of each, for 99 cents a pound. This does not mean you are paying 45 cents for the half pound of ham. The half pound of cheese at the time of shopping, was worth about 30 cents. This made the real price of the ham \$1.38 a pound.

Half Bread, Half Shrimp

You can avoid paying a large extra price if you buy your food in their common or usual form, rather than highly-processed. In the case of the chuck stew, you could save ten cents a pound by cutting the chuck into stewing pieces yourself. The same pricing system is noticeable in the popular frozen fish products.

For example, the U.S. Food & Drug Administration this year established new standards of identity for frozen breaded shrimp. Now products labeled "breaded shrimp" must contain at least 50 per cent shrimp. The package won't tell you the exact proportion of bread and shrimp, because as long as the product meets the Government's "standard of identity," low as that standard may be, the packer can use the standard name.

The result of this inadequate labeling of ready-to-eat foods can be as deceptive as in the case of the trick meat names. You may find breaded shrimp selling for \$1.19 a pound. But you really are getting only half a pound of shrimp for your \$1.19 outlay. In comparison, frozen raw shrimp, deveined, but which you bread yourself, may cost you \$1.75. This sounds expensive but really is less than the half-bread version.

Muscle, Sea-Savvy, T.V.

Modern Salvager Uses Old & New Techniques

SEATTLE—There was a time when a successful salvage company depended on muscle and good seamanship to get a sunken object back to the surface. While these skills are still important today, modern technology is revolutionizing the traditional techniques of the underwater salvage business.

Not so long ago, when a salvage man wanted to locate something far beneath the water's surface, he would grapple for it or send down a diver who would make a painstaking search of the bottom. A local salvage firm, however, scorns these traditional salvage methods and is depending on a new-fangled underwater television camera for its underwater exploration work.

The salvage company says that it can get a picture of the ocean floor 4,000 feet down from its new tv camera. The device is operated by remote control from a surface vessel and can scan a section of the ocean floor more than 400,000

square feet in size at a depth of 2,000 feet.

Another sample of modern technology which the salvage company recently started using is an inflatable salvage device which can be reused time after time in the recovery of submerged vessels, submarines, aircraft, etc. The device, which is named "Buoy-Pack," depends on monopropellant hydrazine, a chemical which produces gases underwater to inflate buoyancy equipment. A Buoy-Pack can be carried as part of the standard equipment on a small craft.

The company recently demonstrated the value of the Buoy-Pack when the company's salvagers used it in recovering a small cabin cruiser.

U.S., Panama Move Toward Canal Pact

WASHINGTON—The United States and Panama are negotiating a new treaty to replace the 1903 treaty and its subsequent amendments governing the Panama Canal and the Canal Zone, President Johnson has announced. The new treaty leaves the door open for construction of a new sea level canal across Panama.

Under the new agreement reached between the two countries:

- The 1903 Treaty will be abrogated.

- The new treaty will terminate after a specified number of years, or on or about the date of the opening of a sea level canal, whichever occurs first.

- The new treaty will effectively recognize Panama's sovereignty over the area of the present Canal Zone.

A primary objective of the new treaty will be to provide for an appropriate political, economic and social integration of the area used in the canal operation with the rest of the Republic of Panama.

Both countries recognize the important responsibility they have to be fair and helpful to the employees of all nationalities who are serving in the operation of the Canal.

Four possible sites are under consideration for a new, sea level,

canal. One would involve conversion of the present lock-type canal through central Panama. This could be done by reworking the Gaillard Cut, formerly known as the Cluebra Cut, and would involve closing the canal traffic for only 12 days.

Other Sites

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

In addition to recurring political difficulties between the U.S. and Panama, it has been clear for some time that the Panama Canal, opened in 1914, is becoming obsolete. It cannot handle modern vessels such as the giant super-tankers and ore carriers.

It has also been pointed out that the present lock-type canal would be highly vulnerable in time of war because bombing or sabotage by the enemy could easily put it out of action. A sea level canal would be much less vulnerable, and could accommodate ships of any length.

Right On Cue



Brother Eddie Cherry (center) shows how the professionals do it as he cues up for a difficult shot in the recreation area of the Baltimore hall. Watching Cherry's demonstration are Fred Kitchen (l) and James Edmonds (r). Cherry, Ketchen and Edmonds sail in the steward department.

U.S. Fight Urged On Bias Against Women Workers

WASHINGTON—A vigorous program to reduce discrimination against women workers was urged on the federal government by the 20-member Citizens Advisory Council on the Status of Women. Council members include AFL - CIO Secretary-Treasurer William F. Schnitzler.

Women workers comprise more than a third of the American labor force but their wages are only half those of men, the council said in a report accepted by an inter-departmental government committee headed by Labor Secretary W. Willard Wirtz.

Other findings:

- The number and proportion of women in the labor force has increased steadily, as has the percentage of working women who are married.

- A tenth of all family heads are women, and nearly half make less than \$3,000 a year. About two-fifths of the white families and nearly three-fourths of the non-white families headed by women live in poverty.

- The unemployment rate is generally higher for women than for men. The average annual earnings among women with full-time year-round employment is lower than for men in all industries.

In a policy memorandum written for the Equal Employment Opportunity Commission, the council urged the commission to utilize its resources and authority to educate the public toward acceptance of the law; to inform working women of their rights, and to adopt a positive attitude of encouraging employers, employment agencies and unions to eliminate bias in hiring and on the job.

Double Victims

"A positive approach is especially important to Negro women who have been the victims of both race and sex discrimination," the report added. The unemployment rate is higher for Negro women than for any other group; the average earnings of Negro women

are lower than those of any other group."

The council decried recent press and wire service emphasis on "various odd hypothetical cases" which have no real bearing on the problems of sex discrimination. Wirtz said the nation is in "serious danger of having an important point loused up" by jokes about male club "bunnies" and female dock-wallopers.

Seaway Shipping Will Get Early Freeze-Up Warnings

TORONTO — Seafarers on ocean-going vessels making that "one last trip" on the Great Lakes this season can put their worries to rest about getting trapped in the ice and seeing their ship go into involuntary layup for the winter. A new early warning system

will go into operation next month to give ships scientifically accurate information about the first threat of a freeze-up, according to a recent report made here by two officials of Canada's St. Lawrence Seaway Authority.

The officials told members of the International Association of Great Lakes Ports meeting here that the Seaway Authority would start using highly accurate instruments to obtain water temperature readings after November 15. These readings will be used to predict the number of days before the Seaway is hit by its first severe freeze-up.

'Reasonable Assurance'

The two Canadian officials, Lawrence Burpee, director of special projects, and Robert Burnside, director of operations, told the Port Association that forecasting the first severe freeze of the season was of mutual advantage to the Seaway Authority, the shipowners and the ports. Their report asserted that an accurate prediction would give a reasonable assurance that the ocean vessels could get out of the seaway without getting trapped in the ice.

Although the St. Lawrence Seaway officially closes on November 30, the season has actually been extended beyond the deadline in six different years. The latest recorded closing date was December 11. Last year, four deep-sea vessels failed to clear the seaway by the December 5 closing date and were forced to spend the winter in Great Lakes' ports.

The Seaway Authority report urged shipping companies to allow sufficient time for loading of ships in order to permit clearing the waterway before the closing deadline. The report said cooperation

was essential if traffic congestion was to be avoided during the last two weeks of the season.

Obstacles To Extension

The two Canadian officials also reviewed some of the obstacles to an extension of the seaway season. One of the most important of these drawbacks is the difference in temperature of water which flows into the St. Lawrence River from Lake Ontario. The temperature cools to such an extent that serious icing problems develop by the time it reaches St. Lambert Lock, the area where the winter freeze-up creates its first bottleneck. One of the chief reasons for this change of temperature is the sluggish rate of flow in the south shore canal between Cote Ste. Catherine Lock and St. Lambert Lock.

Traffic congestion created when ships try to beat the Seaway closing deadline further complicates the problem of operating the locks when the freeze-up sets in. The start of ice conditions reduces lock capacity from 30 vessels per day to 15 vessels, and normal wear and tear increases sharply.

Operating Costs Up

The appearance of ice also increases the cost of vessel opera-

tion, according to the report. A ship is required to carry two pilots by law when ice conditions develop. In addition, poor weather and the shorter days at that time of year extend steaming time. These difficulties are further compounded by the uncertainty of when the freeze-up will immobilize shipping.

The two seaway officials said tests are being planned on how ships can sail through ice, and also how to prevent ice itself from forming. Seaway officials are considering such devices as compressed air bubblers, electric heaters for lock gates, fenders, strengthening lock gates, and methods to prevent ice formation around the St. Lambert and Cote Ste. Catherine locks.

U.S. Sanitation Award Won By Isthmian Fleet

NEW YORK—The Seafarer's traditional practice of adhering to the highest standards of cleanliness and sanitation has helped the SIU-contracted Isthmian Lines win a U.S. Public Health Service Fleet Sanitation Award for the sixth straight year.

To win the award, which covers the 12 months of 1964, each Isthmian vessel inspected had to meet rigorous standards of sanitation which were checked by USPHS inspectors. Among the items inspected, requiring a 95 percent efficiency score or better were potable water, wash water, waste disposal, vermin control, food sanitation and ratproofing.

Tough Inspection

The scoring used by the USPHS officials gives a good indication of the kind of attention which SIU crewmembers devoted to sanitation details on Isthmian ships. If the government inspectors found deficiencies in the categories they checked on any of the 24 cargo vessels flying the Isthmian banner, the whole fleet would have been automatically disqualified from any chance of winning the citation. The company also was faced with extra-strict regulations since its vessels operated intercoastal as well as in foreign trade.

Representatives of the SIU, Isthmian and the USPHS attended the award ceremonies held recently at the Downtown Athletic Club.

Memphis, Chicago Maintain PHS Medical Care

The United States Public Health Service will continue to provide medical services in Chicago and Memphis, despite the closing of the U.S.P.H.S. hospitals in those cities.

Seafarers may continue to receive the customary quality medical care through outpatient clinics located at the former hospital sites. In Chicago the clinic is located at 4141 North Clarendon Avenue and in Memphis, the clinic address is 360 W. California Avenue. Negotiations are underway for permanent locations for clinics in these cities. Notice of the new locations will be announced as soon as the sites are selected.

Seafarers will find that no appreciable change in the extent of medical care has been made. Arrangements for hospitalization in other facilities will be made for SIU members when medically required.

Scientist Seeks 'Lost Continent'

WASHINGTON—An undersea search for the lost continent of Atlantis has been proposed by a noted geological oceanographer, Dr. Robert S. Dietz of the Environmental Science Services Administration.

According to Dr. Dietz, a believer in the "continental drift" theory, there were once—in prehistoric times, 150,000,000 years ago—only two land masses. These supercontinents were Laurasia, which was in the Northern Hemisphere and Gondwana, in the Southern Hemisphere.

Long ago in pre-historic times, the earth's semi-fluid mantle swelled and cracked, Dietz believes, the supercontinents broke apart and the fragments began to drift apart like icebergs in ocean currents. The pieces of Laurasia are now North America, Europe and Asia. The Gondwana fragments are now India, Australia, Antarctica, Madagascar, Africa and South America.

But there are some missing parts to the Gondwana jigsaw puzzle, and it is these which Dietz proposes searching for. Their discovery would solve "one of the Earth's major mysteries," he feels. One of these microcontinents about the size of Texas has already been identified, he says. It is a large submerged block capped by the Seychelles Islands in the Indian Ocean. There are several more undiscovered beneath the sea, he feels.

In support of the entire theory of "continental drift," Dietz points to an example right here in the United States—southwestern California—which is slowly moving northward as a mass at about two inches per year relative to the rest of North America, along the San Andreas earthquake fault.

"Accordingly, Los Angeles is slowly coming ever closer to San Francisco," he points out. "If such movement can occur, it would seem that there can be no mechanical objection to continental drift. Continents drift like icebergs, and giant icebergs move every bit as well as small ones."

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From the Ships at Sea

Seafarers aboard the Ocean Dinny (Maritime Overseas) picked up 36 days of war risk bonus money on their ammunition run to Vietnam. While supplying U.S. troops with needed supplies, they got a first hand look at the fierce combat that is raging throughout the war-torn Southeast Asian nation. "The crew had ring-side seats to an operation in which the Viet Cong blew up a complex of jet fuel storage tanks on shore," reports ship's delegate Frank Gonzales. "And then we got a chance to watch our boys hit back with daily naval shelling of Viet Cong positions and aerial bombings of strategic targets. It looks like a rough, long war." Brother Gonzales declares. While the Ocean Dinny unloaded her precious military cargo, her SIU crewmembers were making themselves plenty useful as they participated in a lifeboat rescue operation in which four service launch sailors were picked up after their vessel collided with an outbound freighter in Danang. "I guess it's lucky we were there," says meeting secretary Thomas M. Ullisse. "The rescue went off without a hitch. Those safety meetings and lifeboat classes sure pay off." According to Brother Ullisse, the Ocean Dinny Seafarers are "a damn good crew all around."



Ullisse

Meeting chairman Donald L. Gore aboard the Columbia (United States Steel Corp.) reports that the steward department earned a vote of thanks from the entire crew, from the bosun on down. "It was the best feeding I have ever seen on any ship," says Brother Gore. "The men did a terrific SIU job." According to Brother Gore, Columbia Seafarers have suggested that everyone on board should take at least one chance in the arrival pool. The money collected will go toward building up the ship's fund and purchasing some new movies. "Everybody likes movies aboard the ship," he says, "so everybody should kick in what they can." "Speaking of movies," adds ship's delegate William Brightwell, "the baker contributed his spare time to showing films to those who missed the regular showing because they were on watch. He should, and did, receive a vote of thanks for his unselfishness."



Gore

The ice cream aboard the Inger (Reynolds Metal) has been melting and the crew is taking a "hard" line. "We don't want our ice cream soft," says meeting secretary David E. Edwards, "we want it hard, and cold." The steward is putting in a

request for a deep freezer to rectify the situation. "The reefer box won't keep ice cream," he says.

Chow time is a pleasure time anytime an SIU galley crew is manning the messhall. Big bellies and big smiles are the mark of an SIU-cooked meal. This week's Seafarer's Gold Medal Galley Award for Chow and Service Above and Beyond the Call of Duty has been won by the following galley crews:

Topa Topa (Waterman Steamship), Hurricane (Waterman Steamship), Mount Washington (Victory Carriers), Del Mundo (Delta Line), Ocean Evelyn (Maritime Overseas).

Leo J. Gomes was awarded an all-hands vote of thanks from the crew which also re-elected him to the post of ship's delegate. "Leo was a fine ship's delegate," says meeting chairman Charles E. Perdue. "The boys were glad to re-elect him." The captain extended a vote of thanks to the crew for their donation of a wreath to 3d mate who died in Gulf Port Memorial Hospital. A vote of thanks was also awarded to the chief steward and his department for an SIU job well done.

Seafarers sailing the Aldina (Wall Street Traders) have elected Elmer Barnhill to the post of ship's delegate. "Elmer is a real good man," reports meeting chairman Red Brady.

Ship's delegate Harry F. Kaufman relays a vote of thanks that was awarded by the crew of the Western Comet (Western Steamship) to Brother Edward F. Woods for keeping the afterdeck clean. "It's always good to see a crew cooperating in true SIU fashion," Brother Kaufman declares.

Entertainment will once again be the byword aboard the Yorkmar (Calmar) as soon as the ship's radio and tv are brought up to par by some minor repair work. "Actually," says ship's delegate Francis X. Whernity, "all that's needed is a little work on the antennas. After that, we're back on the air waves." Brother Whernity was awarded a vote of thanks for the fine SIU job he turned in as ship's delegate.

The steward department on the Steel Rover (Isthmian) did a really bang up job in the galley. A vote of thanks was awarded to the en-

tire mess crew, especially Sam Gutierrez, baker, Henry Martin, chief cook, and George Gibbons, 2nd cook. "The boys did a great job," reports ship's delegate C. Walker.

Seafarers manning the Alcoa Roamer (Alcoa Steamship) have extended a vote of thanks to the vessel's 3d mate, for his help in getting an injured member of the crew ashore. "Also," he adds, "the steward department was awarded a vote of thanks for the excellent quality of their food and service. All in all, it's a good crew and everything is running smoothly."

The crews sailing the following vessels have awarded a hearty vote of thanks to their respective steward departments for manning the galley with special care and skill: City of Alma (Waterman Steamship), Robin Locksley (Robin Lines), Robin Goodfellow (Robin Lines), Steel Designer (Isthmian), Hanover (Pan American Tankers), Bowling Green (Pan American Tankers), Globe Traveller (Maritime Overseas), Santa Emilia (Liberty Nav. & Trading), Steel Flyer (Isthmian.)

The SIU crew aboard the Alcoa Runner (Alcoa Steamship) received a vote of thanks from steward John Waith who was grateful for the crew's assistance in helping him to get to see his mother before she passed away. "Seafarers are always glad to lend a helping hand to one of their brothers in need," points out meeting chairman C. E. Turner. "Union fraternity means exactly what it says in all aspects of sailing life. Men who sail together under the SIU banner have learned that they can depend on one another in all situations. We were glad to help."

Ship's delegate Peter Gonzalez reports that the Del Norte (Delta Steamship) crew has received ten new films and has had the old projector repaired, the converter fixed, and has put a down payment down on a new projector. According to Gonzalez, the old projector will be raffled off to help meet the bills for the new one.



Bartlett



Turner

Notify Union On LOG Mail

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

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

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

ALPENA (Wyan Transportation), Aug. 24—Chairman, D. Cabic; Secretary, R. Tomic. No beefs or OT reported by department delegates. Discussion on new contract.

DEL NORTE (Delta), Sept. 5—Chairman, Robert Callahan; Secretary, Bill Kaiser. No beefs were reported by department delegates. Ship's delegate, Peter Valentine left ship in New Orleans. Brother Robert Callahan served as acting ship's delegate. Later in meeting Brother Peter Gonzalez was elected. One man hospitalized in San Juan, Puerto Rico. \$16.84 in combined ship and movie fund.

LA SALLE (Waterman), Aug. 8—Chairman, Charles E. Perdue; Secretary, Leo J. Gomes. No beefs were reported by department delegates.

DIGEST of SIU SHIP MEETINGS

Water cooler and refrigerator were repaired. Brother Leo J. Gomes was re-elected to serve as ship's delegate and was extended a vote of thanks for a job well done.

KEVA IDEAL (Keva), Sept. 4—Chairman, J. R. Epperson; Secretary, R. V. Geiling. \$26 in ship's fund. No beefs were reported by department delegates. Brother J. L. Barnett volunteered to take the job as ship's delegate due to the fact that no book man would accept it. Discussion held on cleanliness of ship.

HUDSON (Victory Transport), Aug. 29—Chairman, S. J. Anderson; Secretary, Kevin Murphy. Company is not making much needed repairs. No disputed OT reported. No communications, LOGS or OT sheets received from headquarters. Motion made that all book men on ship not donate one penny to the LOG. Motion made that no one sign on until repairs are taken care of. Vote of thanks was extended to the steward department for the goodies they put out. Vote of thanks to the ship's delegate for a job well done. The captain and chief mate gave letters of recommendation to G. A. Muguercia for his USA citizenship. All book men stated that Brother Muguercia was a benefit to our Union and that we should have more like him.

TRANSHUDSON (Hudson Waterways), Aug. 29—Chairman, A. G. Alexander; Secretary, L. E. Meyers. Sent wire to SIU headquarters regarding negligence of making repairs, and conditions existing on ships.

EAGLE TRAVELER (Sea Transport), Sept. 15—Chairman, J. Giancola; Secretary, L. A. Webber. Ship's delegate offered thanks to crew for their support. He will have patrolman check sloop chest, also medicine chest. One man missed ship in Subic Bay. Three

men joined ship in Japan, one for each department. Crew received no communication of any kind this trip.

DE SOTO (Waterman), Aug. 30—Chairman, J. Carroll; Secretary, J. F. Castrovivar. Brother C. Longbeam was elected to serve as ship's delegate. Motion made that the 60-day rule be enforced. No beefs reported by department delegates.

TOPA TOPA (Waterman), Sept. 5—Chairman, M. M. Cross; Secretary, S. Burton. Department delegates reported everything is O.K. Discussion on repairs.

TRANSINDIA (Hudson Waterways), Aug. 22—Chairman, Sam Hacker; Secretary, Paul Franco. Captain is well pleased with crew. Ship's delegate gave department delegates a vote of thanks. Vote of thanks was extended to the crew for making this a fine trip. No beefs.

INGER (Reynolds Metals), Sept. 3—Chairman, Carl T. Lineberry; Secretary, David E. Edwards. Ship's delegate reported this was a very smooth trip. Small amount of disputed OT in deck and engine departments to be taken up with patrolman.

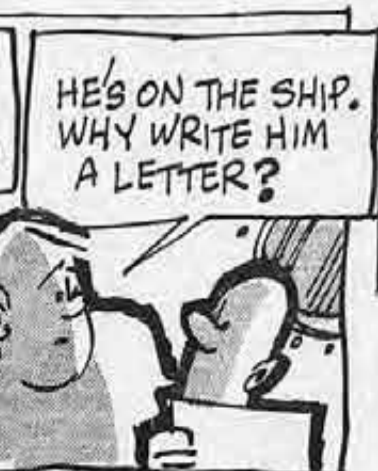
COLUMBIA (U.S. Steel), Sept. 5—Chairman, Donald L. Gore; Secretary, Melno S. Sospina. Ship's delegate reported that everything is running smoothly. Brother William Brightwell was elected to serve as new ship's delegate. Bosun and crew extend vote of thanks to entire steward department for a job well done. Best feeding ship in SIU. Vote of thanks to the baker for showing movies almost every night.

ALCOA EXPLORER (Alcoa), Sept. 18—Chairman, R. N. Air; Secretary, R. Principe. No beefs reported by department delegates. Patrolman read new proposed Agreement which was voted on and accepted by all members present.

WESTERN HUNTER (Western Tankers), Sept. 9—Chairman, C. L. Owen; Secretary, T. F. Meggie. \$30.57 in ship's fund. Ship's delegate had nothing to report. Everything is running smoothly. Brother C. Johnson was elected to serve as new ship's delegate. Crew was reminded to strip bunks and leave rooms clean at pay-off.

ALDINA (Wall Street Traders), Sept. 12—Chairman, Red Brady; Secretary, L. Hargheheimer. No beefs reported by delegates. Motion made that SIU go on record to achieve a retirement plan regardless of age, similar to other unions. Motion made to send cable to SIU headquarters relative to War Bonus in Indian Waters. Request to define and report to this ship the possibility of payment of Area Bonus, as in the past. Brother Elmer Barnhill was elected to serve as ship's delegate.

HANOVER (Pan-American Tankers), Aug. 25—Chairman, Troy Savage; Secretary, Israel Gomez. Ship's delegate reported that everything is running smoothly. Some disputed OT in engine department. Brother John Chestnut was elected to serve as ship's delegate. Vote of thanks was extended to outgoing ship's delegate, Brother Grav. Baking could be improved.



Proud Pop



Seafarer Evaristo Jimenez takes a proud, close look at an award of commendation won by his son Evaristo, Jr. in a fire prevention essay contest for New York City school students. The younger Evaristo received his award from New York Deputy Mayor Edward Cavanaugh on October 5, his 14th birthday. His father has been sailing in the engine department since 1943.

LOG-A-RHYTHM:

The Great Reservation

By ROY LEE HINSON

In my dream, I went to my nation, then on to Tennessee, I entered the great reservation, there men are happy and free. It healed the broken and cured every sin. I beheld the slaves and the workers for hire. The oppressor and the sorcerer were cast into the fire.

The Sun was shining tenderly, the moon was as bright as day, The trees in every city were like the flowers in May. In the silvery Tennessee river, the ships were sailing by, They were shining in the river as the stars up in the sky.

There was a fountain flowing for me and for my kin, It healed the broken and cured every sin. I beheld the slaves and the workers for hire. The oppressor and the sorcerer were cast into the fire.

I beheld the sparrow, the cardinal and red breast, Every thing living was building their own nest. I beheld the people and those that had to die, The Chief up in the heaven had heard their every cry.

In The Great Reservation, all men are so dear, There they have no enemy, they have nothing else to fear. We have heard by the chief of the happy Hunting Ground, It is taught by all ages, it is our hope beneath the mound.

Praises Union Benefits

To the Editor:

I would like to take this opportunity to thank the SIU and all those who were very kind, courteous and helpful to my family when my wife passed away in August.

It is the SIU's interest in the welfare of its brother members that makes our Union great. I and other brothers who have lost loved ones are grateful to the SIU for helping in any and every way to ease the grief that comes hard upon such loss.

Please know that I will always be grateful.

Fraternally yours, Joe Fried



Grateful For Welfare Plan

To the Editor:

Both my wife and I wish to convey our deep sense of gratitude to the Seafarers International Union for the great care and consideration extended to

each of us under the SIU Welfare Plan.

My monthly pension check makes the difference between financial worry and peace of mind.

When I received a check last week for payment of my hospitalization expenses in June, I was so grateful that words

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.

fail to express my deep appreciation and gratitude.

I sincerely believe that the Seafarers International Union is the most wonderful Union in the world, and I am very proud to be a member. It is a pleasure to be affiliated with such a fine and considerate body of men.

King Of The Checker Boards—Seafarer Puts Crown On Line

"If those guys don't play better next year, I predict that I'll be the 1966 Gulf Coast checker champion," declares Seafarer Fred B. Kritzer who placed third in this year's Gulf Coast Annual Checker Tournament for master class "A" players.

"All in all, two of my own stupid mistakes brought me down to third place," Kritzer admits. "I was a shoo-in for second place and had the prize in sight. But then I slipped in the critical moments, losing a draw to the eventual number two prize winner, and then dropping a sure win to the champ in one of my final games. The champ himself only lost three games, two of them to me."

Brother Kritzer is the official Checker Champion of the United States Merchant Marine. He has held the title without loss since 1954, and he intends to continue defending it from the anxious grasp of all challengers.

"I am offering a championship title match to any seaman who is good in the game," he says. "We will play a 20-game tourney for the title."

A former professional entertainer, Kritzer is presently watching the board for a deck maintenance slot.

"It's got to be a long run for me this time," he says. "I want plenty of time to study my checker textbooks so that I can prepare my strategy for next year's tourney. I have no intention of repeating this year's mistakes."

King Me

Meanwhile, the Mobile hall is echoing with cries of "King Me" as Kritzer keeps one jump ahead of the come one—come all checker competition.

"This guy is uncanny," says a fellow Seafarer after a quick defeat at Kritzer's hands. "After a few games my head swims from the squares on the board. But Kritzer can go all day—and he never loses."



Kritzer

The Gulf Coast Checker Tourney is an open competition. This year's champ was a business man from Atlanta, Georgia. The runner-up was a dime store owner from Mobile. All Seafarers who wish to enter are welcome. They may qualify by contacting Joe Moody at the Mobile Checker Club, 912 Savannah Street, Telephone: 433-5888. Players from any part of the country may qualify.

"The more the merrier," says Kritzer, a veteran member of the deck department who makes his home in Atlanta, Georgia. "The more Seafarers that enter, the better the chance that an SIU man walks off with the crown," he points out. "I think that business men have had their day long enough on the Gulf Coast checker boards. It's time that an honest to God sailor took the laurels. And," he adds, "I think that it's going to be me."

Kritzer has competed in the Gulf Coast Tourney a number of times and also took third place money last year. Third place was good for \$40, second place was worth \$60, and the winner cleaned up over \$100.

"Not bad for moving little

pieces of wood across a cardboard board," Kritzer said and he reports that the tourney is held in an extremely favorable atmosphere.

"We played the entire match at the new, air conditioned Mobile Auditorium," Kritzer added. "It's a very attractive building and can accommodate up to 18,000 checker players and spectators. Admission is free to all and the tourney is divided into four classes: Master "A" and "B" classes, and "A" and "B" Average groups. In all, there are twelve prize winners. Come on down, you'll enjoy it," Kritzer urges all Seafarers.

Good Luck, But—

"I certainly appreciate the confidence of my Seafaring friends who wished me success when I paid off the Beauregard in Baltimore so that I could enter the Gulf competition. I wish them the same good luck in whatever they choose to do—except checkers."

Seafarers who wish to challenge Brother Kritzer for the U.S. Merchant Marine Checker Championship may contact him at his home address: 1044 Oak Street, Atlanta, Georgia 30310.

COLUMBIA (U.S. Steel), Sept. 17—Chairman, J. Ayres; Secretary, Pat Ryan. Patrolman reported on New Agreement which was accepted by crewmembers and vote of thanks to the negotiations committee.

PORTMAR (Calmar), Sept. 12 — Chairman, Cliff Bellamy; Secretary, James Archie. One man hospitalized in Long Beach, California. One man failed to join ship in Aberdeen, Washington. It was reported that the Chief Mate has been doing work on deck painting.

ANTON BRUUN (Alpine Geophysical), Sept. 13—Chairman, O. J. Mc-

repaired. Discussion held regarding repairs.

KENT (Corsair), Sept. 18—Chairman, E. Thompson; Secretary, A. L. Dunn. Some disputed OT in deck and engine departments, to be taken up with patrolman. Motion made to have patrolman check repair list and to see that it is taken care of before ship sails. Motion made that water tanks be cemented. Steward missed this ship in Djibouti due to sailing board not being posted.

DEL ALBA (Delta), July 18—Chairman, Clarence V. Dyer; Secretary, Trussell G. Beatrous. Ship's delegate reported that everything is running smoothly.

ISHPEMING (Buckeye), Sept. 9 — Chairman, Joe B. Joseph; Secretary, Richard Kujawa. \$4.95 in ship's fund. No beefs reported. Crew requested to keep galley clean at all times. Grievance with captain due to his interfering on deck.

GLOBE TRAVELER (Maritime Overseas), Aug. 1—Chairman, Tony Barnes; Secretary, Earl W. Gay. New washing machines needed for deck and engine departments. Vote of thanks to the steward department.

HENNEPIN (Redland), Sept. 10 — Chairman, Ben Sprague; Secretary, Bill Shadock. \$7 in ship's fund. No beefs reported by department delegates. Brother Ben Sprague was elected to serve as ship's delegate.

JOSEPH S. YOUNG (Boland & Cornelius), Sept. 3 — Chairman, Henry Leimonen; Secretary, Larry Lindeman. No beefs were reported by department delegates. The subject of mates running winches was brought up, and men were told to turn in OT slips if they feel they are entitled to it.

CITIES SERVICE NORFOLK (Cities Service Tankers), Aug. 15—Chairman, J. W. Parker; Secretary, William Morris Jr. Discussion held on mattresses, etc. Vote of thanks to ship's delegate and Captain Hanna for doing a good job.

SANTA EMILIA (Liberty Navigation), Sept. 1 — Chairman, P. Robertson; Secretary, George Hair. Motion made that all mail from this Company, while on MSTs charter, be sent direct to agents in foreign port. A well deserved vote of thanks was extended to the stewards department. No beefs reported.

THETIS (Rye Marine), Sept. 6 — Chairman, D. Raynor; Secretary, C. C. Smith. \$13.64 in ship's fund. Discussion on draws. Crew request that they be put out, if possible, before ship arrives in port. All crewmembers requested to take care of their cots.

VIKING (Ann Arbor R.R.), Sept. 22 —Chairman, Gaylord Drago; Secretary, Ellen Gaines. Safety meeting to be held once a month. Discussion about repairs.

DIGEST of SIU SHIP MEETINGS

Cabe; Secretary, J. Coyle. Brother George Boxter was elected to serve as ship's delegate. No beefs reported by department delegates. Everything is fine.

STEEL DESIGNER (Isthmian), Aug. 22—Chairman, A. H. Anderson; Secretary, R. L. O'Brien. \$25 in ship's fund and \$105 in TV fund. No beefs reported by department delegates. Ship's boilers leaking very bad. Patrolman to see if he can get this matter straightened out. Vote of thanks to the chief cook for the very good food.

ALCOA EXPLORER (Alcoa Steamship), Sept. 11—Chairman, George Martin; Secretary, R. A. Principe. No beefs reported by department delegates. Patrolman to be contacted regarding fumigation of ship's rooms, and awning for fantail. Also, to get longshore-type blower for men working in deep tanks.

MARORE (Venore), Aug. 3—Chairman, H. L. Lanier; Secretary, J. Wolfe. One man missed ship in New Orleans. Letter was written to New Orleans hall regarding his personal belongings. No beefs reported by department delegates.

HASTINGS (Waterman), Sept. 8—Chairman, Anderson Jones; Secretary, John Wells. Brother Anderson Jones was elected to serve as ship's delegate. He requested all repair lists to be turned in by department delegates. Good crew aboard and everything is running smoothly.

BELOIT VICTORY (Marine Carriers), Aug. 16—Chairman, Jack W. Craft; Secretary, F. Jones. Few hours disputed OT in deck and engine departments. Motion made to see patrolman about getting the ship's stack

Many thanks for all that the Union has done for me. May God bless each and every one of you.

Fraternally yours, Harry B. Riggins



Seafarer Lauds SIU Blood Bank

To the Editor:

A few lines to let you know how much I appreciate the Union's kindness and consideration for people in their time of need.

My mother meant the world to me, as any man would understand. My sister wrote me and told me how kind and cooperative the SIU was when my mother needed blood.

As soon as I return home, you can be sure I will be a steady donor to the Union blood bank.

I and my family certainly appreciate the Union's kindness in our time of need. Anytime I can be of help to the Union, I am ready for the call.

Fraternally yours, Ralph O. King

Proud SIU Father Praises Actor Son

Seafarer Richard Torrealba is having trouble telling his sons apart, and the funny thing is, he's only got one—25-year old Private First Class George Torrealba.

George, who sailed in the steward department on the Miami last summer, has been living a "double life" lately. By day he works for the Electronics Research and Development Activity at the U.S. Army White Sands Missile Range. But by night he trades in his khakis for a starring role in a stage production of Arthur Miller's drama "The Crucible."

The play, which ran as a movie recently, depicts the New Salem witch trials of 1692.

"George is a terrific actor," says Seafarer Torrealba, a veteran member of the engine department. "And he's got the hero's role in this play. The only trouble," he admits with a grin, "is that he looks so different on the stage that sometimes I can't believe my eyes. It's almost like having two sons, one a soldier and the other an actor."

By this time, Brother Torrealba should be getting used to seeing his son lit up by footlights. George has appeared in Little Theater pro-

ductions in his home town of Galveston, Texas, as well as performing at the Pasadena, California Playhouse.

Longhair

But Torrealba isn't the only one shaking his head in disbelief over George's appearance. Other soldiers on the White Sands Missile range still haven't adjusted to George's long, thespian haircut. And with attendance figures soaring, the play may be held over, forcing the young G.I. to put off his army-style haircut indefinitely.

As a technician, George works with LASER equipment — Light Amplification by Stimulated Emission of Radiation.

LASER produces a beam of purest light and promises a major breakthrough in the space communications field. It can be used for transmitting signals between satellites and the earth.

Having attended the University of Texas and Pasadena College in California, George plans to return to school for a degree in electrical engineering as soon as he completes his tour of duty with the army.



R. Torrealba

UNFAIR TO LABOR DO NOT BUY

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

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

Eastern Air Lines (Flight Engineers)

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

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

Stitzel-Weller Distilleries "Old Fitzgerald," "Old Elk" "Cabin Still," "W. L. Weller"

Bourbon whiskeys (Distillery Workers)

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

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

Jamestown Sterling Corp. Furniture and Bedding (United Furniture Workers)

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

Pepsi Cola Company (Soft Drink Workers, Local 812)

White Furniture Co. United Furniture Workers of America

SIU Arrivals

- Dominick Larrea, born July 25, 1965, to the Bernardo Larreas, Philadelphia, Pa.
- Tami Lofton, born June 18, 1965, to the Roy Loftons, Prichard, Ala.
- Evangelina Garza, born July 23, 1965, to the Manuel B. Garzas, Detroit, Michigan.
- Carl Orr, born June 17, 1965, to the Frank Orrs, Mobile, Ala.
- Esther Song Saldana, born August 27, 1965, to the Rafael U. Saldanas, San Francisco, California.
- Angela Marie Bronold, born September 10, 1965, to the Paul E. Bronolds, Mobile, Alabama.
- Karen Ann Werda, born August 27, 1965, to the Myron L. Werdas, Alpena, Michigan.
- Karen Kahrigier, born September 15, 1965, to the John Kahrigers, Philadelphia, Pennsylvania.
- Donald McMillan, born August 4, 1965, to the Donald C. McMillans, Philadelphia, Pennsylvania.
- Curtis Berry, Jr., born August 3, 1965, to the Curtis Berrys, Mobile, Alabama.
- Danny McGrew, born August 4, 1965, to the Lloyd E. McGrews, Leitchfield, Kentucky.
- Lena Marie Salas, born September 14, 1965, to the John E. Salas, Mobile, Alabama.
- Linda Flaherty, born August 30, 1965, to the John M. Flahertys, Quincy, Massachusetts.
- Jennifer Finch, born August 31, 1965, to the Forest L. Finchs, Illinois.
- Michele Ange, born August 24, 1965, to the Jerry L. Anges, Norfolk, Va.
- Othello Dansley, born August 27, 1965, to the Tobe Dansleys, Mobile, Alabama.
- Amanda Lynn Lose, born August 21, 1965, to the Howard E. Loses, Mobile, Alabama.
- Troy Michael Lawrence, born July 14, 1965, to the James L. Lawrences, New Orleans, Louisiana.

Final Departures

- Donald S. Brooks, Sr., 56: Brother Brooks died of heart failure at the Doctors Hospital, Mobile, Alabama. A member of the Union since 1955, he sailed in the engine department. He is survived by his wife Laura. Place of burial was the Palestine Cemetery, Mobile, Alabama.
- Joseph Shortledge, 56: Brother Shortledge succumbed to a heart attack at the Receiving Hospital, Detroit, Michigan. A member of the steward department, he signed with the Union in 1960. No beneficiary was designated. Place of burial was the Woodlawn Cemetery, Detroit, Michigan.
- Eusebio Gherman, Sr., 55: Brother Gherman died of injuries he sustained in an accident in Pasadena, Maryland. A member of the deck department, he joined the Union in 1952. He is survived by his wife Elfriede. Place of burial was the Glen Haven Memorial Park Cemetery, Burnie, Maryland.
- Idelfonso Galindez, 61: Brother Galindez died of natural causes. A member of the deck department, he signed on with the SIU in 1952. Place of burial was the Evergreen Cemetery, Brooklyn, New York. He is survived by his wife Ramona.
- Joseph G. Carr, 49: Brother Carr died in the Morrisania Hospital, Bronx, New York, of injuries he received in an accident. A member of the engine department, he joined the SIU in 1942. He is survived by his sister Annabelle Norman. He was buried in the Ferncliff Cemetery, Hartsdale, New York.
- Julian Santos Mineses, 66: Brother Mineses died in the Ben Taub Hospital, Houston, Texas, of injuries he sustained in an automobile accident. A member of the Union since 1947, he sailed in the steward department. No beneficiary was designated. Place of burial was the Gethsemani Cemetery, Houston, Texas.

PERSONALS and NOTICES

Robert Eisengraeber You are asked to contact your mother as soon as possible.

Jesus Maria Landron You are requested to contact Miss White at 330 Jay Street, Brooklyn, New York.

Harold E. Arlinghaus You are requested to contact your brother in Cincinnati, Ohio, in reference to settling the estate.

Tax Refund Checks Income tax refund checks are being held for the following Seafarers by Jack Lynch, Room 201, SUP Building, 450 Harrison Street.

San Francisco, California: Felix P. Amora (2), Alexander Ansaldo, Orla S. Bushold, Jessie E. Collins (2), Winfred S. Daniel, Delphin V. Guevara, Hans J. Pederson (2), Birger R. Rasmussen (3), Harold R. Thomas.

Steel Maker Crew: Sept. 10, 1965 Any member of the Steel Maker crew who participated in or witnessed the rescue of a man, from the Gulf Stream North of Fort Lauderdale on or about Sept. 10, 1965, is requested to contact the LOG. We are interested in doing a story on the rescue operation and would appreciate any first-hand accounts or information.

Know Your Rights

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

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

SHIPPING RIGHTS. Your shipping rights and seniority are protected exclusively by the contracts between the Union and the shipowners. Get to know your shipping rights. Copies of these contracts are posted and available in all Union halls. If you feel there has been any violation of your shipping or seniority rights as contained in the contracts between the Union and the shipowners, notify the Seafarers Appeals Board by certified mail, return receipt requested. The proper address for this is: Earl Shepard, Chairman, Seafarers Appeals Board, 17 Battery Place, Suite 1930, New York 4, N.Y.

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

CONTRACTS. Copies of all SIU contracts are available in all SIU halls. These contracts specify the wages and conditions under which you work and live aboard ship. Know your contract rights, as well as your obligations, such as filing for OI 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.

Joseph G. Carr, 49: Brother Carr died in the Morrisania Hospital, Bronx, New York, of injuries he received in an accident. A member of the engine department, he joined the SIU in 1942. He is survived by his sister Annabelle Norman. He was buried in the Ferncliff Cemetery, Hartsdale, New York.

Julian Santos Mineses, 66: Brother Mineses died in the Ben Taub Hospital, Houston, Texas, of injuries he sustained in an automobile accident. A member of the Union since 1947, he sailed in the steward department. No beneficiary was designated. Place of burial was the Gethsemani Cemetery, Houston, Texas.

Schedule of Membership Meetings

SIU-AGLIWD Meetings
 New York Nov. 8—2:30 P.M.
 Philadelphia Nov. 9—2:30 P.M.
 Baltimore Nov. 10—2:30 P.M.
 Detroit Nov. 12—2:30 P.M.
 Houston Nov. 15—2:30 P.M.
 New Orleans Nov. 16—2:30 P.M.
 Mobile Nov. 17—2:30 P.M.

West Coast SIU-AGLIWD Meetings
 Wilmington Oct. 18—2 P.M.
 San Francisco Oct. 20—2 P.M.
 Seattle Oct. 22—2 P.M.

Great Lakes SIU Meetings
 Detroit Oct. 18—2 P.M.
 Alpena Oct. 18—2 P.M.
 Buffalo Oct. 18—2 P.M.
 Chicago Oct. 18—2 P.M.
 Cleveland Oct. 18—2 P.M.
 Duluth Oct. 18—2 P.M.
 Frankfort Oct. 18—7 P.M.

GREAT LAKES TUG AND DREDGE REGION
 Detroit Nov. 15—7:30 P.M.
 Milwaukee Nov. 15—7:30 P.M.
 Chicago Nov. 16—7:30 P.M.
 Buffalo Nov. 17—7:30 P.M.
 †Sa't Ste. Marie Nov. 18—7:30 P.M.
 Duluth Nov. 19—7:30 P.M.
 Cleveland Nov. 19—7:30 P.M.
 Toledo Nov. 19—7:30 P.M.

SIU Inland Boatmen's Union
 Philadelphia Nov. 9—5 P.M.
 Baltimore (licensed and unlicensed) Nov. 10—5 P.M.
 Houston Nov. 15—5 P.M.

Directory Of UNION HALLS

SIU Atlantic, Gulf, Lakes & Inland Waters Inland Boatmen's Union United Industrial Workers

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CLEVELAND, Ohio 1420 W. 25th St. MA 1-5450
DETROIT, Mich. 10225 W. Jefferson Ave. VI 3-4741
DULUTH, Minn. 312 W. 2nd St. RA 2-4110
FRANKFORT, Mich. P.O. Box 267 415 Main St. EL 7-2441
HOUSTON, Tex. 5804 Canal St. WA 8-3207
JACKSONVILLE, Fla. 2608 Pearl St. EL 3-0917
JERSEY CITY, N.J. 99 Montgomery St. HE 3-0104
MIAMI, Fla. 744 W. Fisher St. FR 7-3564
MOBILE, Ala. 1 South Lawrence St. HE 2-1754
NEW ORLEANS, La. 630 Jackson Ave. Tel. 529-7546
NORFOLK, Va. 115 3rd St. Tel. 622-1892
PHILADELPHIA, Penna. 2604 S. 4th St. DE 6-3818
PORT ARTHUR, Tex. 1348 Seventh St. EL 3-0917
SAN FRANCISCO, Calif. 350 Fremont St. DO 2-4401
SANTURCE, P.R. 1313 Fernandez Juncos Stop 20 Tel. 723-8594
SEATTLE, Wash. 2505 First Avenue MA 3-4334
ST. LOUIS, Mo. 805 Dal Mar CE 11434
TAMPA, Fla. 312 Harrison St. Tel. 229-2785
WILMINGTON, Calif. 505 N. Marine Ave. TE 4-2528

Norfolk Nov. 12—5 P.M.
 New Orleans Nov. 16—5 P.M.
 Mobile Nov. 17—5 P.M.

RAILWAY MARINE REGION
 Jersey City Nov. 15—10 A.M. & 8 P.M.
 Philadelphia Nov. 16—10 A.M. & 8 P.M.
 Baltimore Nov. 17—10 A.M. & 8 P.M.
 *Norfolk Nov. 18—10 A.M. & 8 P.M.

United Industrial Workers
 New York Nov. 8—7 P.M.
 Baltimore Nov. 10—7 P.M.
 Philadelphia Nov. 7—7 P.M.
 †Houston Nov. 15—7 P.M.
 Mobile Nov. 16—7 P.M.
 New Orleans Nov. 17—7 P.M.
 *Meeting held at Labor Temple, Newport News.
 † Meeting held at Labor Temple, Sault Ste. Marie, Mich.
 ‡ Meeting held at Galveston wharves.

Winter Hazards

(Continued from page 6)
 Cold weather creates special problems with most equipment. Some equipment containing liquids, such as fire extinguishers, may require special anti-freeze additives or mixtures. Gauges may become inaccurate. Ice or low temperature can render electrical equipment, winches, motors and alarm systems useless. Switchboxes, terminals and wiring should be checked frequently.

Similar attention should be given to valves, couplings, blocks, locks, hinges, tool and gear boxes. Doors and vent openings, tank tops and hatches should be checked.

Ice and snow can excessively wear or snap manila or wire rope. These should be inspected for possible weaknesses. Radio and other antennae should be cleared when possible. Ice-over lights, safety markings, signal devices and fire-fighting equipment should be kept free of ice. Lifeboats and davits must always be kept ice-free for emergency use.

Ice Warnings
 To a good lookout, the observation and the report go hand in hand. Once a sighting of any kind is made, it should be reported promptly and accurately. The report should classify the "object" and position clearly. This is necessary both for radar and, if possible, visual observation by others.

The "object" whatever it is, should be observed regularly during every sweep of the surrounding sea and the horizon.
 Beginning late February or March, especially in northern Atlantic waters, ice warnings are an important responsibility of the lookout. The collision danger is not only a matter of concern for his own vessel, but also for all other vessels that may travel the same waters later.

Once signs of ice are observed and confirmed, such information is normally radioed to the International Ice Patrol, which charts the location and checks it regularly for the guidance of all shipping. During periods of low visibility or low ceiling when aerial observation is ineffective, ice reports by shipping are essential to locate drifting ice.

REMEMBER: Safety precautions pay dividends in avoiding accidents and injuries—especially when temperatures drop and frost begins to form.

Unfair Labor Practice Cases Mount

Time-Lag In Processing Cases Called Major NLRB Problem

WASHINGTON—The time lag in processing cases through the National Labor Relations Board remained a major problem, despite the "determined efforts" of the staff to cope with an ever-increasing load of work, NLRB General Counsel Arnold Ordman said in his report for fiscal 1965.

With new high records set in the filing of unfair labor practice cases and the supervision of union representation elections, there was a slight increase in the time required for processing both types of cases—from a median of 56 days to 58 in the year ended last June 30.

This was a "vast improvement" over the 116 days required in 1958 but still does not meet the record median of 45 days achieved in fiscal 1961, when "speed of case handling was the paramount objective," the report said.

The goal of Ordman's operations in fiscal 1966 is to "work back toward that figure" of 45 days without forfeiting "high quality service," he declared.

Ordman attributed the time lag increase to the rise in refusal to bargain charges against employers from 28.5 percent in 1964 to 34.8 percent in 1965 and the effort of regional offices to give the parties time to settle their dispute before a complaint is issued.

The additional effort proved fruitful and yielded a 7.6 percent increase in settlements, Ordman said. But the result was a further buildup in time required for investigations and hearings from the filing of charges through investigation and the issuance of a complaint.

He praised the "dedication, efficiency and professional competence" of his staff in the face of this burden of work:

- A record intake of 28,025 unfair labor practice and representation cases.
- A rise in meritorious unfair practice cases from 33.4 percent in 1964 to 35.2 percent.
- A record 7,824 elections conducted; 3,781 unfair practice cases settled or adjusted; \$3.5 million returned to employees unlawfully discriminated against; job reinstatement offers secured for 3,800 employees.

The general counsel's office, Ordman said, processed 1,308 appeals through the courts but the main impact of the rising caseload was felt in the regional offices, where "approximately 92 percent

of all cases filed" are processed to conclusion without referral to the board, the report stated.

Ordman pointed to the legal record in concluding that the quality of NLRB investigations, decisions on complaint issuance and field efforts "continue at a high level." The record shows, he

said, that the legal position of the general counsel was upheld wholly or partly in 82 percent of the cases as against 80.2 percent in 1964. In appellate courts, the board's position was sustained, wholly or partly, in 79.7 percent of the decisions, an increase of 1.7 percent in a year.

Money Due

The Seafarers listed below have money due them for unclaimed wages aboard the Cabins (Texas City Refining).

Allen, William S.; Funk, John E.; Gorman, Edward G.; Mackey, Donald E.; Quinn, Vincent A.; Young, James M.

For payment, a signed request should be sent to Texas City Refining, Inc., Marine Division, P.O. Box 1271, Texas City, Texas, 77591. Enclosed should be the Seafarer's social security number, his "Z" number and instructions regarding payment.

Checks are being held at New York SIU headquarters for the following Seafarers:

Thomas W. Bouchard, Clyde D. Berry, Joseph L. Chapeau, Cyril Gauthier, Aldo T. Hassein, Raymond T. Holland.

Checks for unclaimed wages are being held by Robin Lines for the following Seafarers, who are advised to contact Moore-McCormack Lines, 2 Broadway, New York, N.Y., 10004:

Donald Chittenden, Thomas W. Killion, Shephan Kostegen, Benny M. Foster, Simeon Vergara, Ramon B. Fernandez, F. DaSalla, John R. Murphy, John T. Holt, Garry Dow, Clifford Mendell, Emanuel S. Vlodek, John Geese, Howard C. Crenshaw, James P. Simms, Junior C. Fortney, James S. Rogers, Sam V. Provenza Jr., L. E. Buchanan, T. E. Yablonsky, Grafton J. Pierce, John C. Ramsey, Major E. Reid, Ralph A. Alexander, Walter Cousins, M. J. Blatchford, L. C. Shedrick, Robert A. Ray, Jerry Broadus, Paul E. Bailey, Jack W. Sager, George E. Webb, Orlando R. Hoppe, Joseph R. Valdes, James R. Miller.

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

Joint Committee

(Continued from page 3)
 Association; Burt Lanpher, Secretary-Treasurer, Staff Officers Association of America; Joseph P. Glynn, Secretary-Treasurer, Radio Officers Union; Paul R. Hutchings, Metal Trades Department, AFL-CIO; Earl Shepard, Vice-President, Seafarers International Union of North America, Raymond McaKay, Executive Vice-President Marine Engineers Beneficial Association.

Also, Joseph Farr, Brotherhood of Marine Officers; George L. Watkins, Vice-President, International Association of Machinists; Peter M. McGavin, Executive Secretary-Treasurer, Maritime Trades Department; Clayton W. Bilderback, Secretary-Treasurer, Metal Trades Department; H. Horton Ore Sr., Special Representative, United Association of Journeymen and Apprentices of the Plumbing and Pipe Fitting Industry and Shannon Wall, Vice-President, NMU.

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



Seafarer **Robert Swords**, who sails as AB, keeps close watch as the paymaster counts out his wages.



The **Steel Voyager** (Isthmian) loads government cargo at Brooklyn Army Terminal for a trip to the Middle East. The Voyager was recently in the coastal trade.



Deck department member **Vince Garvey** signs foreign articles for the long haul to the Persian Gulf.



Galleyman **Mike Marcello** raises a cup of his coffee to toast a departing crewmember.



While his fellow-crewmembers waited to pay off above, fireman **Salih Hirabi** watched gauges.



John Adams, who sailed as OS, is all ready to pile off the ship after payoff.



Carpenter **Arnold Heinvali** takes a good look at a New York paper, on day news blackout ended.

STEEL VOYAGER IN PORT

The SIU-manned **Steel Voyager** (Isthmian) recently arrived in New York where it ended a coastal voyage and began loading cargo for the Persian Gulf. Although the crew was paid off for the coastal trip, many of the Seafarers decided to remain on board and sign foreign articles. The Voyager will carry a load of government cargo as far as Karachi, Pakistan before returning home.



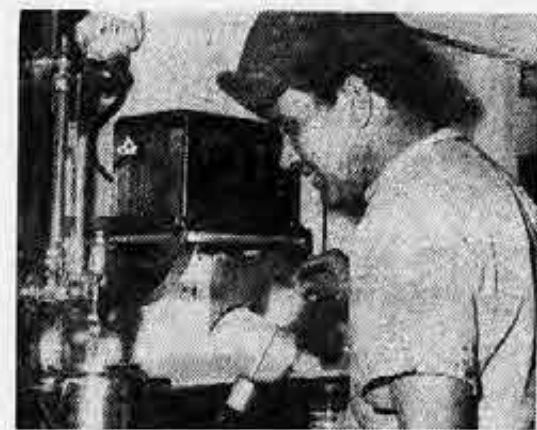
Waiting on line to collect their pay, chief electrician **Anthony Barbaro** (l) and second electrician **Jim Hand** (r) surround third Cook **U. Merudio** in an attempt to get word on future menus.



Taking it easy while they wait to sign on, a deck department trio (l-r) **Joseph Duffy**, AB; **Vince Garvey**, AB; and **Edward Wallace**, bosun, pose for the LOG photographer.



Pantryman **W. Lindsay** selects some choice vegetables for the crew's dinner.



Valario Aguerra, OS, checks out coffee pot and finds there is enough left to enjoy a few cups.



Dayman **Chris Korneliusen** waits patiently in his foc'sle for payoff to begin.



Vincent Genco claims he holds a new SIU record of only 10 minutes on the beach in New Orleans.