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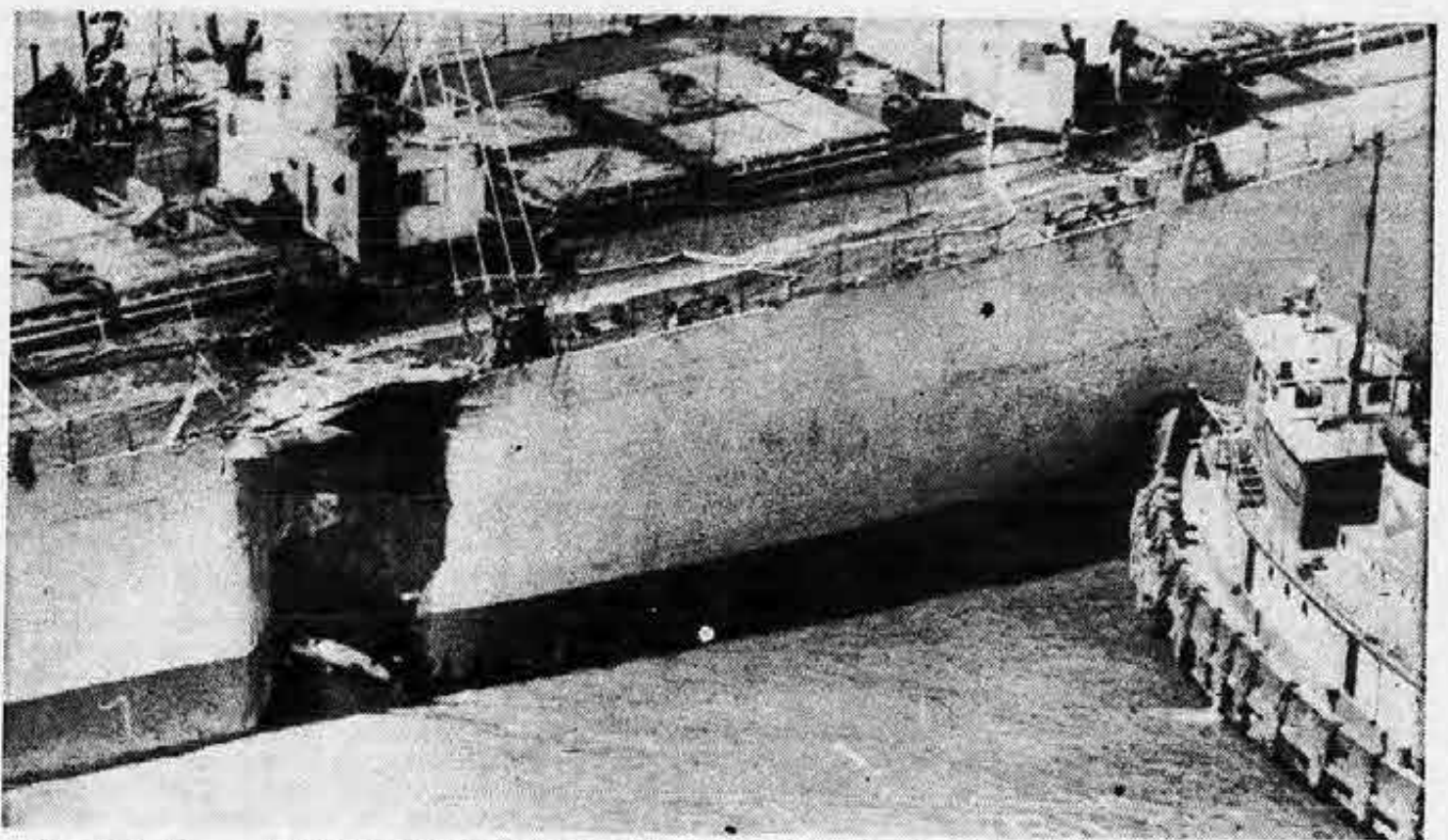
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Collision. The 20 foot gash ripped in the starboard side of the SIU-manned Steel Maker (Isthmian) when the vessel was involved recently in a collision with a tanker in the Delaware River is clearly visible in the photo above. No Seafarers were injured in the mishap which occurred on August 7 and left the SIU vessel holed from the main deck to below the waterline. (For complete details on accident by an SIU crewmember who was aboard, see Page 2.)



Recertification. Graduation time in the Maritime Advancement Program, finds Class No. 9 of the Stewards Training and Recertification Program lined up after receiving their new certificates. In the photo are (front, l-r) Walter Newberg, Orville Payne, Eloris Tart, Juan Oquendo, Jr. and Terrill York. At rear are instructor Tony Goncalves, Angel Seda, SIU President Paul Hall, who presented the certificates, Juan Reinoso, Rex O'Connor, Frank J. Meggie, and instructor Eric Kingwall. Brother William McNelly was not present when the photo was taken. (See Page 3.)

Anti-Poverty Legislation Gets Congressional OK

Congress delivered to President Johnson a big first installment on legislation he requested to wage war on poverty. The package sent to the White House included the broad-ranging anti-poverty bill which had been sharply denounced by Sen. Barry Goldwater, GOP presidential nominee. With it went

a food-stamp plan which will enable needy families to buy more with their food dollars.

The key anti-poverty bill, when backed with appropriations still to be voted, will provide \$947.5 million in federal funds for major new programs including:

- Work training in conservation camps and home-town projects for youngsters 16 through 21.

- Federal grants to help local communities mount their own programs to eradicate poverty.

- Basic education in reading, writing and arithmetic for adults whose illiteracy has barred them from both jobs and vocational training.

- Subsidized part-time jobs to help needy students finance their college education.

- Expanded vocational training for unemployed fathers on welfare rolls.

- Loans to individuals and co-operatives to help poor rural families purchase farmland and equipment, and federal help in providing health, housing and welfare programs for migrant farm families.

- Loans to establish small businesses or enable small businessmen to provide work opportunities for long-term unemployed.

- Creation of the Volunteers in Service to America, often described as a domestic peace corps, to work in areas of social service need such as mental hospitals, among migrant families and in Indian reservations.

President Johnson has already announced that he will name Peace Corps Dir. Sargent Shriver to head the new Office of Economic Opportunity which will direct the anti-poverty program.

The omnibus bill, the major new domestic measure advanced by Pres. Johnson, has passed the Senate easily, 61-34, despite a warning by Goldwater that the youth program would further "the erosion of the institution of the American family."

In the House, where the vote was expected to be hairsbreadth close, the President staked his personal prestige in the search for support—and won.

The closest vote was the 225-197 defeat of an amendment by Rep. Howard W. Smith (D-Va.) which would have killed the bill by striking out its enacting clause. A watered-down GOP substitute was rejected, 295-117, and the bill then passed by a comfortable 226-184 margin.

The legislative momentum of the anti-poverty victory carried to final enactment the food-stamp bill, which authorizes \$375 million for a three-year expansion of the pilot program launched by President Kennedy in 1961 by executive order. Kennedy started the program with a portion of customs revenue available under an almost-forgotten New Deal law allowing such funds to be used to distribute surplus farm commodities. Both Kennedy in 1963 and Johnson early this year asked Congress to authorize an expanded program but the legislation had an uphill battle in the House Agriculture Committee which, at one stage, voted to table the bill, apparently killing it.

It was revived as southerners sought northern Democratic support for farm legislation and it passed the House 229-189 last April over almost-solid Republican opposition. The Senate approved it June 30 by voice vote with minor amendments accepted by the House

of Representatives Aug. 11.

Enactment marked the victorious end of a long crusade by Rep. Leonor K. Sullivan (D-Mo.), who for years had advocated a revival of the New Deal food-stamp pro-

gram. In 1950, a permissive food stamp provision was passed as part of a broad farm bill, but both Pres. Eisenhower and his Secretary of Agriculture, Ezra Taft

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Veteran SIU Official Howard Guinier Dies At 56

Howard A. Guinier, a veteran Seafarer who was active as an SIU official and member for more than a quarter of a century, died suddenly of a heart attack on August 12 in Brooklyn. He would have been 56 years old next month.

Born in Panama on September 14, 1908, Brother Guinier was an original member of the SIU Atlantic & Gulf District, having joined in November 1938 in the Port of New York, after the



Howard Guinier

District was chartered by the International.

At his death, Brother Guinier was serving as Headquarters Joint Patrolman, the post to which he was elected in the last union elections.

As a rank-and-file member of the Union, he served as a volunteer organizer in a number of organizing campaigns and was active in all SIU strike actions.

In the SIU's general strike in 1946, Brother Guinier was chairman of the important food and housing committee in the port of New York.

The veteran Seafarer was elected as a union patrolman in New York in 1946, and had been a successful candidate in all Union elections since.

Brother Guinier also participated in a range of trade union activities to which he had been assigned at various times by the International.

A requiem Mass for Brother Guinier was celebrated in St. Johns R. C. church in Brooklyn on August 17. Burial was in St. Raymond's cemetery in the Bronx.

A large delegation of SIU members and officials attended the services.

Brother Guinier is survived by his wife Madeleine; his mother, Maria; three brothers, Hemsley, also a veteran member of the SIU, Roy, and Ewart; four sisters, Beryl Blondell, Marjorie, Muriel and Joyce; three children by a previous marriage, Carlos, Andre and Serge, and two grandchildren.

All Hands Safe

Steel Maker, Tanker Collide In Delaware



Seafarer Mike Ard, who was aboard the SIU-manned Steel Maker (Isthmian) when she was involved in a collision recently in the Delaware River, describes the events just prior to and following the collision to LOG reporter in New York.

International President's REPORT

By Paul Hall



It has been very apparent for a long time that there is a lack of awareness on the policy making level of this nation of the vital role that the American merchant fleet plays in the welfare of this country.

This is important not only to the thousands of workers in maritime trades who are dependent for their livelihoods on U.S. shipping, but the condition of the industry is of tremendous concern from the standpoint of the nation's defense and its economic stability.

We have tried to impress upon every group in a position to correct the indifference that has hampered the maintenance of a strong American merchant fleet.

These were among the points that we stressed before the Democratic Platform Committee on Monday in Washington, when in behalf of the Maritime Trades Department, I urged the committee to adopt a plank that would aid this nation in developing a merchant fleet that a world power such as this nation requires.

As was pointed out to the committee no nation in world history has long enjoyed the position of a world power unless it is a strong maritime nation supported by a strong merchant fleet capable of meeting its commercial and military needs in war and peace.

The dangers of overlooking the importance of the American merchant fleet is evidenced each time this country meets a national crisis. In the two World Wars and the Korean conflict it was demonstrated each time that this country's merchant fleet was short on the shipping that was essential to the success of our military efforts. In each crisis it was necessary to engage in a panic program of shipbuilding and replacement.

As soon as the crisis was over, U.S. shipping was allowed to founder.

Fortunately the high level of American technology and the skill and determination of American workers has always enabled this nation to overcome this handicap. But to settle upon this as a policy is a dangerous way to meet a crisis or emergency, and equally it is shortsighted and uneconomic from the standpoint of economic stability and growth.

In explaining these facts to the platform committee, we pointed out several areas which would stimulate and promote the expansion of the American merchant marine. We called for legislation to eliminate tax loopholes which encourage American-owned runaway-flag operations; full compliance with the Cargo Preference Law by the several government agencies; a requirement that at least 25 percent of oil imports into the United States be carried on American-flag tankers; stimulation of bulk carrier construction to assure availability of the type of vessels best suited to carry our foreign trade; and the granting of construction differential subsidies for the highly essential coastwise, intercoastal and Great Lakes ship operations.

These are minimal steps if we are to have the kind of merchant marine America must have to maintain her position as a power in the world. Obviously the United States cannot allow the indifference and apathy which have marked its attitude toward the American merchant marine to continue.

Because of the aggressive position taken by our Union in concert with other trade unions and segments of the maritime industry, there appears to be an awakening to the urgency of the situation in regard to the role of U.S. shipping. And while the movement of the government to effect the necessary changes is often ponderous and confused, we have at least succeeded in focusing attention on the situation.

The objective of a strong merchant marine sought by the SIU and other groups who also understand the need for an adequate merchant fleet, requires a continuing effort. Indifference can not be countered with indifference. Our program for revitalizing American shipping to the degree that it meets our nations needs, is a positive one. We must continue to push for its adoption.

The SIU-manned cargo ship Steel Maker, bound for Philadelphia after a European run, was involved in a collision with the tanker Texaco Wisconsin in the Delaware river, near Eagles Point, August 7. There were no injuries.

The Steel Maker suffered a 20-foot gash in the starboard side just forward of the midship house, running from the main deck to below the water line. Fear that the vessel would turn over brought tugboats from the area running to hold the vessel upright until the ship could take on ballast and right herself. The tanker suffered a 10-foot gash in either side of the bow.

The tanker proceeded without trouble to Eagles Point, just north of the U.S. Naval Base, which is located on the river near Philadelphia. The Steel Maker was grounded in the river just off the base with the crew still aboard.

By the time the two ships collided with each other, the warning had been given by the crewmen on the deck, and the entire crew was aft of the collision area and on the

main deck. Immediately after the collision, the Captain ordered out the firehoses in case a fire developed aboard the tanker. At the time of the accident, the Texaco Wisconsin was outbound and running light.

Seafarer Mike Ard was one of the men on the deck and saw the approaching ship. "We didn't have much time after we saw we were going to collide," he said. "But the crew was just great. The warning was given, and when the firehoses were ordered out, the crew really pitched in, even though the ship was listing to starboard so bad we thought it would tip over. Even the stewards were in there helping out."

At the time of the accident, the Steel Maker was bound for Philadelphia with a cargo of jute, bur-lap and hemp. There were also

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Hall Bids Democrats Vote Maritime Plank

WASHINGTON—The Platform Committee of the Democratic National Convention was urged this week to adopt a maritime program "aimed at restoring the United States merchant fleet to a level worthy of a leading world power."

The recommendation was made by Paul Hall, president of the AFL-CIO Maritime Trades Department composed of thirty national and international AFL-CIO unions who have memberships engaged in maritime and related crafts.

Hall, who also heads the Seafarers International Union of N. A., said that an adequate merchant marine is vital to the national defense and the nation's economic growth and stability. He pointed out that throughout history, no nation without a strong merchant fleet has been able to retain the position of a world power. He cited the experience of the United States wherein it has been necessary for this country to initiate a panic shipbuilding program to meet defense needs in World War One, World War Two and the Korean crisis. No lesson was learned, he said, and in each case the merchant fleet was allowed to deteriorate as soon as the emergency passed.

In urging the platform commit-

tee to include a plank calling for a strong U. S. merchant fleet, Hall recommended the following:

1. That construction-differential subsidies be granted coastwise, intercoastal and Great Lakes ship operation.

2. That action be taken to stimulate construction of bulk carriers so that this country will have the type of vessel best suited to carry our projected foreign trade.

3. That the Executive branch of the Government move to require that at least 25 percent of the oil imported into the United States be carried on U. S.-flag tankers.

4. That Government agencies be required to comply fully with cargo preference laws to insure maximum participation by U. S.-flag vessels in the carriage of government-sponsored cargoes.

5. That Congress enact legislation designed to remove tax havens under which U. S. ship operators register their vessels under foreign flags so as to avoid the payment of taxes to the United States Government.

SIU Urges Nation Adopt New Policy For Ship Buildup

WASHINGTON, D. C.—The Seafarers International Union of North America has called for a new national maritime policy to provide this nation with a balanced American-flag merchant marine which would carry at least half of this country's overseas cargoes, as do the national-flag fleets of the other major maritime nations of the world.

Statement Issued

The SIU call was issued in a 25,000-word Statement of Position submitted to the members of the Maritime Advisory Committee which was created by Executive Order of President Johnson on June 17 to consider ways of strengthening the U.S. merchant marine. The committee held its first meeting here on Monday, August 10.

The Committee consists of Secretary of Commerce Luther H. Hodges, chairman; Secretary of

Labor W. Willard Wirtz, and 17 non-Government representatives of labor, management and the public. The SIU representative on the Committee is President Paul Hall.

Hall called upon the Committee to urge upon the President and the Congress the adoption of a new national maritime policy based upon the following points:

1. Recognition of the altered pattern of American foreign commerce since enactment of the Merchant Marine Act of 1936, and enunciation of a maritime policy committing this nation to the development and maintenance of a balanced as well as adequate U. S.-flag merchant fleet. This would mean steps toward the promotion of U. S.-flag dry cargo tramps and bulk carriers, independent tankers and domestic vessels, as well as the liners and general cargo ships which are at present the only beneficiaries of the subsidy program.

2. Reiteration and clarification of our cargo preference laws to make clear the mandatory nature of the Congressional dictum that at least half of all U. S. Government-generated cargoes must move in American vessels, and that the "at least 50%" requirement of our present legislation is a minimum and not a maximum. Up until now, the SIU pointed out, the intent of Congress has often been flouted and the effectiveness of these laws has frequently been watered down by the manner in which they have been administered by the Government agencies charged with the responsibility for their implementation.

Cargo Promotion

3. The formulation and implementation of a vigorous cargo promotion program — in which appropriate segments of the Government, management, labor and the public should participate — looking to the carriage by U. S.-flag vessels of at least half of this nation's commercial as well as Government cargoes. The American-flag fleet, the SIU asserted, should not only be capable of carrying the major share of this country's total cargoes, but should, in fact, carry it.

The SIU noted that when the Merchant Marine Act of 1936 was passed, U. S.-flag ships were carrying about 30% of this country's cargoes and the intent of Congress at that time was to boost this figure to at least 50%. Today, however, U. S.-flag ships are carrying only 9.5% of this country's overseas cargoes — or just about the same percentage they did prior to World War I.

Moreover, the SIU noted that when the Act of 1936 was passed, liner-type cargoes constituted 43% of U. S. foreign trade, while bulk cargoes, dry and liquid, made up 57%. By 1962 bulk cargoes made up 83.4% of our overseas trade,

while liner-type cargoes had declined to 16.6%.

Liner-type vessels, despite the assistance of the subsidy program, now carry only about 5% of this nation's overseas trade, while unsubsidized dry cargo tramps, bulk carriers and independent tankers between them carry less than 5%.

This means that the U. S. is dependent on the runaway-flag ships of Liberia and Panama, as well as on other foreign vessels, for 95% of the importation of such strategic raw materials as iron ore, aluminum ore, tin and manganese, as well as oil.

Fleet Diminishing

As a result of past and present maritime policies, the SIU said, the American fleet — which consisted of over 2,300 oceangoing vessels after World War II — now numbers only some 900. Moreover, only the liner-type segment of the American fleet, representing about one-third of the 900 U. S.-flag deep sea vessels now afloat, has prospered to any degree — and even here it is problematical if these ships would have been able to do so without the carriage of Government-aid and defense cargoes.

Meanwhile, two-thirds of the fleet — dry cargo tramps and bulk carriers, independent tankers and domestic vessels — faces only obsolescence and bankruptcy.

The SIU noted in its presentation that Russia is building up its merchant armada with awesome speed and urged that the United States do the same.

"If we cannot compete with the Russians on the high seas," the SIU said, "we had best forget about competing with them in space, on the battlefields or anywhere else."

During the course of the meeting, a statement expressing the aims and purposes of the Committee was submitted by the labor representatives with a recommendation for adoption by the entire committee.

The labor representatives attending the meeting, in addition to Hall, were Joseph Curran, president of the National Maritime Union; Thomas W. (Teddy) Gleason, president of the International Longshoremen's Association, and Russell K. Berg, president of the

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SIU Stewards Complete Job Refresher Course

NEW YORK—The latest class in the Steward Department Recertification Program was graduated last week, culminating a six-week refresher course in the latest methods of food handling and service, at ceremonies attended by SIU officials, shipping representatives and government officials.

Ten stewards were presented their certificates by SIU President Paul Hall for having completed the course, which was originated four years ago as a result of a rank and file committee recommendation. The stewards that graduated from the class include Angel Seda, Rex O'Conner, Juan J. Reinoso, Frank J. Meggie, Walter Newberg, Orville Payne, Eloris Tart, Juan Oquendo, Jr., William McNelly and Terrill York.

The refresher course features both classroom and field training in an attempt to improve the skills necessary for a chief stewards rating. The first class to complete the

refresher course was graduated in November 1962.

Job Preference

A ruling by the Seafarers Appeals Board in June of this year made it possible for stewards who have recently completed the course of instruction to be covered by job preference under the shipping rules. This means that stewards who are registered at any Atlantic or Gulf port will be given shipping preference in accordance with the shipping rules. Under the ruling stewards with Class A seniority in all the Gulf and Atlantic ports who are registered in job group 1-S can enroll in the school for SIU chief

stewards which is maintained here in New York.

Instruction in the school centers around the duties the steward performs aboard ship and includes such subjects as preparation of menus, food preservation, inventory maintenance, proper storage techniques, and over-all supervisory details in the cooking and serving department that are part of the chief steward's job. The course has a duration of 30 working days.

Since the class is held in New York, the appeals board had previously ruled that this was the only

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Graduate Juan Reinoso receives congratulations from SIU President Paul Hall after completion of training under the Stewards Training and Recertification Program. Looking on is Cliff Wilson, director of the Maritime Advancement Program which conducts the steward training courses.

SEAFARERS LOG

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PAUL HALL, President

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Your Union Benefits

By Al Kerr, Secretary-Treasurer



S&A Benefit Program Reviewed

We thought it would be wise to review the Union's Sickness and Accident benefit program (S&A) in response to several questions which have been frequently brought up by our members. The S&A program is split up into two basic parts: In-patient benefits for SIU men who are hospitalized, and Out-patient benefits for members who are disabled and receiving medical treatment.

The Sickness and Accident program was originally adopted in 1962, and then amended to cover all disabilities which may have arisen on or after August 1, 1963.

In-patient benefits are available to Seafarers who meet eligibility requirements at the rate of \$56 per week. These benefits are payable at the rate of \$8 per day to a member who is an in-patient in any USPHS hospital, or a private hospital that has received official approval, in the United States, Puerto Rico, the Virgin Islands or Canada. The S&A in-patient benefit can be paid for a period of 39 weeks, and begins on the first day a member is hospitalized.

Members receiving out-patient benefits also are paid \$56 per week at the rate of \$8 per day. To be eligible, a seaman must be disabled and receiving treatment within the United States, Puerto Rico, the Virgin Islands or Canada. Should an eligible seaman elect to receive medical care from a private physician, the welfare plan trustees reserve the right to evaluate the medical proof submitted to determine the eligibility of the claim.

If a member has become disabled as a result of his own willful misconduct, he will not be eligible to receive the S&A out-patient benefit. A member will also be ineligible for this benefit if he is getting out-patient treatment outside the U.S., Puerto Rico, the Virgin Islands or Canada.

A waiting period of seven days, starting with the first calendar day a member is declared not fit for duty, is required for eligibility to receive the benefit. If the disability continues after the seven-day waiting period, payments can begin, retroactive to the fifth day from the initial date he was declared not fit for duty.

Filing Requirement. Claims for the S&A benefit must be filed within 90 days after discharge from a hospital or the beginning of the disability period, if no hospitalization is required. Each claimant is required to submit medical proof of his disability. This proof will be evaluated by the trustees of the welfare plan to determine eligibility for payments. The trustees can also require further examination of the applicant by a doctor selected by the welfare plan, or they may ask for a more complete certification.

Once an initial claim has been filed for a disability, it will not be necessary to file additional claims for weekly payments for the same disability period. It should be noted that a member is required to submit medical proof of his continued disability, stating its cause, before any subsequent payments can be made.

Duration of Benefit. An eligible is entitled to a maximum of 39 weeks of payments during any one period of disability, including in-hospital and out-patient time. Where there has been a waiting period, the 39-week period starts when benefits are payable. However, an eligible shall not receive total benefit payments in excess of 39 weeks in any 12-month period, and the 12-month period for the determination of the 39-week maximum payment begins on the first day an employee is eligible for payment.

If an eligible is receiving or is entitled to receive maintenance and cure payments, the Plan shall pay only an amount which to-

gether with such payments shall equal \$56 per week, but the eligible shall be entitled if such payments terminate before a period of 39 weeks to receive a total of \$56 per week up to a maximum of 39 weeks. However, if he may be entitled to receive maintenance and cure and has not yet received same, he shall execute an assignment of maintenance and cure payments to the Seafarers Welfare Plan.

General Rules. (a) Any disability occurring during a period of disability, and before an eligible obtains a fit-for-duty slip, is considered to be the same disability. The maximum of payments in such a case is 39 weeks, no matter how distinct the disabilities happen to be.

(b) A recurrence of a previous disability shall be considered part of the same disability period even though the eligible obtained a fit-for-duty certificate or accepted employment.

(c) Disability for unrelated causes shall be considered a new period of disability provided the eligible has been pronounced fit-for-duty from his original disability or has accepted employment.

(d) An eligible cannot accept employment and be disabled simultaneously. Any applicant for S&A benefits who accepts employment at any time during the period for which he claims such benefits, shall be declared fit for duty with respect to that disability and shall be disqualified from receiving benefits for the cause of alleged disability. Any claimant who received benefit payments after accepting employment shall be required to reimburse the fund for all such benefits received after the first day of employment during such period of alleged disability.

(e) **Hospital Expense Benefit.** An eligible who is not entitled to treatment at a USPHS facility and who is hospitalized during any period for which he is entitled to receive the S&A benefit, shall also be entitled to receive hospital benefits according to the Schedule for Dependents' Benefits.

(f) **In-Hospital Benefit.** If an eligible is entitled to receive the in-hospital benefit, the Plan shall pay only an amount which together with such payments shall equal \$8 per day. If an eligible is still confined after having received the S&A benefit payments for a maximum of 39 weeks, he is still entitled to receive the in-hospital benefit.

(g) Failure of an eligible employee to place himself under treatment promptly or to comply with medical care or instructions will be deemed cause for disqualification from benefits.

AFL-CIO Raps Separate Move To Block Redistricting Order

WASHINGTON—The AFL-CIO called on the Senate to reject a new "compromise" proposal which would block court enforcement of the Supreme Court's "one man, one vote" doctrine for redistricting of state legislatures.

The original proposal was advanced by Senate Republican Leader Everett McKinley Dirksen (Ill.) as a "rider" on the foreign aid bill. In ex-

change for modifications made to meet Justice Dept. objections, it won admittedly reluctant co-sponsorship from Majority Leader Mike Mansfield (Mont.).

In a telegram to all senators, AFL-CIO Legislative Director Andrew J. Biemiller charged that the new proposal, like its predecessor, is a "revolutionary" measure which is clearly "derogatory" to the constitutional separation of powers. It would bar court-ordered re-

apportionment of state legislatures before 1966 except in "highly unusual circumstances." Courts also would be instructed to allow legislatures an undefined "reasonable opportunity" to redistrict following a court judgment that legislative districts violated the principles of the Supreme Court decision.

Dirksen had originally proposed a flat bar on court reapportionment orders for two sessions of a state legislature—a four-year delay in many states. This, he contended, would allow Congress and the states to consider his proposed constitutional amendment allowing one house of a legislature to be based "on factors other than population."

Fifteen prominent law school deans and professors had warned that the original Dirksen proposal "dangerously threatens the integrity of our judicial process." They said it would result in "drastic interference" with the "power and duty" of courts to enforce the Constitution.

Biemiller wired senators that it was "unthinkable that Congress should deem a suspension of constitutional rights to be in the public interest" and strongly protested Senate consideration of the proposal "without any committee hearings whatsoever."

At its recent meeting in Chicago, the AFL-CIO Executive Council called on Congress to "stand firm for the principle of one man, one vote" and to "reject all efforts to diminish or dilute the true processes of democracy in this country."

Blocking court-ordered reapportionment would enable rural-controlled state legislatures to stay in power—and, if Congress approved a Constitution amendment, preserve their control by ratifying it.

The AFL-CIO telegram urged senators to reject the foreign aid rider and "exert every effort to assure adequate hearings on this highly important question."

"The most elementary considerations of due process," the telegram said, "require that interested citizens be granted an opportunity to present their views" at committee hearings.

Reserve Fleet Numbers Drop

WASHINGTON—A fleet of U.S. vessels, haunted by Axis submarines during convoy runs in the last World War and relegated to the status of a "ghost fleet" after its services were no longer needed, is rapidly vanishing—and being reincarnated as modern cargo liners and scrap metal.

In 1957 the U.S. Government began to offer the mass-produced Victory and Liberty ships that ferried men, machines and supplies in the Allied war effort for scrap and to shipping lines in exchange for older commercial vessels. Now, over 700 ships of the surplus fleet have been disposed of.

The ships in the National Defense Reserve Fleet, tied up in eight fleets on both coasts, have been bought by steamship lines in a swapping program by which the shipping industry acquires the vessels and converts them in private shipyards to modern cargo liners. However, the majority of the old ships, mostly of the Liberty class, has been sold for scrap. The Maritime Administration reports that, in addition to the 700 already sold, 255 are scheduled to be scrapped.

Most of the "ghost fleet" has been used as floating grain elevators for surplus wheat during recent years, at one point reaching a peak total of 22 million bushels of grain.

These wartime-built merchant ships are tied up in New York at Jones Point, in Virginia and at Wilmington, N.C., Mobile, and Beaumont, Texas. On the West Coast, the surplus fleet is located in Suisun Bay, Calif., Astoria, Oregon, and Olympia, Oregon.

The funds brought in from the sale and trade of the ships to Federal agencies has reached the \$45 million mark. Vessels purchased by the American merchant marine have been kept in a state of readiness in case of a national emergency, permitting the transformation to commercial use to be made with less difficulty than the remainder of the mothball fleet.

See Hostilities In Vietnam No Ship Hazard

The recent outbreak of hostilities between U.S. forces and North Vietnam in the Gulf of Tonkin has not reached the state where the Government is taking any special action in regards to commercial shipping.

Also, there is no indication the Military Sea Transport Service will charter any commercial vessels, or put into service any additional vessels from its own reserve fleet.

MSTS has taken the standard measure of making a survey of commercial shipping available in the area and of looking to the physical security of ships now operating. These steps do not foretell any intention to move in a particular line of action.

Also, there have been no warnings to commercial operators to steer clear of the Gulf of Tonkin as was the case in the Cuban crisis when all vessels were warned not to come near the island or the key passages in the area.

Work has been stepped up, however, on the passage of the bill presently before the senate to change the terms of present Government war risk insurance to give subsidized operators the same compensation in case of loss of their ships as nonsubsidized operators now receive. At present, the amount of construction subsidy is deducted from such compensation.

In the general area of the South China Sea and the Gulf of Tonkin, there are three essential trade routes on which seven U.S.-flag subsidized lines have operating rights. These cover trade routes between the U.S. Atlantic, Gulf and Pacific coasts and the Far East.

SIU Welfare, Vacation Plans

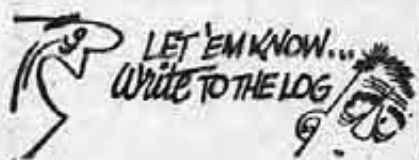
Cash Benefits Paid—May, 1964

	CLAIMS	AMOUNT PAID
Hospital Benefits	8,389	\$ 78,808.06
Death Benefits	32	85,030.51
Pension-Disability Benefits	567	85,050.00
Maternity Benefits	46	8,658.10
Dependent Benefits	930	119,960.50
Optical Benefits	461	5,857.20
Out-Patient Benefits	6,687	43,600.00
SUMMARY	17,112	426,964.37
Vacation Benefits	1,488	514,928.79
TOTAL WELFARE, VACATION BENEFITS PAID THIS PERIOD...	18,600	941,893.16

First Meeting



There's a first time for everything, and the August membership meeting at SIU headquarters was the first for little Phillip Padilla who attended with dad Eusebio Padilla who sails in the deck department.



The Atlantic Coast



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

N.Y. Shipping Sets Fast Pace

Things have been pretty good here in New York, with the demand high for ratings in the engine department and for AB's. It looks like it's going to stay at the same brisk pace for a while, too.

Ed Pollse is ready to ship now after spending some time on the beach doing a real swell job on the Credentials Committee. Ed has been a member of the Union since 1944 and sails in the Engine Department. This trip he is looking for a run to Europe.

Gene Flower has been in drydock for the last couple of weeks, and is now waiting for his fit for duty slip to ship out on an Far East trip. He was last sailing as Bosun on the Steel Admiral. Gene says he collected his vacation money and he is sure glad that it's available when it's needed. Gene sends his warmest regards to his many friends on the West Coast.

James J. McNeely was recently upgraded to a third mate after completion of the Union Program of training for licenses. Jim is a Union man from 1945, married and has six children. "I am really appreciative to the Union for the chance it gave me to upgrade my position," Jim said. "And with six kids, believe me, I need it."

The shipping outlook in the city of Boston looks only fair for the next period, but is expected to look up from the last period which has been fairly slow. There were two payoffs, with two ships in transit, and no sign-ons. A total of eight men shipped from here during the period.

Thomas Brennan is glad to be back with his folks after spending a year sailing in the Far East. Tom, who has been a Union member for 20 years, sailed as an AB in the deck gang aboard the Orion Planter.

Another long-standing Union member, with 25 years under his belt, is John Rubery, last working as Bosun aboard the Trustco. John has been working on the beach for the last while, but his itchy feet have put him in the hall looking for a good long trip to wash the city air from his lungs.

Joseph Disanto is another 25 year Union man, who was sailing as oiler in the Blank Gang of the Mt. Washington, before it was laid up. He was very sorry to see the ship laid up. He is now sitting around the hall looking for another "hotel" like the Mt. Washington.

Also off the Mt. Washington, and looking for another ship is William Biskas. Bill said he was sorry to see the old girl laid up, but is glad in a way, because it gives him a chance to visit with his folks before he starts looking for another ship. He wants a coastwise vessel this time.

The situation in Philadelphia is about the same as it has been: very good. And there doesn't seem to be any indications of a slowdown. There were six payoffs during the last period, with nine intransits, and one sign-on. A total of 78 men shipped out of this port during the last two weeks.

Yaswanti Somani is sitting on the beach for a spell looking to sign on as a pumpman. He paid off in New Orleans after sailing for a while aboard the Chatham. He says he was a little sorry to leave because he thought the last trip was great and really enjoyed sailing with the crew.

Augustine Caldron just got off the Alcoa Explorer and says the whole trip was real fine and so was the crew. As a matter of fact he is waiting for a chance to get back on as soon as possible, he enjoyed it so much.

Robert Mills is an old timer waiting on the beach for another Cities Service ship or anything coastwise. He sailed last on the Miami, but was forced into drydock for a while with an illness. He's up now, and wanting to get back to sea.

Melville McKinney, Jr., is on the beach for awhile "rootin' for the Phillies," he says and waiting for a chance to sail a good ship as Bosun or dayman. He was last aboard the Alcoa Trader.

Shipping in Baltimore has been very good, and there remains the

expectations that it will stay the same for a while at least. Nine ships paid off here during the last period, eleven signed on and 34 ships stopped intransit. A total of 341 men shipped out during the last period and there is no reason for the trend to drop.

The SIU-United Industrial Workers have two companies in contract talks right now, General Window and the Automotive Sales and Service Co. We expect to complete negotiations soon and get the contract approved. Also, Adell Plastics Company signed their first contract on July 11.

The Inland Boatman's Union is presently in talks with Western Maryland Railroad to negotiate the next contract. The present one expires at the end of September. The IBU also signed a contract with Wilson Lines of Washington, D.C., recently, which includes a provision for hydrofoils.

Although shipping in Norfolk has been a little slow during the past couple of weeks, it is expected to pick up quite a bit in the next little while with three ships due to payoff here. During the last period, two ships signed on, one paid off and there were four intransit.

Joseph Wallace, a long-standing Union member with 18 years, has paid off the Henry where he was an AB in the deck gang. Before he ships out again he is going to do a little deep sea fishing.

Vernon Hopkins' last ship was the Globe Carrier. He sailed as AB until he was laid up in the hospital for 10 days. Out again, he is looking for a good Far Eastern trip.

Last sailing aboard the Taddel Victory, Eugene Core is now looking for a job as a pumpman. Eugene has 12 years in the Union and has been sailing as oiler.

Alfred Hargis has been in drydock, and can hardly wait for his fit for duty slip to come through. He last sailed the Columbia as night cook and baker. He wants another good ship with the same type of job.

During the last two weeks 22 men shipped out of here, and during the month of July a total of 114 men were shipped.

Charlie Carey, after a three months trip on the Steel Recorder, is back in Puerto Rico where he always feels more at home. Charlie says that several ports and cargoes had to be cut out of the schedule during the last trip because of the critical political situation in the Far East right now.

Another old timer presently on the beach is Max Acosta, who is back after a fling at the Persian Gulf. Max has had enough of this run for a while and says he will settle in the country for a while for a rest.

Speaking Out



Seafarer Mike Regas, who sails in the deck department, hit the deck during a recent regular membership meeting at SIU headquarters in New York to give his views on a question which arose during the discussion of good and welfare.

Foreign-Flags Hauling Bulk Of U.S. Cargoes

WASHINGTON—Nine of the leading maritime powers that have so vociferously protested U.S. subsidies that enable the American shipping industry to begin to compete with low-cost foreign lines carried

47.5 percent of all United States commercial overseas cargo in 1962—while United States flag ships carried less than 10 percent.

The countries, headed by Norway and Great Britain, are the chief critics of American laws and regulations designed to bolster the country's sagging merchant marine, specifically Public Law 664 and Public Resolution 17 which require half of all aid cargoes to U.S. flag ships and 100 percent of cargoes financed by the Export-Import Bank to move in American vessels.

According to figures released by the Maritime Administration, the chief opponents of aid and subsidies to American shipping, who at the same time benefit from a U.S. policy permitting open com-

petition on 96 percent of the total United States trade, carry about five times as much as this country's foreign trade.

The nine merchant fleets in the order of the carryings are Norwegian, British, Greek, Italian, West German, Netherlands, Japanese, Swedish and Danish.

Maintain Lobbies

These leading countries maintain a powerful lobby in the U.S. that seeks to influence the Department of State, Marad and other Government agencies to issue waivers and circumventions applying to the few preferences that the American merchant marine has been able to gain after long, costly battles.

The Maritime Administration has not turned a deaf ear to their pleas because that regulatory arm of the Commerce Department persists in a policy of granting "general waivers" of Public Resolution 17 that has allowed foreign ships to carry cargoes under the terms of Export-Import loans.

During 1962 the nations with which the U.S. competes for waterborne trade carried 138.3 million tons on cargo, compared to the United States share of 26.4 million tons. Total exports and imports totalled 291.7 million tons; of which 11.9 million tons was government sponsored cargoes.

The remainder—96 percent of the total American trade—was left open for bidding by these same complaining nations, which shared in the actual total of almost 266 million tons of trade carried by all foreign maritime nations.

Government sponsored cargoes (not including Military Assistance Program shipments) made up only 6.9 percent of the total shipments carried by U.S.-flag ships in foreign trade.

Of those nations that have led in opposing aid to the merchant marine, Norway carried the most "gift" tonnage, 46 million tons.

Medicare Bill Hits Roadblock In Senate

WASHINGTON — The Senate will have to return here after the Democratic Convention to act upon President Johnson's program to provide health for the elderly. The Senate Finance Committee recently

gave the program a serious setback by failing to approve the King-Anderson bill, and by rejecting a hospital insurance proposal.

At the same time, the committee unanimously passed a 5 percent increase in social security benefits.

The Administration- and labor-backed King-Anderson bill provides for 45 days of hospital care, nursing-home payments, home nurse visits and out-patient services.

Senator Abraham A. Ribicoff (D-Conn.) introduced a substitute proposal which would allow those to receive social security the choice of either hospitalization in-

surance or increased benefit in the form of more cash. This proposal was also soundly beaten by the Committee.

Both proposals were attached as riders to the House-passed Social Security bill which will increase benefit payments by \$1.5 billion—the first increase since 1959.

Nelson H. Cruikshank, acting as spokesman for the AFL-CIO, emphasized labor's backing of the medical care program, and supported his statement by stating that private insurance programs are almost totally inadequate for the aged, and called existing Federal programs "charity."

Ribicoff, has not given up his fight. He said before the riders were killed by the Committee, that he would introduce the proposal on the Senate Floor if necessary.

Navy Includes Merchant Ships In Maneuvers

WASHINGTON — Indications that the Defense Department is becoming more aware of U.S. shipping's role in national defense were emphasized by a report that a substantial number of merchant ships will be included for the first time in the Navy's next round of maneuvers.

Spokesmen for the merchant marine industry expressed pleasure and approval at the announcement which came about after conferences between maritime union leaders, steamship operators and Military Sea Transportation Service officials.

The number of commercial vessels to be involved was not released at this time. The Department of Defense is expected to release details about one month before the maneuvers begin this fall.

Only two merchant vessels were involved in the last SEATO exercises on June 4, involving a total of 75 naval ships from the U.S., New Zealand, Australia, France and the Philippines.



New Sounding Device To Map Ocean Bottom

The Department of Commerce oceanographic survey ship, Surveyor, has been equipped with a new device which will allow scientists to measure the ocean's depths and map the floor of the seas with pinpoint accuracy.

The Surveyor is one of the agency's major laboratory ships engaged in exploring the ocean floor. The device is expected to give a significantly more precise picture of the nature of the bottom than has been previously employed. The builder of the device claims it will be able to map the ocean's contours and depths to the greatest depths known to man.

Scientists have been hampered to date by the very wide "sounding" area of devices which have been in use previously. The sound cone leaving the ships has a beam measured at almost 60 degrees. This means that a very large area of underwater surface is covered at one time, and the resulting "echo" includes both valley floors and mountain heights, and giving the scientists only enough information to make a rough estimate of the depth.

The device has a beam width of only slightly less than 3 degrees. At a depth of 12,000 feet, the 60 degree beam covers an area of 25 million square feet. With the new device, only an area of 51,600 square feet is covered at a time, which also gives scientists a better picture of the water depths.

The manufacturing company claims the device can be used to a maximum depth of seven miles. This is the deepest at which the ocean depths have ever been measured. At 24,000 square feet the system is claimed to have an accuracy of one plus or minus one fathom, or six feet. Electronic stabilization of the system allows for compensation of the roll and pitch of the ship in providing precise topographical information.

SEAFARERS ROTARY SHIPPING BOARD



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

August 1 - August 14

After a good upturn during the previous period, shipping declined since the year's record high six weeks ago. The total number shipped during this period was 1,174 as compared with 1,441 during the previous period. The only ports which did not conform to the general downtrend were Jacksonville and Tampa. Jacksonville is still behind the average shipping level, but recovered considerably, while Tampa, which had dropped the previous period to a very low point, rebounded to normal levels again.

New York shipping dropped again this week, after the near record number the previous period. New Orleans, Houston, and Mobile are all lower than the previous period, and San Francisco recorded a genuine slump.

Registration, however, also continued its downward

trend which started in early July. Total registrations were 1,308, compared with 1,401 during the last period. The number of men on the beach also showed a drop to 3,815 compared to the last period total of 3,914.

The downward trend in the number of men in shipping was reflected in shipping activity (see right). Payoffs dropped during the two weeks, sign-ons were down from the previous period by almost half and intranmits dropped only slightly.

The seniority situation remained at the same level it has been for several months. Class A men totaled over half of the number shipped, with 54 percent, contrasting to 55 percent the previous period. The number of Class B men shipping slipped another point from the previous period to 32 percent, while Class C shipping remained the same with 12 percent of the total shipped being in this category.

Ship Activity

	Pay Offs	Sign On	In Trans.	TOTAL
Boston	1	0	1	2
New York	16	3	24	43
Philadelphia	8	2	12	22
Baltimore	3	3	12	18
Norfolk	1	1	8	10
Jacksonville	0	0	9	9
Tampa	0	1	9	16
Mobile	4	4	9	17
New Orleans	10	6	14	30
Houston	6	5	22	33
Wilmington	1	0	4	5
San Francisco	3	3	6	12
Seattle	1	1	5	7
TOTALS	54	29	135	218

DECK DEPARTMENT

Port	Registered CLASS A				Registered CLASS B				Shipped CLASS A				Shipped CLASS B				Shipped CLASS C				TOTAL Shipped				Registered On The Beach CLASS A				CLASS B				
	GROUP				GROUP				GROUP				GROUP				GROUP				CLASS				GROUP				GROUP				
	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	A	B	C	ALL	1	2	3	ALL	1	2	3	ALL	
Boston	1	3	1	5	1	2	3	6	0	1	0	1	1	0	0	0	1	0	0	0	0	1	1	0	2	8	29	5	42	2	4	6	12
New York	23	65	8	96	2	17	21	40	14	39	6	59	1	16	12	29	0	6	14	20	59	29	20	108	99	143	26	268	4	40	82	126	
Philadelphia	9	5	2	16	0	4	10	14	6	10	1	17	0	2	9	11	1	2	2	5	17	11	5	33	14	17	4	35	1	5	11	17	
Baltimore	7	21	4	32	0	8	5	13	5	17	2	24	2	8	6	16	0	1	0	1	24	18	1	41	45	73	8	126	1	17	20	38	
Norfolk	2	9	0	11	0	4	2	6	1	2	0	3	1	2	0	3	0	0	0	0	3	3	0	6	15	18	4	37	1	6	10	17	
Jacksonville	2	1	0	3	1	2	2	5	1	0	0	1	0	4	1	5	0	0	0	0	1	5	0	6	8	8	0	16	2	7	8	17	
Tampa	1	4	2	7	0	1	0	1	1	6	1	8	2	3	3	8	0	1	0	1	8	8	1	17	5	5	0	10	1	1	4	6	
Mobile	7	9	1	17	1	3	7	11	5	11	3	19	1	6	5	12	0	0	0	0	19	12	0	31	32	30	7	69	1	4	20	25	
New Orleans	18	26	11	55	1	13	18	32	10	22	8	40	2	7	13	22	0	2	0	2	40	22	2	64	66	86	15	167	1	19	77	97	
Houston	25	31	6	62	1	15	21	37	22	40	8	70	3	13	8	24	0	10	1	11	70	24	11	105	42	84	19	155	3	22	51	76	
Wilmington	4	1	1	6	0	0	2	2	2	0	3	5	1	0	1	2	0	0	0	0	5	2	0	7	12	23	5	40	0	7	10	17	
San Francisco	11	12	1	24	1	11	4	16	7	10	3	20	0	1	3	4	0	2	1	3	20	4	3	27	22	26	2	50	1	12	14	27	
Seattle	2	7	5	14	0	7	2	9	1	2	0	3	0	0	2	2	0	0	0	0	3	2	0	5	31	21	8	60	2	18	14	34	
TOTALS	112	194	42	348	8	87	97	192	75	160	35	270	14	62	63	139	1	24	18	43	270	139	43	452	409	463	103	1075	20	162	327	509	

ENGINE DEPARTMENT

Port	Registered CLASS A				Registered CLASS B				Shipped CLASS A				Shipped CLASS B				Shipped CLASS C				TOTAL Shipped				Registered On The Beach CLASS A				CLASS B			
	GROUP				GROUP				GROUP				GROUP				GROUP				CLASS				GROUP				GROUP			
	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	A	B	C	ALL	1	2	3	ALL	1	2	3	ALL
Boston	1	3	0	4	0	2	1	3	0	0	1	1	0	0	0	0	0	0	0	0	1	0	0	1	2	13	3	18	0	3	5	8
New York	20	54	10	84	7	13	14	34	11	38	2	51	1	12	9	22	2	10	12	24	51	22	24	97	53	137	22	212	17	49	66	132
Philadelphia	1	13	4	18	0	7	2	9	2	20	3	25	0	5	6	11	1	2	2	5	25	1	5	41	2	17	5	24	0	9	3	12
Baltimore	5	14	4	23	0	6	11	17	4	9	0	13	1	2	8	11	0	4	1	5	13	11	5	29	15	54	10	79	2	19	25	46
Norfolk	2	2	0	4	0	2	2	4	1	2	1	4	0	1	1	2	0	1	2	3	4	2	3	9	2	17	3	22	1	8	10	19
Jacksonville	1	3	0	4	1	1	0	2	0	3	0	3	0	3	0	3	0	0	1	1	3	3	1	7	2	6	0	8	3	3	4	10
Tampa	0	1	2	3	0	2	0	2	0	6	0	6	0	1	3	4	0	1	2	3	6	4	3	13	1	9	0	10	0	2	2	4
Mobile	3	9	2	14	0	8	4	12	3	11	3	17	0	13	3	16	0	2	0	2	17	16	2	35	8	25	3	36	0	12	16	28
New Orleans	5	26	5	36	4	26	10	40	6	27	2	35	3	18	12	33	0	0	0	0	35	33	0	68	22	75	10	107	3	44	44	91
Houston	11	21	4	36	1	21	12	34	9	23	6	38	3	14	14	31	0	0	1	1	38	31	1	70	25	61	6	92	4	32	28	64
Wilmington	1	2	2	5	0	0	1	1	4	2	2	8	1	3	1	5	0	0	1	1	8	5	1	14	9	11	2	22	3	3	8	14
San Francisco	4	7	5	16	2	7	2	11	3	8	3	14	0	2	5	7	0	0	2	2	14	7	2	23	8	34	2	44	4	12	7	23
Seattle	3	15	0	18	1	5	3	9	3	7	3	13	1	2	0	3	0	0	1	1	13	3	1	17	7	28	3	38	0	9	5	14
TOTALS	57	170	38	265	16	100	62	178	46	156	26	228	10	76	62	148	3	20	25	48	228	148	48	424	156	487	69	712	37	205	223	465

STEWARD DEPARTMENT

Port	Registered CLASS A				Registered CLASS B				Shipped CLASS A				Shipped CLASS B				Shipped CLASS C				TOTAL Shipped				Registered On The Beach CLASS A				CLASS B						
	GROUP				GROUP				GROUP				GROUP				GROUP				CLASS				GROUP				GROUP						
	1-s	1	2	3	ALL	1	2	3	ALL	1-s	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	A	B	C	ALL	1-s	1	2	3	ALL	1	2	3	ALL
Bos	0	1	3	3	7	0	0	0	0	0	1	0	1	0	1	0	0	1	1	0	0	1	1	2	1	5	4	8	18	0	0	2	2		
NY	3	19	11	20	53	3	4	9	16	2	5	6	13	26	1	2	12	15	1	0	20	21	26	15	21	62	33	67	43	78	221	6	8	40	54
Phil	4	3	5	5	17	1	1	3	5	2	6	1	2	11	1	1	8	10	0	0	6	6	11	10	6	27	4	5	5	11	25	0	2	6	8
Bal	1	10	1	7	19	1	0	7	8	4	1	2	6	13	1	1	5	7	0	0	3	3	13	7	3	23	12	23	15	27	76	1	0	24	25
Nor	0	4	0	1	5	0	1	5	6	0	2	0	1	3	0	0	3	3	0	0	1	1	3	3	1	7	5	9	6	3	23	0	1	17	18
Jac	0	2	0	0	2	0	0	0	0	2	0	0	2	0	0	4	4	0	0	1	2	4	1	7	1	2	1	0	4	1	0	0	1		
Tam	0	1	0	2	3	0	0	0	0	1	2	0	1	4	0	0	0	0	3	2	4	9	4	0	13	1	4	4	4	13	0	0	0	0	
Mob	0	0	5	4	9	1	0	3	4	0	3	2	7	12	2	0	3	5	0	2	0	2	12	5	2	19	8	10	9	23	50	1	1	21	23
NO	5	6	4	18	33	2	3	26	31	1	9	1	18	29	2	0	20	22	1	0	2	3	29	22	3	54	20	25	18	57	120	2	4	77	83
Hou	4	9	2	13	28	1	2	13	16	0	10	2	10	22	1	1	10	12	0	0	11	11	22	12	11	45	13	33	16	27	89	5	2	28	35
Wil	1	0	0	2	3	0	0	5	5	0	0	1	1	0	0	4	4	0	0	0	0	1	4	0	5	5	3	3	8	19	3	1	9	13	
SP	3	5	4	9	21	1	1	6	8	0	3	2	8	13	0	2	5	7	0	0	2	2	13	7	2	22	11	19	4	24	58	0	2	12	14
Sea	3	4	1	3	11	1	2	12	15	1	0	5	7	1	1	2	4	0	0	0	7	4	0	11	6	7									

Headquarters Visitor



Standing by the map of the world in the research department at SIU headquarters in New York, visitor from the Philippines Rodolfo C. Solidum of the General Maritime and Stevedore's Union, shows headquarters representative John Yarmola his home town of Manila on the map.

Begin Channel Deepening For Calumet River, Lake

CHICAGO — The long-sought deepening project for the Calumet River and Calumet River Lake was begun here recently with ceremonies aboard the SIU Great Lakes District-contracted Merritt-Chapman and Scott dredge William Denny. The occasion was hailed by Chicago officials as the "realization of a dream."

The river dredging is the first part of a program which will ultimately provide a 27-foot channel for the entire length of the river and well into the lake, providing at last a harbor in which ships can load to full ocean draft, and which will boost the economy of the port area and the Great Lakes shipping. The project has had the full support of the AFL-CIO Maritime Trades Department. This channel, which will retain its 300 foot width, will allow full draft ocean vessels to reach the terminals of the Regional Port District in Calumet Lake as well as port facilities of industries

along the river. The initial contract for \$1.7 million has been awarded to Merritt-Chapman and Scott Construction Corp., with a deadline set for Sept. 1965.

Congress recently passed a \$4.3 billion public works bill which included \$2.5 million for the deepening of Calumet Harbor, a million dollars more than had been asked for. The appropriation was spurred by the fears that Calumet would become a ghost harbor unless the channel was deepened to the same depth as the St. Lawrence Waterway.

Also planned in the dredging project is a further deepening, south of the present work, into the lake to provide a usable channel which would include a 3,000 foot extension of the channel within Lake Calumet, at a width of 1,000 feet. This project depends on provision of further funds by Congress.

By 1970, necessary widening and straightening of the river and widening of turning basins Nos. 3 and 5 should be completed. The total federal cost for deepening Calumet River is about \$9.1 million.

In addition, the Chicago Engi-

neer District is similarly engaged in deepening the outer Calumet Harbor and the river entrance channel under contracts totalling \$8.5 million. A 27-foot channel extending deep into the river is planned to be completed by June 1965, permitting use by vessels from Lake Michigan. Depths of 29 feet in the approach channel from Lake Michigan to the outer harbor and of 28 feet in the harbor are being provided, with contracts to be completed by June 1966.

Also, three railroad bridges that obstruct the channel at the present time will be replaced to permit more clearance for vessels. Under the project, two new vertical lift bridges will be constructed at a cost of \$17.5 million which will have a clearance of 200 feet between abutments and a vertical clearance of 123 feet.

Officials of the Chicago Regional Port District have hailed the dredging work as "the realization of a dream."

"The 27-foot depth for the Calumet River channel will expose all the major terminal elevators in the Chicago area to deep water for the first time in history," asserted Maxim M. Coheu, general manager.

Three Veteran Seafarers OK'd For Lifetime Pensions

NEW YORK—Three veteran Seafarers, John B. Garrison, Chester Anti and Daniel Rose have ended their careers as active seamen and all have been placed on lifetime pensions by the joint Union-employer trustee panel and will receive a monthly \$150 stipend.

A total of 51 SIU veterans in 1964 have been guaranteed benefits from the Pension plan, permitting the men to retire without fear of financial consequence. The checks coming in once each month for the rest of their lives will insure a life that is not built around money worries.

Garrison, 53, joined the Seafarers in New York and sailed to almost every port in the world during a long and colorful sea career as a bosun working in the deck department. His final voyage was aboard the Mobile (Sealand). Garrison plans to retire at his home in Kissimmee, Florida, with his children and wife, Daisy.

SIU veteran Anti, 62, sailed for many years aboard SIU vessels after joining the Union in the Port of Baltimore. He sailed out of both the engine and steward department before his recent retirement. A native of Boston, Anti last sailed on the Wacosta (Waterman). The oldtimer plans to take life easy on his assured \$150 monthly income.

Rose, 52, signed SIU out of

voyage aboard Seatrail New York. Rose was born in North Carolina and will spend his retiring and relaxing years in the Miami area with his wife Obra.

All of the retiring Seafarers

report that they are looking forward to those peaceful days of lounging around, pursuing hobbies and doing almost anything they feel like with the Pension plan benefits.



Garrison

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SIU veteran Anti, 62, sailed for many years aboard SIU vessels after joining the Union in the Port of Baltimore. He sailed out of both the engine and steward department before his recent retirement. A native of Boston, Anti last sailed on the Wacosta (Waterman). The oldtimer plans to take life easy on his assured \$150 monthly income.

Rose, 52, signed SIU out of



Rose



Anti

Baltimore and held down a bosun's rating in the deck department during a long career spanning the four corners of the earth. He ended his days as an active, sea-going Seafarer with a

Alabama Business Jump Aids Inland Water Ports

MOBILE—A recent spurt in the economy of the state of Alabama has included a large boost in the number of inland water ports, based mostly upon the increased need for hardwood pulp in the paper-making industry.

The inland water operators will be moving a large share of the transportation needs of the over \$100 million of industries that have moved into the area in the last short while. Barges are needed to transport the hardwood pulp and other chemicals and supplies in and out of the area.

Over the past few months, at least 10 ports have been developed north of Mobile, Alabama's only deepsea outlet.

The new ports include Columbia, Eufaula, and Phenix City on the Chattahoochee River, Demopolis, Tuscaloosa, Cordova, Birmingham on the Tombigbee River and Warrior River.

The latest company to move into the area, Allied Paper Co., is expected to need considerable transportation northbound from Jackson, via the Tombigbee River, Mississippi and Illinois Rivers and into the Midwest. The plant is presently contemplating a shipment of 3,000 tons of woodpulp to Canada which will be shipped via the Mobile port.

To meet the needs of the new Allied plant, the Alabama State Docks is opening a dock at Jackson on the Tombigbee River, consisting of a 28-acre complex including barge canal and dock.

The Tombigbee-Warrior River system provides Jackson and the other parts with a nine-foot navigable barge channel 100 miles south of the Port of Mobile and the Gulf Intercoastal Canal, and

300 miles north to the highly industrialized Birmingham area.

One of the important features of the river ports is that cargo can be loaded directly from the river bank.

The Tennessee River which joins the Ohio River gives northern Alabama a vital water connection to the navigable waterways of the nation's mid-continent.

On the Tennessee are three of Alabama's major river ports, Huntsville, Florence, and Decatur.

Before the state's move to create river ports in an effort to attract more industry into the area, Florence was the site of an impassable shoal where even navigation by rowboat was impossible.

Now, with the completion of channel work, it is estimated that a million tons of water freight is moved through the channel monthly. A regular movement is bulk fertilizer trucked to the docks at Florence, then barged to its destination in the Midwest.

In Decatur, upstream from Columbia, cast iron pipe is manufactured, then sent by barge upstream as far as Minneapolis. Also, aluminum ignots and coils arrive in Decatur regularly, destined for the truck trailer manufacturing industry located in that area.

Also on the Tennessee River is Huntsville, just a stone's throw from the nation's largest missile center, Redstone Arsenal. Missiles of all sorts are shipped up and down the river by barge to and from the Arsenal.

Jobs

By Cal Tanner, Executive Vice-President

Showdown Due On Foreign Rate Data

It looks like the health of the U.S. shipping industry might take a turn for the better if the Government's prediction comes true about the successful settlement of the foreign nation freight rate making problem. Our Government has long been dissatisfied with rate discrimination which U.S. shippers have encountered when moving American-made goods to European nations and Japan.

In an effort to make sure that American shippers get a fair shake, the Federal Maritime Commission had demanded certain information and documents which deal with freight rate making from ten European nations and Japan. This data is needed to enable Federal shipping agencies to investigate and approve freight rates in U.S. trade.

The FMC's demand for data, which was made at the direction of Congress, has created a storm of controversy abroad. At the center of this heated opposition are a number of shipping conferences which are voluntary associations made up of foreign and U.S. steamship lines. These organizations are established by lines on the same trade routes and who intend to impose identical freight rates and other shipping practices.

The shipping conferences have been repeatedly charged with discriminating against U.S. exports. It has been alleged that these organizations charge higher rates for out-bound than in-bound on similar items. For instance, Sen. Paul H. Douglas (D-Ill.) found that paper-back books cost \$39 a ton to be shipped to England from the U.S., while the rate for English books being imported into this country is \$28 per ton.

Examples, such as these, point to the serious situation faced by U.S. shippers and the whole American maritime industry. Not only is the foreign trade potential of the U.S. economy seriously endangered, but the discriminatory freight rates mean that foreign shippers will use ships flying the flag of their home countries, thus cutting into American shipping even further.

The 1916 Shipping Act requires the FMC to regulate the operations of steamship conferences as well as the dual rate contracts which shippers sign, pledging to use only the ships of a conference member. In performing its legal duties, the FMC requested all foreign and American shipping companies in the U.S. trade to submit

the rate making data. It further required that these steamship companies utilize contract terms it approved in making agreements with shippers.

The development of determined opposition by foreign shipping operators and their governments has led to the postponement of several deadlines set by the FMC for receipt of the data it demanded. The campaign of opposition reached a climax recently when Great Britain passed a bill authorizing British shipowners to ignore the FMC's contract requirements. According to the British, the FMC demand constituted an infringement on their national sovereignty.

After making their reluctance of complying with the U.S. demands known loud and clear, the Europeans agreed to release the information on the inbound conferences, but tacked on enough conditions to make the data virtually useless as far as the FMC's purposes are concerned.

IN THE HOSPITAL? CALL SIU HALL IMMEDIATELY!



By E. B. McAuley, West Coast Representative
S.F. Hosts Labor Convention

San Francisco is once again playing its role as the convention city of the Golden State. This time we're playing host to the fifth biennial convention of the California Labor Federations, and it's obvious that a great deal of effort will be spent making plans to combatting the campaign strategy laid down by the Republicans during their stay here in July.

The Biennial convention was kicked off on Monday at the Civic Auditorium with more than 2,000 delegates, representing labor unions from the entire state in attendance. One of the featured speakers at the opening session was to be Governor Pat Brown, whom California labor helped to elect in 1962.

The delegates to the convention have their work cut out for them clearly. There are at least 17 ballot propositions that will be placed before the Federations for approval.

The Maritime Administration has passed the word that it is looking for five steward department members who played a heroic part in a rescue at sea. The five men were part of the crew of the Philippine Mall in March, 1963. Their bravery earned their vessel a citation as a "Gallant Ship."

The five are Bibencia Palma, cook; John G. Diroe, messman; Fritz Lang, messman; Andrew Nickerson, messman, and James Williams. MA officials want to personally present the citations to these men. Their friends are asked to have them contact the MA, 311 Alaska Building, 618 Second Avenue, Seattle, Washington.

Union members in Oregon were heartened by the failure of a campaign of a state "right to work" law to get off the ground. Supporters of a state constitutional amendment to outlaw the union shop could muster less than 1,000 signatures of the 46,000 required. The backers of the amendment were further hobbled by an Oregon Supreme Court decision which barred the use of the phrase "right to work" on the petition. The decision branded the phrase as "false . . . misleading . . . and prejudicial description of a proposed measure which doesn't guarantee any employment for anyone."

The shipping outlook in San Francisco is good right now and looks like it will continue to make steady progress. The Orion Planet is getting ready to crew up sometime next week to start on the shuttle run. The Long Lines is still in port, but presumably will sign-on in the near future. Future prospects look very bright with the Los Angeles, Young America, Wild Ranger, Longview Victory, Steel Recorder and Steel Admiral all coming in during the next week or so.

Several old faces have passed through the San Francisco hall lately. Brother Woodell, who just recently paid off the Choctaw, picked up an FWT job on the Northwestern Victory. C. A. Christensen has been telling the brothers around here all about the big changes that have taken place in cable laying operations since he shipped as a Cable AB 20 years ago. He recently signed on the Long Lines which recently opened up a brand new trans-Pacific cable link to the Orient.

Brother M. Olenehik who sails with a bosun's rating, piled off the Keva Ideal and took off for Reno to learn about the laws of chance the hard way. He's back in the hall now, sitting on a flat wallet and waiting to ship out. Gilbert Wilson, from down New Orleans way, got off the Elizabethport, but has run into some trouble in trying to convince the medics to give him a fit-for-duty slip. However, the doctors insist that he stay on the beach until the stitches along his eye come out. Clarence Oliver, who just completed 20 months as chief cook on the Northwestern Victory, passed through town headed for a well-earned vacation.

Shipping is on the slow bell in

'Big Ditch' Celebrates Its Golden Anniversary

Since the time nearly 400 years ago, when bearded, steel-helmeted explorers under the banner of the Queen of Spain fought through the poisonous jungles of the Isthmus of Panama in search of the Pacific Ocean, the importance of a waterway connecting the Atlantic and Pacific steadily has increased.

The 50th anniversary of the realization of a canal that joined two oceans was observed last week (August 15) by the world, especially the maritime industry, with an eye to the Panama Canal's future strengths and weaknesses.

When a canal was actually built in 1914, after years of trial and error, death and hardship, the world settled back to enjoy the benefits that this new trade route would provide. And, although the Panama Canal has solved many of the problems of seagoing traffic, new dilemmas have arisen, perhaps of the nature to make the existing canal inadequate.

French Fail

The French, under the promotion of deLesseps, who was also instrumental in construction of the Suez Canal, undertook the first steps to build a canal. But rock slides, floods and one small insect caused so much havoc that the project had to be terminated after seven long years.

The major villain was the mosquito anopheles, female of the species. More than 5,500 lives were taken by yellow fever, carried by the deadly mosquitoes. Although yellow fever today has been almost completely wiped out, one of the bays on the Atlantic Coast of Panama stands as a tribute to the fear caused by the fever and its host—Golfo de los Mosquitos.

U.S. Takes Over

The U.S. took over the project, laid anopheles in her grave, and completed the canal through 40 miles of jungle and spanned the Continental Divide. The twin-screw steamer Ancon officially opened the Canal August 15, 1914.

Most of the problems that have plagued the canal since that date have been political rather than mechanical but the future outlook is that the canal just isn't large

enough to handle ships that are increasing in size.

The primary political uproar has been over the bounds of U.S. territory, 500 square miles ceded to America on a perpetual long-lease treaty.

Dissatisfaction arose when Panama claimed it was not receiving a fair amount of money for the lease, and in January of 1964, riots flared up.

And at present there are 50 commercial ships in the world which are too large to use the Canal, and an additional 556 commercial vessels that cannot make a transit fully loaded. Therefore, the Canal is apparently headed for obsolescence.

Defense

Another factor is the nuclear age. It has been said that two sticks of dynamite could knock out the vital waterway for as long as two years (saboteurs might destroy Gatun Dam and it would take that long for repairs to be made and for the water level to be built up again). A proposed sea-level canal to replace the existing lock-style canal would be relatively safe from atomic attack, in that a large explosion would only make the channel larger.

Since January's disturbances in Panama the U.S. Government has been spurred to action to search for an alternate canal. Two routes have been given serious consideration—one in Northwestern Colombia and the other in Panama.

Nuclear excavation has received considerable speculation, but atomic scientists say that it will be at least five years before enough experiments have been conducted to make this process safe and reliable.

The U.S. has, like almost every thing else in the world today, a large stake in the Panama Canal. Almost 25 percent of all voyages

through the canal are U.S.-flag ships and 70 percent of cargo tonnage transiting the canal involves U.S. imports or exports. And the present lock canal, with anticipated improvements, cannot serve efficiently too much longer.

Progress, the two-edged sword that it is, will continue to cut as it did for Balboa, the leader of that first band of conquistadores.

IBU Man On Pension

NEW YORK—Jesse E. Brooks, 66, is the latest in a long line of veteran members of the SIU-Inland Boatmen's Union able to retire in comfort and security with a regular \$150 per month pension for life. The joint Union-employer trustee panel recently voted to award the oldtime tugman a hard-earned and well-deserved lifetime pension after a long career of dedicated service.

Brooks joined the Union in Philadelphia and served for many years as an oiler in the engine department before his retirement. He was employed by the Delaware Ferry Company. Born in Pennsylvania, the senior tugman is an army veteran with a considerable number of years spent in the U.S. Armed Forces.

IBU pensioner Brooks expects to retire with his wife Louise to the couple's Penns Grove, N.J., home.



Brooks

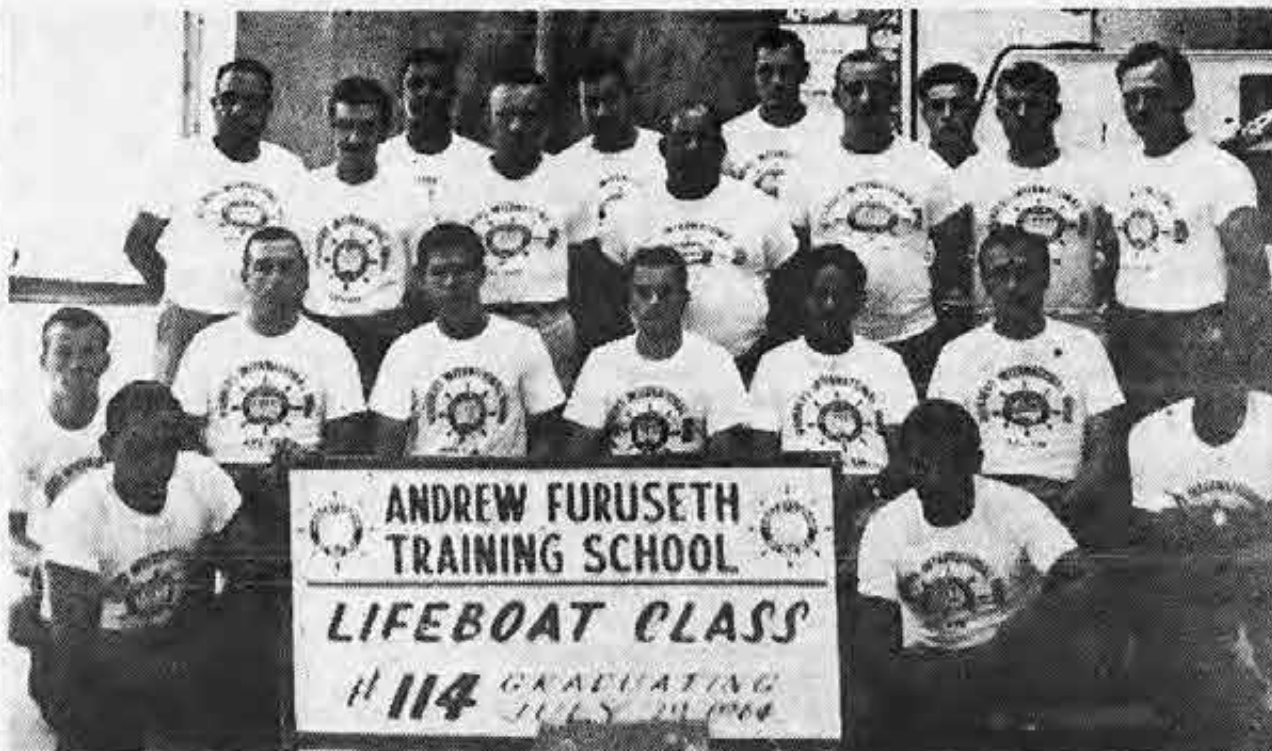
House To Act On P.L. 480

WASHINGTON — A three year extension of Public Law 480 has been OK'd by the full House Agricultural Committee and will soon be acted upon on the floor of the House. Public Law 480 is the authority for overseas disposal of U.S. surplus farm products.

The bill is expected to move quickly through the legislature and be passed before the end of this session. It reduces the length of the extension from the five years asked by the Administration to three years and includes some other minor changes, but is basically the legislation which the Administration had requested.

Such government-sponsored cargoes have gradually become the mainstay of U.S. oceanborne foreign trade. In 1962, American-flag ships carried 11.9 million tons, or 59 percent of the 20 million tons of Government sponsored cargoes, excluding Military Assistance Program cargoes. American-flag ships however, carried only 14.1 million tons, or 5.2 percent of the 271.1 million tons of total commercial cargoes in 1962.

Graduation Day For Lifeboat Class 114



Posing for their pictures here at New York headquarters after passing all the requirements of the Coast Guard course are the successful graduates of Lifeboat Class 114. The new group of lifeboat ticket holders are (front, l-r) Neri Echevarria, Francisco Nadal; second row, A. H. Oldham, Pedro Perez, Michael O'Brien, Tom Bohr, Julio Reyes, Clarence Collins, Sandy Crawford; third row, instructor Dan Butts, Vincent Torregrosa, James Hayton, Thomas Noaica, Robert Bunch, Kenneth Peden, S. Hommen; rear row, Warren Bullard, J. L. Gomez, Richard Sawyer, William Szido.



Beef Box

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

Pumpman O.T. Provisions Discussed

Headquarters recently received two interesting questions from Edward E. Lyle on the *Transorleans*. The first asked which department was responsible for painting the engineers quarters. The second concerned overtime in the event the chief pumpman transferred fuel oil.

Question No. 1: "Whose job is it to paint the Engineers' Quarters? The Chief Engineer and Chief Mate say that it is the Deck Department's job. I've always had the impression that the Wipers were supposed to paint the Engineers' Quarters, and the Deck Department took care of the Mates and Stewards Department Quarters."

Answer: This work is considered the customary duties of the Deck Department. When members of the Deck Department perform this work, they are entitled to overtime on or off watch.

Reference: Standard Tanker Agreement, Article III, Section 17. USING PAINT SPRAY GUNS. "... The licensed officers' quarters washrooms and toilets, also messrooms, galley, Steward Department store-rooms, hospital, slop chest and all enclosed passageways on the Captain's Deck when brush painted, shall be overtime for Deck Department Unlicensed Personnel whether on or off watch ..."

Question No. 2: "Is it overtime for the Chief Pumpman to transfer fuel oil? The Chief Engineer says it is not, for the simple reason that the transfer pump is in the forward pumproom."

Answer: This is not considered the duties of the Pumpman. This work is performed by The Engineers. In the event the Pumpman is required to perform this work, he shall receive overtime.

Reference: Standard Tanker Agreement, Article II, Section 10: CUSTOMARY DUTIES. "Members of all departments shall perform the necessary and customary duties of that department. Each member of all departments shall perform only the recognized and customary duties of his particular rating."

We also received a good question from Jim Shortell on the *Steel Recorder* concerning which section of the Standard Freightship Agreement covers cleaning tanks.

Question: Would the men involved in cleaning tanks be entitled to the three hours that are specified in the last paragraph of Article III, Section 32(b). 32(b).

Answer: The men involved would be entitled to three hours overtime in addition to the overtime actually worked. However, this is payable only once.

Reference: Standard Freightship Agreement, Article III, Section 32(b). (See quote above).

Another question from Johnnie Hoggie on the *Western Comet* inquires about the overtime due a fireman and oiler on watch while discharging cargo at sea.

Question: "Is it overtime for the 8 to 12 Fireman and Oiler while on watch, discharging cargo at sea. This happened on this ship while we were at sea and discharging cargo to another ship which is and was a navy tanker."

Answer: Overtime would be payable only between the hours of 5 p.m. to 8 a.m. and only to those men who are actually engaged in the discharging of cargo.

Charles Crofford aboard the *Jefferson City Victory* had this question concerning the rate for cleaning holds.

Question No. 1: "What is the rate for cleaning holds? The Mate contends it is .50c, and I believe it is .52c per hour."

Answer: The correct hold cleaning rate is .52c per hour.

Two questions have arrived from Frank Gonzales on the *Eagle Voyager* concerning a dispute over port time.

Question: "On 8/29/63 we

pulled into Sasebo about 5 P.M. The ship dropped the hook, pratique was granted at 5:45 P.M. Everyone not working was ashore by 6 P.M. So we put down 1700 to 2000 port time and it was disputed. The ship was at safe anchorage awaiting to berth and pratique was granted."

Question No. 2: "On Thanksgiving Day 11/28/63, we pulled into Yokosuka about 5:30 P.M. The ship was cleared, pratique was granted at 6:30 P.M. It was o.t. day but the next morning, Friday 11/29/63 0400 to 0800 we put down o.t. and it was disputed, another case of the ship safely anchored awaiting berth and pratique granted the previous night. She shifted to a berth at 1300, Friday noon."

Answer: In answer to your questions, this is not considered good overtime as port time provisions do not apply until the vessel has been awaiting a berth for a period in excess of 24 hours.

Reference: Standard Tanker Agreement, Article II, Section 33 - Port Time. Commencement of Port Time. (e) "Vessels lying at anchorage after obtaining quarantine clearance shall be considered awaiting berth and port time provisions shall apply after the expiration of 24 hours except in cases where the vessel is unable to proceed to a dock or other anchorage due to weather conditions or impediments to navigation."

We received an inquiry from Edward Cole, ship's delegate on the *Ocean Ulla*, concerning working hours in the Persian Gulf.

Question: "Some of the men say there is only one half of a day work while in the Persian Gulf. We would like for you to clear that up for us."

Answer: There is no provision in our Agreement to allow for half a day's work in any area or for any reason.

In submitting questions and work situations for clarification, delegates and crews are reminded once again to provide as much detail as possible setting forth the circumstances of any dispute. Besides those mentioned, some members who were sent clarifications on various subjects during the past few days include the following: James La Gash, Ponderosa; William H. Thompson, ship's delegate, *Ridgefield Victory*; Samuel Case, Elemir; ship's delegate Jack Dolan, Anton Bruun; Eric Joseph, Alice Brown; and Augusto P. Lopez, *Steel Artisan*.

SIU-Contracted Sea Land Gets New Terminal Building

PORT ELIZABETH—SIU-contracted Sea Land Service is operating out of a new, \$22 million terminal building at Port Elizabeth, N.J.

The modern new terminal was built for the company under the aegis of the New York Port Authority and is part of an 11-building compound embodying many new concepts of harbor facility design. They are located on a 92-acre site at the port.

Port Elizabeth is the heart of the company's operations which ship trailer-containers between ports in the continental U.S. and Puerto Rico. Besides delivering full package shipments, Sea-Land assembles less than truckload shipments at the new facility and at 22 inland terminals.

At the new home office, each movement, all day long, is checked and plotted to its destination by electronic computer which keeps track of the trucks and trailers which are constantly arriving and leaving the port delivering and picking up cargo.

Here is how it works: Arriving trailer trucks go at once to the truck operations building, a two-story structure flanked by truck-



SIU-contracted Sea Land's new \$22 million headquarters and terminal at Port Elizabeth, N.J. is seen here through a porthole of the Sea Land containership *San Francisco*.

Ship Policy

(Continued from page 3)

International Brotherhood of Boilermakers, Iron Shipbuilders, Blacksmiths, Forgers and Helpers. The fifth labor representative, Lane Kirkland, executive assistant to AFL-CIO President George Meany, was not present because of illness.

At the conclusion of the meeting, the Committee as a whole issued the following statement:

"The President has established this committee to consider such matters of policy and administration of government programs affecting the maritime industry as it deems to be in the public interest."

"At this time with America's commitments in the world so far reaching and the international situation so tense, as evidenced today in Cyprus and Southeast Asia and other areas, the need for fulfillment of the purposes of the 1936 Act is more pressing than ever before.

Public Interest Served

"This committee, therefore, declares that the public interest with respect to the Merchant Marine requires the fullest practicable development of an adequate balanced American-flag Merchant Marine — American-owned, citizen-manned and American-built — to serve as an auxiliary to our armed forces in any emergency and to carry a substantial portion of our waterborne foreign commerce as intended by the Merchant Marine Act of 1936. This Committee will strive to carry out its responsibilities in this respect."

The Maritime Advisory Committee was named by the President to "consider such matters of policy and administration of Government programs affecting the maritime industry as it deems to be in the public interest, including policies and practices which may be followed by labor, management, or the Government for strengthening the trade, national defense, manpower and labor relations programs of the maritime industry."

The next meeting of the Maritime Advisory Committee will be held here on Monday, September 21, starting at 10 A.M. The SIU is presently preparing for this meeting.

ing lanes equipped with electronic scales which weigh the cargo. Pneumatic tubes at stations along side the lanes transfers the truckers papers and other documents to the main office.

Marine Operations

Immediately behind this building is the marine operations building, situated right on the channel, overlooking the area in which ships receive their cargo from the trucks.

Along side of these two buildings is a repair station for trucks, with facilities to handle anything from a broken headlight to a complete overhaul. And to insure the safety

of the trucks, Sea-Land makes each truck go through an inspection before it leaves the compound.

The cargo assembly building, where the company assembles less than truckload lots into container size shipments, lies across a wide access highway from the maintenance building.

Other buildings in the complex include one for marine storage, a car-carrier terminal, a longshoreman's shelter, a teamster's and longshoremen's cafeteria, a refrigerator truck terminal, a refrigerator maintenance garage and the main office building.

Three RMR Men On Pension List

NEW YORK—The list of SIU-Railway Marine Region old-timers able to retire with an assured income for life was increased by three with the granting of pensions to Arthur C. Nelson, John J. Moran and Thomas Logan.

The joint Union-employer panel of the SIU pension plan has

awarded lifetime pensions that will pay \$150 per month to the veterans. The grants raise to 21 the number of RMR vets placed on pension in 1964 and brings the number to 69 since the plan came into being.

Nelson, 57, entered the Union in New York and worked for many years as a deckhand aboard local railroads until finishing his active career. The Bush Railroad terminal Company was Nelson's employer for nearly 24 years. A native of Brooklyn the RMR veteran served in the Army Air Force. He is residing currently with his mother in Brooklyn.

A deckhand with the Pennsylvania Railroad since 1924, Moran also signed with SIU-RMR out of the port of New York. The Jersey City-born rail tugman is a Navy veteran of World War I. After

ending his sailing days aboard the *Pittsburg*, Moran headed out West to spend his retiring years with his wife.

Logan, 65, terminated his active shipping career as a bridgemen aboard the tugs of the Erie-



Logan



Moran



Nelson

Lackawanna Railroad. He was employed by the company since 1919. The oldtimer, born in Brooklyn, plans to continue his activity in community life with his wife, Helen, in Brooklyn.



WRITE TO THE LOG



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

Expect Tonnage Record On Seaway

Predictions that tonnage on the St. Lawrence Seaway would set records in all categories were strongly supported when cargo surpassed 21 million tons with the waterway only half-way through its season. Joseph McCann, Administrator, calling it an "amazing season" for the route, predicted that tonnage conceivably may even top the 40 million ton mark, and at least will be 7 to 9 million tons more than last season's 30,900,000 tons.

The Senate has approved 12 million dollars in appropriations for Chicago area harbor and waterway developments, Sen. Douglas (D-Ill.) announced. The appropriations are the same that were approved earlier by the House.

The largest single amount appropriated for a Chicago area project is 5 million dollars for continued work on the Calumet-Sag Canal, which links the port of Chicago with the Mississippi River system.

The other funds earmarked for local projects include \$2.5 million for dredging to a 27-foot depth the Calumet River and Lake Calumet Harbor, \$2.5 million for dredging a 29-foot outer harbor for the Calumet facility, \$1.3 million for moving Calumet River bridges and \$700,000 for construction of the Chicago Harbor breakwater off Navy pier.

The following saltwater ships are due in the Detroit area within the next week: Fairport, City of Alma

(boon of Waterman Steamship Company) and Alcoa Marketeer (Alcoa Steamship Company). Scheduled for the first week of September is the SS Yaka; and sometime after that, the Morning Light. Both of these vessels are owned by the Waterman Steamship Company.

A meeting date of September 3, 1964, has been set with Ann Arbor Railroad Company to resume contract negotiations.

Contract negotiations are still going on with Pringle Barge Line. The last meeting was held on August 12, 1964 and the negotiating committee reports that certain company counter-proposals will be referred to the membership. Another meeting is tentatively set for the week of August 17.

The City of Detroit will be honored by the presence of President Johnson who will review all labor unions participating in the Labor Day Parade on September 7, 1964. Ceremonies will be held at Tiger Stadium, Detroit; starting time is set for 9:30 sharp in the morning. All Seafarers are asked to participate, meeting at the hall in River Rouge at 8 AM.

The SIU-GLD, as a member of the Central Labor Body of Detroit and Wayne County AFL-CIO, has been asked for political support by various candidates running for office in the coming city and state elections. As in past elections, we will give assistance and support to such candidates who are endorsed by the AFL-CIO.

Shipping still remains very good in Alpena, where the John W. Boardman, Huron Portland Cement Company, was fitted out. Elmer Maskell, who was injured on the Mckeasons this Spring, will soon return to work. Waiting in this port to ship, among others, are John Fletcher, Don Piper and Frank Rajkovich.

A recent visitor in the port of Alpena is Herbert Jacobs, second cook on the Ishpeming. Herb stopped in for a visit while his ship was in port loading clinkers for Duluth. We hope to see more of the straight-deckers here.

Harold Yon and other members of the Tug Goode, owned by Dunbar and Sullivan, are laying in Alpena because of the weather. They are on their way to Duluth with two scows which they will drop off at the Soo. They will bring the Dredge Niagara back to Lake Erie. Also cooking on the tug are Joe Arnold and Harry Buccilli.

Chicago Port Agent Scottie Aubusson reports extremely good shipping in that port; and with vacations still being taken, it is expected to stay at a good and steady pace. Aubusson has urged

— and in many cases — assisted non-rated men in upgrading their tickets from entry ratings to rated endorsements. Book men, sitting back in the gap and stalling, are urged by Aubusson to get rated tickets and grab these rated jobs.

George Hopkins, oiler from the Fitzgerald, just returned from vacation and is back on the job. George spent most of the time on picnics with the kids and had a ball. Harold Murphy, deckhand, also off the Fitzgerald, returned to the ship after a brief rest.

Aubusson recently rode the Milwaukee Clipper for the purpose of voting the ship and settling beefs. The Clipper is having a top-notch passenger year. While riding the Clipper, Aubusson reports, there were some 700 passengers, including kids "by the droves." Aubusson reports that "Lake Michigan looks like the North (Continued on page 18)

Money Due

Checks are being held in the Port of Detroit for the following Great Lakes Seafarers. They are requested to contact the Detroit Hall by mail or in person.

- Alf Bensman, \$24.48;
- Charles Jones, \$24.48;
- Gilbert Sergent, \$24.48;
- Everett Haugen, \$21.30;
- Gilbert Cada, \$21.30;
- Moshen Ahmed, \$21.30;
- Bernard Branham, \$21.30;
- John Klinke, \$7.46;
- Lawrence Tremblay, \$24.48;
- Harvey Dinoff, \$21.30;
- William Bateman, \$25.44;
- Royal McClintock, \$8.29;
- Edwin De Tamble, \$21.30;
- Roy Samuels, \$25.44;
- Lawrence Meier, \$21.30;
- Robert Griebel, \$21.30;
- Robert Bekier, \$21.30;
- Edward Atkinson, \$24.48;
- John T. Ellison, \$24.48;
- Richard Wright, \$24.48;
- Anton Sandberg, \$26.02;
- James Little, \$21.30;
- Basil Taylor, \$25.44;
- Harold Howell, \$21.30;
- John Howard, \$192;
- John Howard, \$120;
- John Howard, \$56;
- Gerald Warner, \$5;
- Mossald Elsham, \$3.48;
- James Graham, Jr., \$100.61;
- Dewey Himes, \$1.50;
- Thomas Hanson, \$3.63;
- Robert Tolsma, \$9.70;
- Aleksandr Lasinski, \$56;
- H. Michals, \$16.01;
- G. Budinger, \$1.52;
- Robert Gauthier, \$55.36;
- John Hendry, \$16.34;
- Floyd Johnson, \$2.99;
- Joseph Milula, \$6.30;
- Christos Tryfanas, \$13.90;
- W. Noon, \$16.38;
- James Farrell, \$73.86;
- James Farrell, \$28.62;
- Fred Hanson, \$5;
- William Barrett, \$17.90;
- Paul Onufer, \$42.43.

Lakes Shippers Losses Rise As Water Level Falls

CHICAGO — Losses to American operators on the Great Lakes as a result of continuing low Great Lakes water levels could reach as high as \$13 million in the iron ore trade alone this season, according to the Lake Carriers' Association.

The seriousness of the situation was made clear recently by a spokesman of the association who pointed out that a deficiency of one inch in the water levels means the loss of from 60 to 100 tons of cargo which can be carried, depending on the size of the ship. Levels this year are eight inches below what they were last year.

The season deficit for the entire LCA fleet, estimated at 865,000 tons per inch, comes to a whopping total of over 6.9 million tons. This

is equivalent to the season carrying capacity of 15.4 ships.

But the smaller cargo capacities being brought on by the low water levels is not the only thing that is giving the Lakes carriers headaches. With the water level dropping, congestion at the deeper MacArthur Lock at the Soo is growing steadily because of the inability of many loaded ships to use the other two locks in operation.

Locking delays of from two to nine hours are common. One company reports delays totaling 85 hours to 16 vessels, and another 48 hours delays to 12 vessels totaling 90 hours. The average cost of operating a lake ship are estimated at \$150 an hour.

Lakes Erie and Ontario and the St. Lawrence River have had better levels than the rest of the Lakes area this season but this has been a very little help to U.S.-flag Great Lakes shipping. Foreign-flag and Canadian ships trading from foreign countries, or from the lower St. Lawrence River into Lake Erie, and as far as Detroit, have been able to carry full Seaway draft of 25½ feet. U.S.-flag Great Lakes shipping has only a few vessels in this trade however.

SIU Stewards

(Continued from page 3)

port where the job preference provided for in the shipping rules could be put into effect.

The recertification program has recently been expanded to include larger groups and, besides the class just graduated, includes two other groups of stewards presently in training.

For purposes of seniority, training time is considered as seetime, so there is no penalty for coming ashore and remaining on the beach to attend the school. Satisfactory completion of the course is based on standards of technical efficiency, conduct, sobriety, sea experience and other qualifications.

Beside regular classroom instruction from a handbook specially prepared for that purpose, the class work includes outside work in the form of field trips to a meat packing center and to a produce warehouse to provide on-the-spot instruction on methods of storing, ordering and grading of foods. The stewards also learned the relative nutritional values of different foods.

The job preference ruling will go into effect Sept. 6, 1964 in all Atlantic and Gulf ports, in accordance with the shipping rules.

Steward department personnel who have at least three years of seetime in a rating above third cook can obtain further details by contacting Earl Sheppard, chairman, Seafarers Appeals Board, Suite 1930, 17 Battery Place, New York, New York.

Oceanographic Forum Meets

ANNAPOLIS — One of the nation's major forums for the exposition and development of United States oceanographic policy, The Governor's Conference on the National Oceanographic Program drew delegates from a wide range of area at its initial meeting recently at the U.S. Naval Academy.

Leading scientists and marine specialists discussed a variety of topics, including shipping; fish and minerals; pollution abatement; instrumentation and equipment improvement and the advancement of basic sciences.

Governor Millard Tawes of Maryland was instrumental in establishing the conference, a feat for which he received wide-spread praise.

Family Time



Following a complete checkup at the SIU clinic in New York, little Jacqueline Cabain, six months old, gets in a little bouncing on dad's knee. Seafarer Rafael Cabain, who sails in the engine department, and his wife Margerita stopped in at the SIU hall after visiting the clinic to show the baby around.

The INQUIRING SEAFARER

QUESTION: What type of reading material do you usually select from the Seafarers Log Libraries which the Union puts aboard all SIU-contracted ships?

Peter Thomson: As a rule, I try to read some of the material that

is of a wide and general interest. I read some biographical novels and historical biographies. I especially enjoy the books of crossword puzzles. Sometimes it is pretty difficult to get hold of them because they seem to be so popular with the crews.



Joe Riley: I can get a fairly good selection of things that I

like from the books supplied by the Seafarers Log Library. I like a wide range of books and other materials. Sometimes I read science fiction paperbacks such as Isaac Asimov, Anthony Boucher and others. The books in the Seafarers Log library are very good for those off-duty hours at sea.

Charlie Wilson: I feel that the books in the Seafarers Log Library are a pretty good assortment. But to be truthful, I don't have much time to read them because I like to listen to my record player aboard ship. I like to listen to jazz records—like Coltrane, Miles Davis, Charlie Mingus and most of the rest. But it is nice to know there are good books around, and occasionally I will read a novel.



Macario Caampued: Most of my reading material comes from newspapers, magazines and other news periodicals of that nature. I like to know what is going on in the world so I read the New York Times, Newsweek, Time and US News & World Report. Aboard ship when I want to relax a bit I pick up a novel or other light reading from the books the Union puts on the ship.

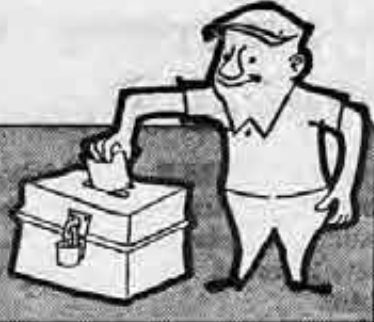
Pete Mirabelle: I have found some pretty good books here in

the SIU Union hall. Right at the moment I'm interested in psychological novels, of the "Catch 22" and "Lord of the Flies" variety. I do a lot of reading any time so I like to take full advantage of the Seafarers Log Library plan when I am at sea. Mostly novels, I guess.



SPAD

Seafarers Political Activity Report



ASKS GOLDWATER DEFEAT—AFL-CIO Vice-President Lee W. Minton, a Republican who helped on the labor committee for Rockefeller during the primaries, has commended those Republicans who fought against the party platform adopted in San Francisco, and has called for the defeat of Senator Barry Goldwater in November. Minton declared that the Republican Party has fallen into the hands of "extreme reactionaries," and stated that the adopted platform is "tragic for America in the Space Age." Minton also said that from the lack of specific mention of policies toward the stand of the trade union movement, he must assume that "the extremist position of the standard bearer (Barry Goldwater), who has advocated and introduced into Congress a national 'open shop' law, prevails."



NAMED COPE DIRECTOR—Walter L. Davis, who led the coordinating organization in the fight against the so-called "right to work" amendment in Ohio back in 1958, has been appointed director of the AFL-CIO Committee On Political Education for Area 2. Davis has been active during the last six years as education director of Retail Store Employees Local 880 in Cleveland, and for 15 years previously had been associate editor of the Cleveland Citizen, the nation's oldest labor newspaper. The area in which he will direct COPE activities consists of Ohio, Pennsylvania, Maryland, West Virginia, New Jersey, Delaware and the District of Columbia. He will succeed Hugh J. Mullin, who retired after serving in the post since 1955.



HOSPITALIZATION PROGRAM KILLED—The AFL-CIO has urged the Senate to add hospitalization insurance to the package of social security benefits passed by the House, terming hospital care as the "Number One problem of the aged." AFL-CIO Social Security, Director Nelson H. Cruikshank and Legislative Director Andrew J. Biemiller told the Senate Finance Committee that neither charity or private organizations or insurance can provide a substitute for a social security program which would provide hospital benefits without a means test. Cruikshank stated that labor is "deeply committed" to the social security hospital care approach, and went on to stress that the AFL-CIO was open-minded on the exact formula for incorporating the program into the social security bill. A proposal to offer hospital insurance as an option in place of cash increases in benefits might prove feasible, the AFL-CIO spokesman said. If the proper safeguards were incorporated, Health, Education and Welfare Secretary Celebrezze told the committee that the House passed bill provides for a 5 percent increase in benefits, but fails to meet the most critical need—hospital care for the aged. The Senate Committee later rejected the bill by an 11 to 6 vote.

LABOR ROUND-UP

The Oil, Chemical and Atomic Workers have reached a contract agreement with nearly all of the major oil firms on the basis of a 4.5 percent benefit package. The settlement provides a 2 percent wage increase, an additional week annual vacation and fringe benefit improvements. Early this year, the OCAW launched a country-wide drive to get an equivalent 5 percent increase in benefits. The first settlement concentrated on earlier retirement, but later settlements included some wage increases. The OCAW bargaining committee has approved a settlement with Texaco, Inc., and similar agreements with Gulf, Continental, Atlanta, Skelly, Union Oil, Pure Oil, Mobil, Standard of Ohio, Shell, Marathon, American, Richfield, and other firms at key locations.



Mansfield, Ohio Mayer Charles H. Scott, a veteran member of Electrical, Radio & Machine Workers Local 711, was killed in an airplane crash near Harriman, N.Y. recently. Scott helped organize the Westinghouse plant. He left the plant when he won the mayoralty election in 1961, and still kept his IUE membership card.



An agreement reached between the Communications Workers and the Western Electric Co. has guaranteed an average of 11.5 cents an hour wage increase under contract provisions which allowed wage reopening. The agreement, subject to approval by mail ref-

erendum, grants a general increase in the base rate of 6 to 14 cents an hour for installers and \$2.25 to \$3.50 a week for clerks, for an overall average of 10 cents an hour. However, hikes in base reclassification and wage structure changes will raise the average to 11.5 cents an hour with the equivalent of another 3 cents going for such fringe benefits as pensions and workman's compensation.



The Meat Cutters and the Packinghouse Workers have presented identical proposals for new master agreements to major meat packers in Chicago. The proposed agreements call for substantial wage increases, protection against sudden plant closings, reduced workweek, double time for overtime and other improvements in benefits. Union negotiators contend that the meat industry's 90,000 workers have been processing an increased output at a reduced cost during the past several years.



Union building trades workers saw their wage scales rise an average of 11 cents an hour, or 2.7 percent during the second quarter of the year, according to the U.S. Bureau of Labor Statistics. The rise was 9.1 cents or 2.3 percent in the corresponding quarter of 1963. Plumbers recorded the great gain, averaging 14 cents; next were bricklayers, 12.3 cents, and the carpenters, 12 cents. The Bureau said the statistics are the results of spring bargaining, as well as deferred increases under continuing contracts.

"The Ants At The Picnic"



Labor Day was inaugurated by the Knights of Labor in 1882, to honor the working man. It was made a national holiday by the U.S. Congress in 1894. This year, Labor Day falls on September 7.

This year, as on past Labor Days, tributes will be paid throughout the nation to the men and women who built the American labor movement and to the men and women who keep it a strong and growing force today. Speeches across the country will pay tribute to the great economic and social advances achieved by American workers through their trade union movement, which have so significantly strengthened and protected the welfare and security of American workers.

But the American worker must guard against being lulled by tributes and speeches into believing that the gains he has made in the past will now always be with him, automatically, or into the belief that gains will come in the future as a matter of course. What the American worker has gotten, he has gotten by his own hard-fought struggle and his determination to make a better future for himself and his family.

There are many forces abroad in the land today which would weaken the security and gains of American labor. There are those who, for the sake of greater profits, would automate the American working man out of his job and destroy his hard-won security. There are those who, for the sake of greater profits, would initiate so-called "Right-to-Work" laws to destroy the vitality of the American labor movement and return American workers to the wage levels and working conditions of the not so distant past. There are those who, for the sake of profits, would promote the passage of anti-union legislation to so shackle the labor movement that past gains could be gradually whittled

away and the possibility of future gains destroyed.

These forces must be fought and defeated by the working people of America, banded together into a strong labor movement. The problems of working men and women will change as time and conditions change. But the basic necessity for maintaining a strong union movement will remain—to continue the struggle to attain a more secure and better way of life for all American workers.

Redistricting Urged

A new "compromise" proposal which would block enforcement of the Supreme Court's "one man, one vote" doctrine for redistricting of state legislatures has been blasted by the AFL-CIO, which called on the Senate to reject the proposal.

Advanced as a "rider" on the foreign aid bill, the proposal would bar court-ordered reapportionment of state legislatures before 1966 except in "highly unusual circumstances," and would allow legislatures an undefined "reasonable opportunity" to redistrict following court judgment that legislative districts violated the principles of the Supreme Court decision.

It is unthinkable that Congress should even consider passing legislation which would so suspend constitutional rights, dangerously threaten the integrity of our judicial process and interfere with the power and duty of courts to enforce the constitution.

Blocking court-ordered reapportionment would enable rural-controlled legislatures to stay in power—and, if Congress approved a constitutional amendment, preserve their control by ratifying it.

Congress must stand firm for the principle of one man, one vote and reject all efforts to diminish or dilute the true process of democracy in this country.

Old Slow-Foke Now a Speedster

SIU Lakes Steamer Brought Up To Date

SUPERIOR, Wis.—The SIU-Great Lakes contracted Diamond Alkali, once an ordinary steamer plying the trade routes in the slow fashion of many an old inland waterways vessel, is now the pride of the Great Lakes.

After undergoing a successful conversion from steam to diesel, the Diamond Alkali (American Steamship Co.) now bears the distinction of being the most powerful motor vessel in the U.S. flag Lakes fleet. Whereas 12 mph was the top speed before the old power machinery was removed, the ship's new 4,320 horsepower diesel engine enables it to operate at a speed of 16 mph in a light condition and 15 mph fully loaded.

New Engine Room

The conversion operation on the 47-year-old ship took place here at the Fraser-Nelson shipyard. The Diamond Alkali's engine room was arranged for the greatest degree of centralized control yet found in a Great Lakes bulk carrier.

It is now possible for the engineer on watch to have complete surveillance of practically the entire engineering plant from this one central station, resulting in economy savings in the number of engineering personnel needed on

the ship and greater efficiency of machinery operation.

Cargo carrying capacity was increased by about 400 tons per trip and turn around time in port has been greatly reduced because the bow thruster and more powerful engine response reduces the ship's dependence on harbor tugs. The added speed on runs is expected to bring an increase of 27 percent (or 23 trips) in efficiency during the season and may add as much as 300,000 tons to the Alkali's annual capacity.

The new power plant and machinery installed to bring about the upsurge in performance includes: a Nordberg 4,320 H.P. main propulsion diesel engine together with reduction gear, shafting, controllable pitch propeller and all necessary auxiliary equipment and piping, control and monitoring systems and three 350 KW 450 volt A.C. diesel generators.

After the former engine, boiler and coal bunker spaces were cleared out, two package boilers with all necessary piping and equipment were installed.

Village 'Hippies' Go Union

NEW YORK — Militant trade-unionism is on the march in famous Greenwich Village here.

While wide-eyed visitors from such "un-hip" places as Akron and Duluth take time-off from seeing the wonders of the World's Fair to visit the fabulous Village, Independent Local 212 Coffee House Employees Guild and its members have taken their low-pay grievances to the New York State Labor Department. Beards and accusations flew thick and fast.

Disclosures by the Coffee House Employees union and its waitress members may precipitate a state investigation of the employment practices of some Village coffeehouses. The waitresses have charged that they were paid less than the minimum wage of 90 cents an hour plus tips.

Spokesmen for the accused coffeehouses countered, however, that the waitresses had been paid \$1 an hour, a dime over the minimum.

Meanwhile, under the incredulous eyes of the un-hip out-of-towners — many of them sympathetic union-members themselves — barefoot, long haired girls and sandaled, bearded boys carried picket signs outside coffeeshops charging management with refusing to negotiate with their union.

Manpower Training Act Makes New Fishermen

GLOUCESTER — Thirty-seven unemployed workers are now being trained here to become professional fishermen under provisions of the U.S. Labor Department's "Manpower Development Training" program.

The workers, some of whom formerly worked in factories and in construction, are being given on-the-job training aboard a number of boats in the Gloucester fishing fleet, testing their sea legs while learning the facets of their new occupation.

The 16-week program will include four trips to sea on the fishing vessels, plus on-shore training in the twine loft, learning to splice wires and mend twine, while being indoctrinated in the overall fundamentals of catching fish for a living.

Fishermen Shortage

James Ackert, president of the SIU-affiliated Atlantic Fishermen's Union, said an acute shortage now exists for experienced fishermen and the problem will grow worse once pending legislation is approved in Washington.

Ackert and others envision the need for more fishermen when a bill calling for 50 percent subsidies from the government to construct new fishing vessels wins approval. The legislation is considered vital by the fishing industry in order to rebuild the obsolescent fishing fleet in the U.S.

The training of fishermen under the Manpower Redevelopment Act

started in Boston a year ago, a total of 13 unemployed workers passing the training program and taking regular jobs in fishing boats operating out of the Hub. During the 16-week training, the workers are subsidized by the Federal government while learning their new skills.

"This program is ideal for the dropout group, the fellows whose jobs have been eliminated by automation and who now need to be retrained for a new occupation," said Ackert, who has received scores of letters from officials from throughout the country as to how the retraining program operates.

Vacation Pay

As a result of instructions from an insurance representative covering the Union for possible theft or forgery of vacation payments to members, a change in the method of payment of SIU vacation benefits has become necessary. All payments will now have to be made at an office of the Union and proper identification must be given at the same time.

Declining Water Levels A Peril

The Threat to Lakes Shipping

The lack of rain in the Great Lakes Basin has shipowners, port officials, conservation workers, boaters, industries and water lovers looking at the skies these days. There has been a distinct shortage of water in the basin for the last three years, and the water levels of four of the five Great Lakes have dropped to an alarming low.

Lakes Ontario, Erie, Michigan and Huron have dropped between one and two feet. This may not at first seem alarming, but in many cases, a one foot drop means that piers and docks are isolated from the water, ships carrying cargoes to deepwater ports have to lighten their loads considerably, and wildlife sanctuaries that never have been under more than one foot of water are dried up, the water life dying out.

As a matter of fact, the situation is so alarming that the Great Lakes area is putting pressure on the governments of Canada and the U. S. to begin a giant, multi-billion dollar project to control the erratic ups and downs of these huge bodies of water.

Steady Drop

The lakes have been declining for the last three years. During the 39 months previous to March of this year, rainfall has been seven inches below normal on Lakes Superior, Huron and Ontario, and about 11 inches below normal on Lakes Michigan and Superior.

Lake Ontario and Lake Erie levels are down 1.2 and 1.3 feet, respectively, from the ten-year average level. Lake Huron and Lake Michigan are both 2.3 feet below the average, which is the lowest level either lake has been

since records were first started in 1860.

Lake Superior, however, is about one inch above the average, due to the locks which control the eastern end of the lake at Sault Ste. Marie.

No Help Seen

And the forecast is no better than the past. Authorities expect the levels to continue dropping at the same rate for at least six months.

As far as relieving the situation, several suggestions have been made. The foremost effort is to raise enough money in Canada and the U. S. to build a series of canals and locks which would not permit wild fluctuations in the water level. Only 12 years ago, the lakes flooded, causing \$61 million damage. Another solution, which would give more immediate relief is to divert water from the Hudson Bay in northern Canada. But no matter what plans are made, as one official said in Detroit, "More rain is the only answer we know of."

But there has been a lack of rain to this area. Lakes Huron and Erie, which are the hardest hit, have received even less rain this year than last.

And, ship operators, especially deep draft vessels, are worried about the effect the

water reduction may have on the St. Lawrence Seaway.

Many Problems

To date, there seems to have been no effect on the water system; and income on the river is 30 percent above last year. But if the water levels continue to drop in the lakes, it may cause a reduction of shipping, as well as reduce the amount of water available to the Waterway itself. Some officials have predicted that if things continue the way they have, the cost of living in areas that have in the past been serviced by the shipping industry may be forced to much higher levels due to the lack of shipping facilities.

The total economic impact of the shrinking water supply is not possible to forecast, but ship operators are already beginning to lose money.

For instance, the Chicago and Northwestern Railway has had to lay out more than \$1 million in order to keep boats coming into its docks at Escanaba, on Lake Michigan.

Light Hauls

All over the lakes, ships that haul 175 million tons of dry cargo a year are being forced to reduce their loads to avoid running aground. A member of the Brown County Harbor Commission, Green Bay, Wis., reported that "last year, a vessel that normally

carries 14,000 tons of coal was carrying 12,700 to 12,800 because of the low water situation. This year they are running 12,000 tons."

Some experts say that a 20,000-ton ship that trims draft by one foot loses \$100,000 a year in revenues, which would come out to about \$3.8 million for the big boats operating on the lakes this season.

This is not only a problem for ship operators, but also for industrial companies that operate their own ships. One such company said that their ships are carrying 950 tons per load less this year than last year. This means they have to make five extra trips this year to carry the same amount of cargo as last.

Recreational facilities are also feeling the impact. Resort owners and marinas are spending large amounts of money to provide adequate boating facilities. Many boat owners are moving their craft nearer to deep water.

Stop-Gap

The International Joint Commission, a U. S.-Canada agency that controls Great Lakes affairs, recently released 10,000 cubic feet per second of additional water from the Soo locks to help the situation, but said that if the flow continued at same rate for the next six months, it would

raise the water level in Huron and Michigan only one tenth of a foot.

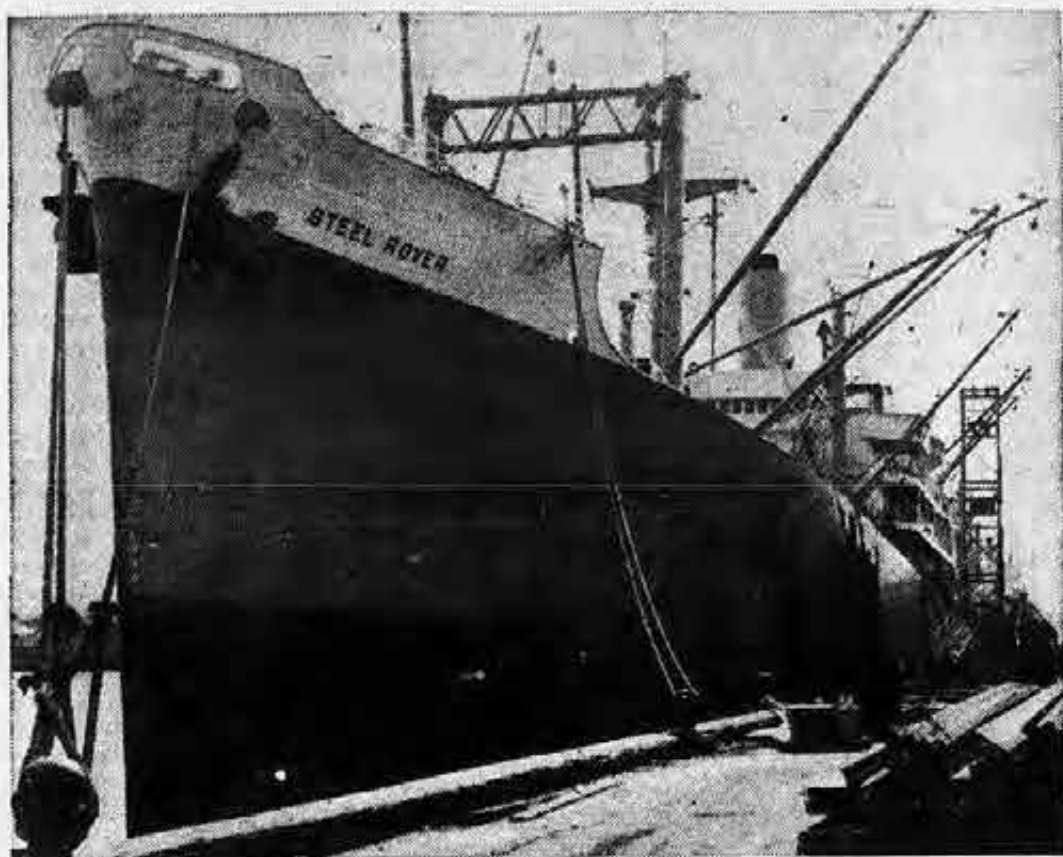
Most Authorities agree that more must be done if the Great Lakes are to be controlled satisfactorily.

The Great Lakes Commission and leaders in Ontario and Quebec are pressing the United States and Canada to have the joint commission undertake a study to see what could be done about controlling the lakes fluctuations. They favor, at the least, construction of a lock and dam at the northern end of the St. Clair river to control levels in Lake Huron and Michigan. The Corps of Engineers, which is studying this idea, estimates this would cost "hundreds of millions" of dollars and the cost could approach \$1 billion.

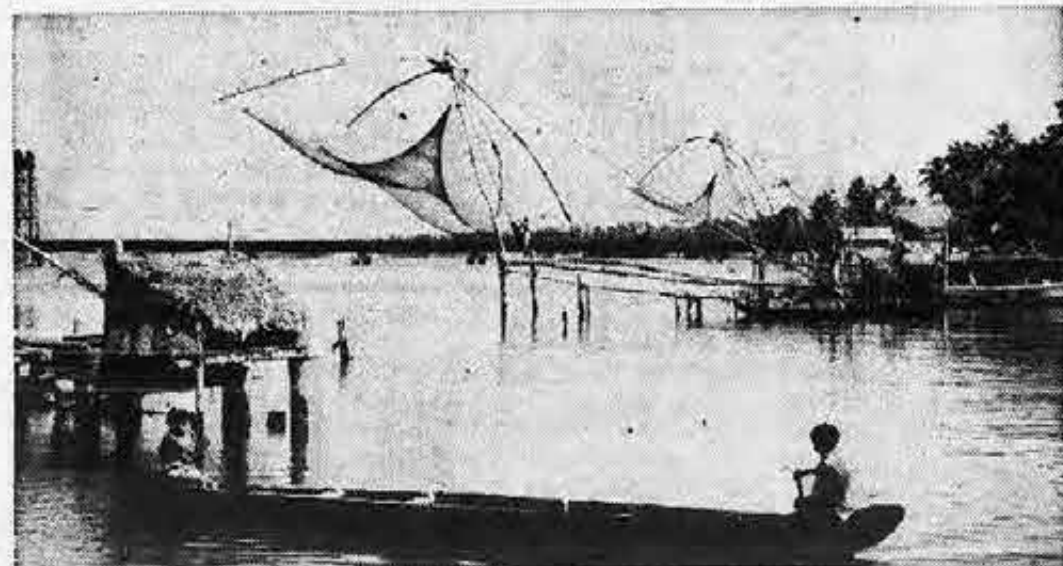
A more visionary scheme would involve developing power sources and water supplies for an anticipated growth in Great Lakes area population while at the same time controlling lake levels.

This calls for reversing the Harrikanaw River, which now flows North into the Hudson Bay, and diverting it southward into Georgian Bay and Lake Huron. Authorities estimate the initial portion of this project would cost \$1 billion and take 30 to 40 years to complete.

SEAFARERS PORTS OF THE WORLD



SIU-manned Isthmian ships, like the **Steel Rover** (above) are regular callers at the exotic port of Cochin. A Seafarer who hits port armed with a camera, like the one pictured at left, soon finds that a little bit of bargaining will get enough cooperation from the natives to provide an album full of memorable snapshots.



Cochin fishermen dip nets for sardines and shrimps. Such nets are widely used in the Kerala area.



Above are pictured some of the fleet of fishing craft which ply the nearby waters.

COCHIN

COCHIN, sometimes called the Venice of the East because of its intricate system of canals that wind among stilted houses, lies sprawled along the Southwest Coast of India, a favorite port of call for Seafarers on the long run to the Orient through the Arabian Sea and Indian Ocean.

This week the SIU-manned **Steel Navigator** arrives in the exotic port and the **Steel Worker** is scheduled to drop anchor a few days later.

One of the three largest ports on the West Coast of India, Cochin is equipped with deep water wharves, transit sheds, warehouses and through railway connections.

More than a million and a half tons of cargo is carried yearly to and from Cochin through the Arabian Sea. Ships ply up and down the Malabar Coast with cargoes of tea, peanuts and coconuts which are brought to the port of export. SIU-contracted lines and other world-wide shippers pick up the local products and drop off cargoes of machinery and allied industrial goods.

LOCATED on a sandy tongue of land extending about 12 miles into the Arabian Sea, Cochin is flanked by two sister cities, Ernakulam and Mattancheri. Cochin's large protected docks allow shipping even during the monsoon season when most of the Far East becomes one huge flood and quagmire.

Rising on stilts amidst a labyrinth of canals and small lagoons can be seen many of the city's homes and places of business. The architecture is an interesting and unforgettable blend of styles that indicates some of the long and colorful history of this seaport town. Mingled haphazardly among Portuguese churches and mosques are Jewish synagogues, Dutch homes and Chinese fisheries.

Just a few minutes away from Cochin are Hindu temples and palaces, including the palace of the maharaja where the famous "snake boats" with 32 rowers may be observed cutting through the backwaters as they have done for uncounted centuries. A slight distance further by taxi is a game sanctuary where elephants, tigers and water buffalo roam freely. Seafarers can take excellent photographs of the beasts because they come within very close range of the taxis that make the trip.

Seafarers visiting Cochin sometimes ride the slow moving, narrow-gauge railroad that passes through picturesque terrain near the city. Rickshaw rides are a favorite of SIU men in Ft. Cochin, which resembles an English country town with its village greens and colonial houses. Ft. Cochin is believed to be the oldest European settlement in India—the first settlers having arrived around 1500.

All cities are proud of their history but Cochin has a past that borders on the unbelievable. The Jews came to Mattancheri, Southwest of the harbor, in the 4th Century B.C. and later in the 1st Century A.D. following persecutions by the Romans. An entire village, Anjvannam, was dedicated to the early Jewish inhabitants "so long as the world and moon exist."

The harbor of Cochin is dotted with tiny islands and small inlets and lagoons are everywhere. Motorboat tours of the harbor have been recommended by Seafarers that have visited the port. Other tips that might prove helpful: taxis are available at reasonable rates, and even though you should attempt to bargain, remember that you are considered Sahib and should pay more money than the very poor—but don't get fleeced.

Seafarers report that among the best bargains of the town are intricately carved ivory artifacts — from elephants to cigarette cases. The main bazaars are in Ernakulam three miles away on the mainland, which is reached by a system of bridges.

The people of Cochin and the surrounding areas are more uninhibited than their compatriots in other parts of India. Seafarers report of this once mysterious seaport of the world. And like Bali, the inhabitants share with great pride an affection for all of womanhood.

The Gulf Coast

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

Shipping is still booming in New Orleans and Houston and is good in Mobile. This is the bright side of the picture. Anybody who wants to go to work can do so on almost any job call. The dark side is that rated men in both the deck and engine department have been in short supply.

At August membership meetings in each of the key Gulf ports, Seafarers who have accumulated the required amount of sea time were urged to immediately take the necessary steps to have their ratings upgraded by the Coast Guard. Any ordinary seaman with one year of sea time or wiper with six months' sea time is qualified to take the examination for certification as either a blue ticket A.B. or a fireman-oiler-watertender. If you have the required time, check with any of the union halls and the Port Agent will be happy to assist you in preparing for the Coast Guard oral and written examination. This is your chance to increase your job opportunity and earnings potential.

Volunteers are needed to replenish S.I.U. blood banks around the coast. Available blood in the banks at Houston and Mobile is at a low ebb but the need is most critical in New Orleans.

To give you an idea of the importance of the blood bank to Seafarers and their families (this includes Inland Boatmen), 14 pints of blood were required to save the life of the wife of a member who underwent major surgery recently in New Orleans.

Check with your Port Agent and he will make arrangements so you can donate to the blood bank at the least possible inconvenience to yourself. And remember, the blood you give may save the life of yourself or a member of your own family.

The monthly union meeting in New Orleans brought out Harry Wolowitz who showed up suffering with the gout. We were always under the impression that this was a rich man's disease resulting from an overabundance of rich food and fine beverages. Wolowitz's condition speaks well for the fare on the Del Norte. Harry was on this ship when he became ill and had to be hospitalized in a South American port and repatriated on another Delta Lines ship. Another oldtimer at the meeting was Bert Manifold who quit the electrician's job on the Chatham in Toledo, Ohio. Bert said he had wanted to make a trip through the St. Lawrence Waterway ever since it was opened, but one was enough and he does not care to make another. Some other familiar faces at the New Orleans meeting included Polly Arena, Benny Lowderbach, Bernie Guarino and Charlie Poliard. J. L. Diosco got off the Del Sud and registered in Group 1 of the engine department.

In Mobile we saw F. M. Hazard who is registered in Group 2 of the deck department. He has been sailing out of the Gulf since 1938 and makes his home in Mobile with his wife and children. His last ship was the Neva West. O.B.D. "Butterbean" Thompson got off the Walter Rice to spend a vacation with his family in Mobile. He is registered for an AB job and says he is looking for an air conditioned supertanker. Thompson has been shipping out of the Gulf since the S.I.U. was chartered and is one of the real oldtimers in this area. E. H. Fain checked in at Mobile to register in Group 1 of the engine department after getting off the LaSalle. He said he was going home to Louisville, Ala., and intended to stay there long enough to cool off from his last trip which he said was a hot one. Oscar Lee decided he had "had it" after sailing a couple of years in the black gang on the Transeastern. He is trying his hand at operating a service station while he builds some time on his Group 2 registration. J. M. Nelson is vacationing at his home in Grand Bay, Ala. He was last on the Seatrain New Jersey and is registered in Group 1-S of the steward depart-

ment. Henry Gable who last sailed as chief cook on the Lucille Bloomfield, says he is ready to take the first Group 1 steward department job that hits the board.

Paul Franco is making the job calls in Houston after vacationing at his home in Chicago. Frank Blandino, who hails from Brooklyn, got off the Steel Flyer in Houston and is looking for a cook's job. Tony "Tony Nash" DiNicola an old time New Orleans Delta Lines stiff, has been making the meetings in Houston where he registered. Bill Traser got off the Mount Washington a coastwise supertanker, and after six days on the beach, is looking for a European trip. Wimpy Hampton, who last sailed as chief pumpman on the Henry, a T-2, at last report was ready to take any pumpman's job. H. P. Lopez, who last sailed as AB on the Transbay, is looking for a job on the "romance run" to South America. L. W. Feurtado got off the Steel Fabricator in Houston and is looking for any AB job. Harry Houston, chief steward on the Walter Rice, dropped by the hall to attend the August meeting in Houston.

Bill To Give G.L. Seamen Jobless Pay

WASHINGTON—A bill has been introduced into Congress to provide unemployment coverage for Great Lakes seamen during the winter months, with the call to end this "severe discrimination" against the seamen.

These benefits have been denied to seamen under the Internal Revenue Code which states that tax credits of maritime employers be withheld in states where the state law does not conform to the intent of federal regulation.

Backers of the bill claim that many of the Great Lakes states have changed their laws to the intent of the federal rules, but that Ohio has not done so. Also, since the law to cover seamen does not have an enforcement provision, there is no way to get uniform treatment for seamen.

The new bill introduced would amend the Internal Revenue code in the favor of seamen. Also, backers of the bill report that the same provision has been introduced as an amendment to the Administration bill. However, they said they should act separately to "remove this inequity which has resulted in great hardship for Great Lakes seamen."

SIU Ship Sets South Sea Trip

SAN FRANCISCO—A camera and a light meter will be standard equipment for passengers aboard the SIU Pacific District-contracted ship Marlposa when it leaves here on August 30 for a six-week South Seas cruise.

The cruise will mark the annual South Seas camera cruise of the 21,000 ton liner which calls at Bora Bora, Tahiti, Rarotonga, New Zealand, Australia, New Caledonia, Fiji, Niuafo'ou, Samoa and Hawaii.

Daily lessons in camera technique and picture-taking will be given free to all passengers on the cruise by Hollywood photographer, Vincent Pincetich. The photo course is offered in addition to the regular cruise program at no extra cost.

Will Hit Runaways

Tighter Safety Code Set For Next Year

WASHINGTON—An improved international code of maritime safety will go into effect next May 26, the US Coast Guard has announced.

The new regulations provide stricter standards for sub-divisions, stability and water-tightness, fire prevention and extinction. Also revised were requirements for life-saving gear, radio communications, the carriage of certain bulk cargoes, the safety of navigation, the transportation of dangerous goods and the safety of nuclear-powered vessels.

The service reported that last May 26, Liberia deposited her acceptance of the 1960 International Convention for the Safety of Life

at Sea with the Intergovernmental Maritime Consultative Organization in London. This raised the number of acceptances to 13, the minimum for the code to be put into effect. The United States deposited its acceptance on Aug. 2, 1962.

Liberian and other "runaway flag" ships have long been prime offenders when it came to poor safety standards and dangerous conditions aboard ship. Operating without the watchful eye of seamen's unions to insure safe conditions and with the spur of greed to make them cut corners on manning and safety, the runaway operators often operated what amounted to floating death-traps. With the Liberian government now behind the new safety code the runaway operators may have to pay a little more attention to the welfare of their ships and men.

Rail Board Cites Need For Greater Job Security

WASHINGTON—Union shopcraft employees on 147 U.S. railroads are entitled to better protection against the job-destroying effects of automation and technology, a special emergency board has reported to President Lyndon B. Johnson.

The board, named by the President last March to make recommendations in a dispute between the railroads and six shopcraft unions representing some 150,000 workers, made 13 proposals for cushioning the impact of what it called a "most shattering" drop in rail jobs.

The parties have 30 days to negotiate an agreement based on the recommendations. After Labor Day the unions could strike or the employers could put work changes into effect.

Involved are unions affiliated

with the AFL-CIO Railroad Employees' Dept.—Boilermakers, Railway Carmen, Intl. Brotherhood of Electrical Workers, Machinists, Firemen & Oilers, and Sheet Metal Workers.

Emergency Board No. 160, which held a series of hearings on the dispute last spring, included Chairman Saul Wallen, Boston arbitrator; Arthur M. Ross of the University of California; and Jean McKelvey of Cornell University, arbitrator; Arthur M. Ross of the first woman member of an emergency board under the Railway Labor Act. It recommended that:

- Any employe adversely affected by work transfers, abandonment or consolidation of facilities or services, discontinuance of contracts or other job cuts caused by technological or operational changes should get the benefits of the Washington Job Protection Agreement of 1936—dismissal pay, fringe and relocation benefits and other measures.

- The general chairman of the affected union shall be given a 90-day notice containing a "full disclosure" of all facts and circumstances bearing on the discontinuance of a job for technological reasons.

- In any dispute over job changes, the burden of proof as to the cause of the change shall be on the employer, and unsettled grievances shall go to an expedited arbitration procedure.

The board also proposed a clause asserting that the railroad has a right to introduce technological and operational changes "except where such changes are clearly barred" by existing rules or agreements.

It recommended that when an employe is transferred to another work location, his seniority shall be dovetailed with the seniority of other workers at the new location.

On contracting-out of work, the board proposed a procedure for arbitrating disputes and said, the national interest "would be better served by maintaining the capacity of the railroad industry to keep its equipment in good working order and to expand its operations" as needed.

The board said that while technological change has affected all classes of railroad workers, the impact on shopcraft employment has been the "most shattering."

Steel Maker

(Continued from page 2)

some vans containing household goods for servicemen returning from duty in Spain.

The gash in the side of the vessel flooded the number three hold and part of the cargo was lost.

While the crew was busy hosing down the tanker, there were some tense minutes aboard. Ard said, "The list was so bad, I was afraid it was going to turn over. We were all wearing life jackets, of course, but it still would have been dangerous."

An emergency called brought tugboats to the aid of the stricken ship. They lined up on the starboard side and held the ship erect until the engineers could pump enough ballast to bring the ship to an even keel. By this time, the vessel had sunk into the water so much, she grounded on the river bottom.

Ard, who is an AB, described the whole accident this way: "We had just been called out to prepare for docking so the deck department was already on the deck. It was about 10:30 in the morning. We were going to collide and yelled the alarm. Somebody must have gone below and gave the warning, because by the time the two ships hit each other, the entire crew was aft of the collision area and on the main deck." It all took about a minute and a half.

Ard described the impact of the collision as "a jolt, very much like an earthquake." Ard said the captain called out the hoses and everyone fell to. Even the stewards were helping out. The crew was like a very good team. It was great.

It was while the crew was hosing down the bow of the tanker that the list developed.

"The engineers got to work as soon as the list developed," Ard said. "And started pumping ballast. They really worked hard."

The Steel Maker was raised from the river bottom and proceeded to the Sun Shipyard in Chester, Pennsylvania. She was scheduled to have repairs finished and at her berth in New York yesterday. She is presently scheduled to leave for a run to India on Aug. 27.

Anti-Poverty Bill

(Continued from page 2)

Benson, refused to put it into effect and it expired in 1961.

Both houses of Congress put partisanship aside to approve — 416-0 in the House and 88-2 in the Senate—a resolution giving congressional approval to "all necessary measures" that the President may take to repel any armed attack against U.S. forces and "to prevent further aggression" in southeast Asia. The resolution was viewed as strengthening the President's hand in the Vietnam crisis.

Foreign Aid Cut

The foreign aid debate — even apart from the controversial rider offered by Sen. Everett McKinley Dirksen (R-Ill.) to postpone the effective date of court decisions on legislative reapportionment — brought a setback to the Administration as the Senate hacked \$216.7 million from the authorization bill reported by its Foreign Relations Committee. This would bring the spending ceiling more than \$66 million below the amount the House actually appropriated, with the possibility of further Senate cuts in the appropriation process.

The Senate turned down, 44-27, an amendment strongly supported by the AFL-CIO, its government employe affiliates and veterans' organizations to eliminate a section in the bill allowing the Agency for Intl. Development to fire employes without regard to civil service procedure and appeal rights.

Pensions for veterans, with related eligibility requirements for those 65 or over, were liberalized in a bill which passed the House, 388-0. It now goes to the Senate.

Ear Lowering



When Hutchinson, the oiler aboard the Orion Hunter (Colonial Tanker) decided it was time to get his ears lowered a bit before hitting port on a recent voyage, Bob Stevens, OS, was just the man for the job.

Automation Group Says Workers Need Protection

GENEVA, Switzerland—Workers affected by automation changes should be given as much protection as possible by management, in the opinion of top international delegates to an automation conference held here under the auspices of the International Labor Organization.

Management must make a major effort to help workers displaced by technological change, said Lord Robens, chairman of the United Kingdom National Coal Board. This includes providing them with suitable alternative employment through retraining and relocation as well as through understanding of their personal problems, such as moving and changing their children's schools.

"This," he said, "is to win the cooperation of workers by showing them that technological change does not mean they are working themselves out of a job but into

new—often more remunerative—posts."

Lord Robens said that unions should assist by organizing workers' education courses to explain that only modernizing techniques can insure constantly rising standards of living.

Governments, he said, should insure that management and labor are performing these jobs adequately, while studying the problems of better education for an age of advanced technology to train unskilled workers "for whom there is no longer any place in a modern society."

Jean Mori, secretary of the Swiss Federation of Trade Unions, outlined the reasons for which workers attach great importance to the problems arising from technological change.

"Labor unions throughout the world," he said, "are deeply concerned with the new situations arising from automation. While unions understand the enormous opportunities opened up by scientific and technological progress, it is quite natural that they should insist on a gradual implementation of the new methods of production and upon previous consultation with the labor unions."

"It is also quite understandable," he added, "that they insist upon an equitable distribution of the new riches among all who help to produce them, by means of a reduction of prices to consumers, improvements in the standard of living, and in social benefits."

About 80 delegates from 20 countries attended the conference, which was financed by the American and British Foundations on Automation and Employment.

Mayor Robert F. Wagner of New York City was to have been guest of honor at a dinner given by ILO Director General David Morse, but was unable to attend because of the civil rights disorders in Harlem and Brooklyn, which called him home.

Unions Get Warning On Fake Paper

WASHINGTON—The International Labor Press Association, composed of publications of AFL-CIO unions, has renewed its warning to the nation's labor press about the activities of the Trade Union Courier, a racket sheet that has plagued the labor press for years.

Latest pitch is a tie-in with Labor Day, which the paper says coincides with its 30th anniversary. To celebrate, it is issuing a holiday commemorative edition and soliciting greetings from unions, at prices ranging from \$60 to \$1,000 a page.

An example of their current solicitation is a letter to the director of a union suggesting that he prepare an article of about 300 words, with a recent photo. The letter was signed by Burt Raddock, who was fined \$5,000 in 1960 for criminal contempt for continued violation of a 1955 Federal Trade Commission order and a 1956 court order to stop misrepresenting the paper as an official AFL-CIO organ. At the same time Burt's brother, Maxwell, was fined \$20,000 and the Trade Union Courier itself was fined \$35,000.

**LET 'EM KNOW!
Write TO THE LOG**

Divers Report On 10-Day, 192-Foot Dive

Talked Like Donald Duck; Became Very, Very Sleepy

BERMUDA—What happens to four men who spend 10 days 192 feet beneath the Atlantic Ocean?

Well, for one thing they begin to talk like Donald Duck. Four Navy men who spent 10 days underwater near here reported when they came up that at first they had great difficulty in understanding each other.

This odd quirk in their speech patterns was attributed mostly to the atmosphere which they were breathing underwater, a mixture of 80 percent helium, four percent oxygen and 16 percent nitrogen at 86 pounds pressure, the same pressure as the ocean depths outside.

The record dive amounted to the longest men have lived at such depth and under such pressure. It was accomplished near the Navy's oceanographic research tower Argus Island, 26 miles southwest of Bermuda at Plantagenet Bank.

The Navy divers used scuba gear (self contained underwater breathing apparatus) for underwater work and returned to their "home" to eat and rest. Home amounted to a three-quarter inch steel structure called Sealab, a cylindrical device 40 feet long by 9 feet in diameter.

Living and working for long periods at such great depth and pressure had other strange effects on their behavior in addition to the guttural, high-pitched speech which they reported. For one thing, the men reported that they became very sleepy after meals and a nap after eating became a necessity.

Worked Slowly

They also reported that they worked much more slowly than normally and "did not like to be rushed." The rapid heat transfer properties of their high helium content atmosphere required the use of electric heaters to maintain the temperature in Sealab at about 82 degrees.

The underwater test was just one of many undertaken by the Navy since the loss of the nuclear submarine Thresher, designed to explore the ocean and to increase man's capability of doing useful work at great depths.

The original plan called for the men to stay at the 192 foot depth for three full weeks. But a tropical storm that threatened to become a hurricane brought them up after only 10 days. The power for their steel capsule was supplied from the surface by a specially equipped lighter moored directly above Sealab.

The Navy sees great advantages in establishing an undersea "base" combining work quarters and living quarters on the ocean floor for working underwater at great depths. When working at great depths and pressures, very little of a divers total dive time is actually spent in useful work. Most of his time is spent in long sessions of decompression to prevent the danger of the "bends," which occur when gas is absorbed into the bloodstream.

Under normal diving conditions, each hour at the bottom at 200 feet requires two hours of decompression during which time the diver is hauled slowly to the surface dangling at the end of a line, while the gradually diminishing pressure allows the high-pressure gasses under which he has been working to find their way out of his bloodstream. A rapid ascent would cause a painful and almost certain death for the diver.

But if he has an underwater base to which he can return dur-

ing periods of work with its atmosphere compressed at the same pressure as the sea outside—a place where he could sleep, eat and rest underwater, he could get a great deal more done because he would have much more actual working time. He would have to be decompressed only once, when he finally returned to the surface after one, two, three or even more weeks of work.

This is not the first time that men have lived beneath the surface of the sea for long periods.

The French underwater explorer Jacques Yves-Costeau established a shallow research station off Marseilles. Later two men lived at a 90-foot depth under the Red Sea for a week. Another group stayed under the sea at a shallow depth for four weeks.

In a U.S. attempt called Project Genesis, three men lived in a pressurized atmospheric laboratory in New London under 200 feet of pressure for 12 days. This was on land however, with the ocean depth merely simulated.

Your STU Clinic




By Joseph B. Logue, MD, Medical Director

Dispose Of Spray Cans With Care

If you have an aerosol dispenser of any kind in your home, as you probably do, please take a few minutes to read this article. It may not only save you trouble but may save a life, according to "The Flame," as reported in the Navy Medical News Letter.

All types of products are now put in aerosol dispensers, from paints and varnishes, to whipped cream. They include bug and animal repellents, hair sprays, cleaning fluids, shaving cream, toothpaste, deodorants, polishes, air fresheners waxes, de-icers and ether car starters. You probably have at least one or more in your home. They are very useful and do a good job, but can be dangerous.

The reason is because when a product is put into the container, a "propellant," usually liquified gas, is sealed in with it. Some of the liquid immediately vaporizes, filling the space inside the container, not occupied by the product. This vaporized gas builds a pressure inside the container, so that when the valve is opened, usually by pressing on a button, it forces the product out. As the product and some of the gas are dispersed, more gas vaporizes inside the can, keeping the pressure up.

Most home product aerosol spray cans are packed to generate 40 pounds at 70°F. The cans are tested to stand pressure three or four times this amount of pressure.

Under normal conditions, these containers are not dangerous, but extreme heat may build up the pressures until the can can explode like a bomb. The great danger is in disposing of the can after the product is gone. There is always more propellant or gas put in the container than is required to expel the product, so that there is sufficient pressure in the can to get all the product out. That means that there is usually some of the gas left when all the product is gone.

Often, the supposedly empty can goes into the wastebasket and eventually is dumped in the incinerator. When the can hits the heat in the incinerator, the gas expands, bursting the can. The can may take off like a rocket or explode, spraying pieces of metal like shrapnel. There have been many cases of injury and occasionally death from this cause.

Just to keep positivistic thinking that "they can't be really dangerous" in the proper perspective, the author quotes a few accidents.

- A woman in Willow Grove, Pennsylvania, tossed an empty bug spray can on a wastepaper fire and turned back toward her kitchen. There was a dull thud and a piece of ragged metal struck her in the neck, severing the jugular vein. She was dead fifteen minutes later.
- A youngster spraying his Christmas tree with liquid snow, heated the can in hot water to "pep up" the propellant. He shook the can and lost an eye and part of his lower jaw.
- A fellow cleaning up his

yard threw an abandoned can on his fire of burning leaves. It exploded and a piece severed an artery in his leg. He died before help could arrive.

• At the apartment where I live, some one dropped a can into the incinerator. The can exploded, severely injuring the attendant fireman; thus the danger of mishandling these containers.

Some of the products themselves are dangerous. Many contain oil or ingredients that are flammable and may catch fire from an open flame or hot surface, causing an explosion. Paints and lacquers, some oil type sprays, and even some hair sprays are of this type. Some are toxic to breathe and others are toxic if they get in your mouth or on your skin.

Most people do not take the time to read the instructions and this can be their undoing. Read and heed all instructions on aerosol containers.

- Keep them away from excessive heat as stoves or radiators.
- Be careful where you spray and what you spray on.
- Never throw cans in wastebaskets, incinerators or trash cans, without puncturing them.

The author's ideal way is to bleed the container, then wrap it in a newspaper and place it in the refrigerator overnight to cool. This lowers the pressure, if there is any. The next morning take the can, still wrapped in paper, turn the bottom of the can away from you, and puncture with a beer can opener. That may seem like a lot of trouble, but it is the safest way.

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

By SIDNEY MARGOLIUS

Govt. Seizes Anti-Wrinkle Products

The U.S. Food & Drug Administration has moved swiftly and decisively to seize several brands of anti-wrinkle creams recently brought out by cosmetics manufacturers with what the Government charges are exaggerated claims.

In rapid succession, the FDA already has seized shipments of "Helene Curtis Magic Secret Wrinkle Smoothing Skin Lotion" and also "Sudden Change," an "anti-wrinkle face lift" manufactured by the Lanolin Plus Laboratory of Hazel Bishop, Inc., and "Line Away Temporary Wrinkle Smoother," distributed by the Coty Division of Charles Pfizer & Company.

This energetic action has startled the 2½ billion dollar cosmetics industry which has been enjoying its most profitable era as the result of television saturation advertising of lotions, deodorants, rinses, hair dressings and other products. Now other manufacturers who had been planning to bring out similar "anti-wrinkle" products are reported to be delaying.

The Government's action may have come just in time to protect the rest of us. Helene Curtis now is preparing to bring out a similar wrinkle cream for men, who up to now may not have been worried particularly about wrinkles.

As this department reported last January before the new lotions came on the market, most have as their supposedly amazing new ingredient, a protein derived from the blood of cattle.

The FDA acted because it considers the new lotions should be classified as new drugs, not merely cosmetics, and as such, they "are not generally recognized as safe and effective by qualified experts for prolonged, continued use for removal of wrinkles and no New Drug Application has been approved," as required by law.

The FDA also charges that the three products it seized are misbranded because their labeling "is false and misleading when read by the ordinary consumer." In the case of "Magic Secret," the FDA argues that the labeling gives middle-aged women the impression that "this is a newly-discovered article produced after years of research which will immediately and dramatically eliminate all her wrinkles . . . and that this improvement can be accomplished in minutes and will last for hours especially if the drug is applied regularly for a week to ten days . . ."

The FDA says that in actuality, the product has only a temporary effect on wrinkles, and that regular applications do not provide any permanent benefits.

The Government agency made similar complaints of exaggeration against Hazel Bishop's "Sudden Change" and Pfizer's "Line Away." The FDA said that the labeling on "Line Away" also suggests that the user will feel a "tingling sensation" which is natural and indicates the "Line Away" is at work.

Helene Curtis also sells a similar lotion called "Soft Focus" through its door-to-door subsidiary company, Studio Girl. One Studio Girl representative told us that the protein in this lotion "works with the protein in the skin." She didn't explain how this takes place.

As this department previously reported, the price of these wrinkle lotions sold to worried women, and about to be sold to men who want to keep their skin smooth, is \$5 for one-fifth-of-an-ounce, in the case of "Magic Secret." The reason given for this new world's record in lotion prices is that it takes 1,000 head of cattle to produce the protein for 50,000 fifth-of-an-ounce-bottles.

Helene Curtis argues that if its lotion is classified as a drug, it will have to "expose its secret formula," while now, we explain that "Magic Secret" is a pure natural protein lotion that works only on the surface of the skin . . ."

But Helene Curtis also is trying to attribute political motives to the FDA action. Its president has charged that the agency is seeking to use this case to convince Congress of the need for new drug legislation.

For consumers, the real significance of the FDA actions is the determined effort FDA is making to check lavish claims which mislead consumers about the effectiveness or uniqueness of such products.

It is a fact that heavy television advertising has increased family spending noticeably for not only skin lotions, but a host of other surprisingly expensive products, often sold with high-pressure claims. Teen-agers have been shown to be especially susceptible to TV promotion of such products.

As a result of the increased spending, the Bureau of Labor Statistics, which used to allot a weight of 2 per cent of a typical moderate-income budget to personal care expenditures, which include such products, gradually has raised the allotment to 2.75 per cent.

Bible-Quoting Union Buster Hit By Quotes From NLRB

Anti-union employers continue to come up with wild and wooly schemes to aid their union-busting activities. The latest in a long line of employer ploys to stop union activity is contained in a report from Grand Junction, Colorado, of a boss who thought he could avoid reaching an agreement with a union by quoting scripture.

In this instance, the half-owner of a meat packing plant quoted several verses from the Sixth Chapter of II Corinthians:

- "Be ye not unequally yoked together with unbelievers:
- "For what fellowship hath righteousness with unrighteousness?
- "And what communion hath light with darkness?
- "And what concord hath Christ with Belial?
- "Or what part hath he that believeth with an infidel?"

The members of Amalgamated Meat Cutters Local 634 were represented by negotiators who consider themselves just as good churchgoers as their employer. But it suited his position to describe them as "unbelievers," "unrighteous," and as "infidels."

The trial examiner of the National Labor Relations Board found the firm guilty of an unfair labor practice.



Charles Garrett of Yellow Unit 5, who leads the team with a .400 batting average, slides safely into the plate after connecting with a long home run to centerfield. The blow was the longest of the game.

Sponsored By SIU Taxi Workers

SIU Baseball Team Fights For 'Pennant'

CHICAGO—The Seafarers baseball team, like another Chicago product—the major league White Sox, is involved in a fierce battle for the pennant. Sponsored by DUOC Local 777 of the SIU-affiliated

Transportation Services & Allied Workers, the hard-hitting Seafarers lead the Stan Musial League and are battling for a playoff spot in Chicago's Park District "World Series."

Featuring an attack built around sound pitching and a collection of powerful hitters, the Seafarers end their regular 1964 schedule with a 4:30 PM game, August 23, at Jane Addams Park.

Team Manager Carl White, a driver out of Checker Unit 1, believes that his ball club has the necessary combination to reach the Park District City Finals.

"We've managed to get this far

in a very tough league, and I see no reason why we can't go all the way. We have speed, crafty pitching and our boys can hit the long ball with the best of them," White said.

Statistics bear witness to the manager's observations: The Seafarers, composed mainly of cab drivers, have at least four team members who are the tops in the league.

James (Long Distance) Carson terrifies opposing pitchers with his long clouts and a .388 batting average and his teammate Charles Garrett, a driver out of Yellow Unit 5, has hit some of the longest homeruns in Stan Musial League history. Garrett also boasts an impressive batting mark that has hovered around .400 all season.

A top-flight hit-and-run man, James Bavaro maintains a .300 average and dazzles the opposition with speed and timely hits. Jimmy Johnson, a Checker Unit 8 driver, drives in a good share of RBIs and sports a .288 average.

SIU Vessel To Undertake Scientific Role

SAN FRANCISCO — The SIU-Pacific Coast - contracted ship, Java Mail (American Mail) and the Navy have worked out an agreement by which an experimental venture will be made to see if private shipping can help in the Government's growing program to explore the ocean.

Later this month or early in September, the Java Mail will take on two scientists and the equivalent of a trailer-truck load of special equipment, to see if, while making a regular eastern run, privately-owned vessels can collect any material of worth to oceanographic research.

Existence of the agreement and the forthcoming pilot test was announced by Representative Herbert C. Boner (D-N.C.), chairman of the House Merchant Marine Committee. The Committee has been interested in oceanographic research for some time.

Boner referred to the use of commercial vessels to be used in addition to the growing and expensive fleet of special oceanographic vessels as "ships of opportunity."

Boner also praised the merchant marine for its help and said what was being done to aid ocean studies "adds important emphasis to the function of the American merchant marine as an indispensable ingredient in our national seapower."

Disputes Plan Success Score Continues High

CHICAGO—The disputes mediation machinery of the AFL-CIO constitution continues to function successfully, with 60 percent of all complaints resolved by mutual agreement without need for determination by an impartial umpire, the federation's Executive Council has reported.

The Internal Disputes Plan—known as Article XXI of the federation's constitution—was adopted at the 1961 AFL-CIO convention and went into effect Jan. 1, 1962.

Since that time a total of 322 new complaints, or claims of "justification" for action that would otherwise violate Article XXI, were filed with the office of Federation Pres. George Meany.

The council reported at its meeting here that the case load was as follows: 155 cases filed in 1962, another 96 in 1963 and, for the first seven months of this year, an additional 71.

Of these 322 cases, 190 were resolved by mediation and another 14 are still in the process of mediation.

In 101 cases, impartial umpires made determinations. In addition, the umpires submitted seven fact-finding reports to the council on cases arising under Sections 4 and 17 of Article XXI. Two cases are pending before the umpires.

Of the 101 determinations by the umpires, violations of Article XXI were found in 73 cases. In 28 cases, the umpires found that the action involved in the complaint did not violate Article XXI.

A subcommittee of the Executive Council has received 32 appeals from umpires' determinations with these results: Appeal denied, 28; withdrawn, 1; referred to Executive Council, 2; pending, 1.

Twenty complaints of noncompliance with umpires' determinations were received by the subcommittee, which reported it took these actions: compliance achieved, 10; noncompliance found, 6; pending, 4.

AFL-CIO Program To Aid Vietnam Trade Unionists

SAIGON—A program backed by the AFL-CIO in order to strengthen free trade unionism in Vietnam will get under way soon in this strife-torn country. The movement has been rallying the Viets in popular support against the Vietcong.

Irving Brown, international representative for the Federation said the organization was seeking support of the Vietnam Confederation of Labor, from both the United States and Vietnam governments to assure a "key labor movement in the national struggle."

Brown also said the Federation would help the unionist movement by supplying financial assistance to the Confederation and might station a delegate here to help out as a trade union-consultant.

The Confederation of Labor claims a membership of more than 300,000. This is despite that fact that the Trade Federation of Peasants with a strength of 300,000 was ordered to disband by the government during the regime of Ngo Dinh Diem. However, since the coup d'etat earlier this year

in which General Nguyen Khanh took power, the Trade Union Federation has been allowed to reform and membership is now up to 50,000.

American diplomatic sources report a growing strong support of the union in urban areas and the countryside.

Brown said the confederation was "one of the rare examples in South Vietnam of a mass organization which can command loyalty in the country side." Getting any popular support from the people, in their fight against communist infiltrators, has been a continuing problem in this country.

The AFL-CIO reported it has received pledges of cooperation with union organizers from Premier Kahn, American Ambassador Maxwell D. Taylor, and the United States aid director, James Killen.



By Fred Stewart & Ed Mooney
Headquarters Representatives

How To Conduct A Meeting (Part II)

As an important part of the functioning of the SIU, regular meetings of the membership, both at sea and ashore, should be handled in an efficient, businesslike manner.

As an aid to the membership, most of whom at one time or another will serve as ship's delegate, we are printing here the proper methods of conducting such a meeting in a fair and equitable manner, to achieve the most useful airing of opinions and the most complete information on which to base decisions.

This is the second part of a series which began in this column in the last issue of the LOG. When it is completed it will supply a complete outline of the do's and don'ts of conducting a meeting. In the last issue we dealt with the rules of order, the quorum, meetings on ship, time of meeting, masters at arms, the agenda and election of officers. We begin now with:

The Right to Speak —

The chairman is the conductor and regulator of the meeting. Every member has a right to speak but no member has the right to infringe upon the rights of any other members. For that reason no one should speak until he has been recognized by the chair. He may obtain this recognition by holding up his hand or by rising, as the chair shall direct.

Making A Motion —

The method of bringing anything to the attention of the membership or crew for action is to make a motion. This is an orderly way of initiating action by a proposal, written or verbal.

If everyone started flipping lids and sounding off at once every time a report was made, nothing would ever be accomplished. The making of a motion is the way to initiate discussion on any given point of the agenda or any issue that arises. Discussion can only take place after a motion has been made and seconded, except in that part of the agenda entitled good and welfare.

A motion is "in order" when it has something to do with the fixed order of business, such as motions "to accept" or "to reject" a report. The same holds for resolutions which should be acted upon with motions "to concur" or "to non-concur." If you are in doubt as to the content of any report you are always in order to make the motion, "I move to refer this matter to new business."

The object of such a motion is to permit the regular business of the meeting to continue according to the agenda or order of business, and then later to discuss the issue.

No motion is valid until it has been "seconded." The procedure is to be recognized by the chair and then to rise and say, "I second the motion."

Chair's Authority —

It is the chairman's duty at all meetings to decide whether or not a motion is in order. It is well to remember, however, that a chairman may be wrong and therefore the voting member always has a right to appeal the decision of the chair.

If any member disagrees with the decision of the chairman all he has to do is to rise and state, "I appeal the decision of the chair." After this motion is made and seconded, the chairman turns the gavel over to the recording secretary. No discussion is permitted except by the maker of the appeal and the chairman, who are allowed to explain their points. The recording secretary then takes a vote as temporary chairman by asking, "Shall the decision of the chair be sustained?" The vote is taken by "ayes" and "noes" and if the chair is sustained by an "aye" vote majority, the appeal is lost and the meeting continues under the decision of the chairman.

Discussion —

A motion is open to discussion only after it has been seconded and entered in the minutes by the recording secretary.

Before any discussion takes place the chairman requests the recording secretary to read the motion as entered and then opens the floor for discussion. Discussion should continue only so long as the pro and opposite viewpoints are clearly expressed by the membership and then a motion "to close discussion" should be acted upon.

Discussion on the motion can also be closed by any member being recognized and saying, "I call for the question," meaning that it's his wish that the motion be acted upon by the membership at the meeting.

Generally, motions are acted upon by those in favor answering with "ayes" when called upon, and those opposing answering with "noes." In close counts where the voice is uncertain, a show of Union books can be called for at the discretion of the chair.

The chair determines the result by announcing that "The ayes have it—the motion is carried," or if the motion is lost, "The noes have it—the motion is lost."

Amendments —

A motion may sound good but it may be weak because it does not clearly express its intent. In this event an amendment to the motion is in order.

No amendment is in order, however, if it destroys the meaning or the force of the motion.

In other words the amendment must in no way replace or change the original intent of the motion as the vote on the amendment carries the motion automatically.

In addition there can always be an "amendment to the amendment" which is limited simply to clarifying the wording, to add clarity or to broadening the scope so as to lend force to the original motion and amendment.

Substitutions —

Often a motion will be made, seconded, amended and the amendment will be amended. This creates general confusion and can be eliminated by some member taking the floor and incorporating the whole thing into a single motion not conflicting with the original motion or amendments. The vote is taken on the substitute and if it is carried it becomes the regular motion, replacing the regular motion offered at first.

(Continued In Future LOG Issue)

Soviet Trawler Investigation Demanded By SIU Fish Union

BOSTON—The SIU Atlantic Fishermen's Union is pressing investigation of the appearance of Soviet fishing fleets near the American Coast and reports that the Russians are using suction pumps to fill their holds.

James Ackert, president of the union, is again demanding the application of a 200-mile territorial limit to protect U. S. fishing industries.

The investigation which was spurred recently by the appearance of 65 Russian fishing ships about 100 off the coast of Cape Cod, has been intensified by reports from a Gloucester fisherman that a Soviet trawler near the north end of Georges bank had a pipe about 12 inches in diameter extending over the side and into the waters a considerable distance away.

Doubled In Size

The Coast Guard in Boston reported that the Soviet fleet had doubled in size over the last short while and now numbered 125 or more trawlers and large fish-processing ships.

Ackert said the Soviet build-up in recent weeks had been gradual, but "There is no question they intend to fish as close to our coast as the government will let them."

The union president reported that the U. S. fishing industry hopes Congress will pass a bill extending the U. S. territorial waters to a 12-mile limit. "But for the good of the fishing industry in New England, we need a 200-mile limit. If things keep going like they have, we won't have an industry in another five years."

John A. Skerry of the Bureau of Commercial Fisheries, the federal agency investigating the intrusion, said, "The Russians were experimenting with suction-pump fishing of sardine-sized fish in European waters last year. We have to presume they are still experimenting with this over here now."

Ackert reiterated his demand for a territorial water extension saying that the "banks only produce so much fish in a season and with those big Russian trawlers catching everything in sight, the American catch is bound to go down."

Explaining the type of pump probably being used, Ackert said a light is placed in the water to

attract schools of fish. When the fish get near the light, the pump discharges an electric shock and the catch is sucked up into the vessels.

First reports of last years catch

by the Russians in the Gorges bank area, off Cape Cod, showed they caught between 90,000 and 95,000 tons of whiting, but a revised report now ups the catch to between 160,000 and 170,000 tons.

To Facilitate Hydrofoil Operations

Baltimore Harbor Raises Speed Limit

A change in the speed limit regulations in Baltimore's inner harbor has paved the way for the operation of a hydrofoil tour service after more than a month of delay.

The Maryland Port Authority Commission, at a special meeting, has repealed the old seven-mile-an-hour speed limit and replaced it with a law which states boats should be operated in a "safe and prudent" manner according to conditions which exist at the time.

The change has opened the way for a Baltimore real estate man and restaurateur to operate his 32-foot hydrofoil in the harbor area, from noon to 8:30 p.m. seven days a week. He will operate from the foot of York Street every half hour.

The old speed regulation was adopted by the Port Authority at its creation in 1956, when it accepted municipal regulation which existed at the time. The old speed law has been on the books since 1909.

The hydrofoil arrived in the Baltimore harbor near the end of June and was scheduled to go into operation on July 2. Then the owner discovered the restrictive speed law and was forced to postpone operations.

Law Limited

The new regulations contain no provisions for enforcement or punishment for violations, but the Port Authority pointed out that the Police Department could enforce the law and that the Coast Guard

also could be an enforcement agency.

The State agency had originally planned only to change the law by adding a provision which would have granted hydrofoils permission to operate in the Harbor, but would not have changed the speed limit.

However, at the last minute, the authority decided to repeal the speed limit and abandon the idea of issuing permits for operation.

The new regulation states that no boat may be "moved recklessly, or so as to endanger the property or limb or life of any person, or at a rate of speed greater than is reasonable and prudent, having due regard to the conditions then existing . . ."

Shipbuilding Gains Slightly—U.S. Ranks 7th

LONDON—New, comparatively heavy orders for nine ships has brought the United States ahead of two nations on the registry of ranking world shipbuilding powers. The U.S. moved from ninth to seventh place in Lloyd's Register of Shipping, surpassing Spain and Norway.

The new orders received during the April-June period—totaling 131,081 gross tons—boosted the American total of 57 ships under construction to 487,082 tons, the yardstick used by Lloyd's in determining ranking.

Japan continues to hold down the number one rating, with 147 ships of 2.3 million gross tons under construction. The figure represents a decline from the 160 ships the maritime giant had on March 31, but an upsurge in the tonnage.

Second-ranked Great Britain and Northern Ireland (rated together) had the greatest number of ships, 171, under construction but trailed Japan in gross tonnage with 1.5 million tons.

According to the quarterly report by the international classification society, 4.3 million gross tons of the world's total of 1,454 ships of 9.6 million tons are being built in nations other than the country of registry.

The Soviet Union, China and East Germany are not included in Lloyd's figures, which show Sweden, West Germany, France, Italy, the United States, Norway, Spain, Poland, the Netherlands, Yugoslavia, Finland and Denmark following in that order behind the two leaders.

Solid Support



SIU Chicago port agent Frank "Scottie" Aubusson (right) takes time out from hitting the bricks to discuss progress of the strike by Local 192, Automobile Salesmen and Miscellaneous Workers Union, against Johnson Ford, one of the biggest automobile dealers in the Chicago area. Local 192 set up picketlines when the auto dealer fired five salesmen who had signed union pledge cards. The strike drew the full support of the Chicago Maritime Trades Department Port Council.

THE GREATER CHICAGO & VICINITY PORT COUNCIL MARITIME TRADES DEPT. AFL-CIO REPRESENTING 400,000 WORKERS SUPPORT THE AUTOMOBILE SALESMEN & MISCELLANEOUS WORKERS OF LOCAL 192 AFL-CIO IN THEIR PROTEST! AGAINST UNFAIR LABOR PRACTICE JOHNSON FORD

Social Security Benefits Top \$35 Billion Mark

WASHINGTON—More than \$35½ billion in monthly Social Security benefits has been paid out to wage earner's dependents and survivors during the past 25 years, Anthony J. Celebrezze, Secretary of Health, Education, and Welfare, said today on the 25th anniversary of the amendments to the Social Security Law adding protection for the families of workers.

The original Social Security Law, enacted in 1935, provided only retirement benefits for workers with only a lump sum payable to the worker's estate in case of his death.

Following up on recommendations of the Committee on Economic Security, appointed by President Roosevelt in 1934, and taking note of the experience gained in administering the retirement benefit program, the Congress, in the summer of 1939, enlarged the scope of the Nation's social security program, making it a program for the whole family.

Signing the legislation on August 10, 1939, President Roosevelt described it as "Another tremendous step forward in providing greater security for the people of this country." The expanded program, he said, would now give "Lifetime

family security instead of only individual old-age security to the workers in insured occupations. In addition to the worker himself, millions of widows and orphans will now be afforded some degree of protection in the event of his death whether before or after his retirement."

The 1939 amendments also provided benefits for the wives and children of retired workers and for the aged dependent parents of deceased workers. Further, the date for the first payment of monthly benefits to retired workers and to the newly added categories of survivors and dependents was moved ahead two years—from 1942 to 1940.

Since 1939, more than \$13.5 billion has been paid out to young widows and children. "These benefit payments," Secretary Celebrezze said, "meant food on the table, shoes and school supplies, and a chance for the children to live at home instead of in the county orphan asylum or scattered among relatives."

Peace Corps Asks Guarantees For Volunteers

WASHINGTON—The Peace Corps has asked unions and management to negotiate agreements guaranteeing re-employment, with seniority and pension rights, and apprenticeship credit to workers who take two years off their jobs to serve in the Peace Corps.

The guarantees are needed for a stepped-up program of recruiting volunteers qualified to teach on-the-job skills to workers in developing nations, Peace Corps Director Sargent Shriver said.

Shriver, in a memorandum to the President's Advisory Committee on Labor-Management Policy, asked "the assistance of both management and labor to help the Peace Corps establish a new program so that thousands of American blue collar workers can serve their country as volunteers."

Sea Level Canal Gets House Boost

WASHINGTON — A study that could lead to a sea-level replacement for the present Panama Canal has come a step closer to reality in recent action by the House Merchant Marine Committee ordering reported a bill directing the President to name a five-man commission to begin considering the most satisfactory route.

The commission would be made up of five persons "from private life," authorized to spend up to \$17.5 million for the study, which could be completed no later than June 30, 1968.

The House committee made

changes in the bill as it was passed by the Senate. The Senate bill called for a seven-man commission named by the President and including the Secretaries of State and Army and the head of the Atomic Energy Commission. It also called for completion of the study by 1966.

A geographic restriction in the original bill which would have confined the study to routes across the Central American Isthmus has been dropped because subsequent testimony brought out certain problems involving use of atomic energy to blast the needed passages in view of the limited atomic test ban treaty and other political considerations.

In other action recently, the House Merchant Marine Committee cleared legislation to give SIU Pacific District-contracted American-Hawaiian Steamship until Dec. 31, 1965 to begin new construction with money it has in a ship construction tax free reserve fund. American-Hawaiian is still waiting for a decision on its application for a Government-insured mortgage on three high speed inter-coastal container ships.

The Merchant Marine Committee also cleared for consideration by the House a measure to allow subsidized operators to receive government war risk insurance reimbursement for the loss of ships built with construction subsidy to the extent of the full value of their vessels without subtracting the amount of the subsidy.

Tanker Score: U.S. Is Down, Soviets Are Up

WASHINGTON—While the U.S. tanker fleet continues to decline, the Soviet Union tanker fleet has shown the fastest growing capacity of any country in the world, moving from the "all others" category to 12th in the world, within ten years.

The Sun Oil Company, in its 22d annual analysis of the world tankship fleet, reported that the Soviet Union has, throughout the last decade, shown the "fastest growing carry capacity" relative to the size of its fleet. The country was reported to have averaged an annual rate of increase of 29.1 percent since 1953.

The authoritative analysis, produced under the direction of the manager of Sun Oil Co.'s economics department, said that the outlook, as far as the U.S. tanker fleet is concerned, for the U.S. to regain the position of leadership it held until 1957, is very "bleak."

The Soviet tanker fleet added as many as 29 tankers of T-2 equivalents during 1963, while the carrying capacity of the United States during the same period of time declined by six T-2 equivalents.

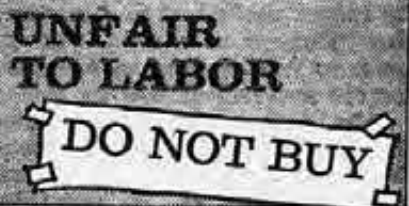
The 16,765-deadweight ton T-2 tanker, which has a cruising speed of 14.5 knots, is used by the industry as a common denominator for comparison of the widely divergent ship sizes, weights, carrying capacities, and speeds.

The Soviet tanker fleet, however, still ranks under the United States in total carrying capacity. The Russians have, in terms of absolute tonnage, 2.1 million deadweight tons compared with the U.S. which ranks fourth in the world with 8.9 million deadweight tons.

The study also demonstrated that United States-flag vessels under construction or on order at the end of 1963 totaled just five ships, for a total of 189,000 tons, while the Soviet Union's total of 51 ships under construction or on order aggregated 1.2 million tons.

The study also showed the United States tankers were the oldest in the world with an average age of 13 years seven months. The country with the newest ships was Japan with an average age of four years 11 months, followed by the Netherlands with five years, six months, the Soviet Union with five years, nine months, and Great Britain with five years, eleven months.

At the end of 1963 the world tank-ship fleet numbered 8,279 vessels with a total of 76.2 million deadweight tons, the report said. This represents an increase of 5.8 percent over the previous years figures.



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

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

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

⌵ ⌵ ⌵

Eastern Air Lines
(Flight Engineers)

⌵ ⌵ ⌵

H. I. Siegel

"HIS" brand men's clothes
(Amalgamated Clothing Workers)

⌵ ⌵ ⌵

"Judy Bond" Blouses

(Int'l Ladies Garment Workers)

⌵ ⌵ ⌵

Sears, Roebuck Company

Retail stores & products
(Retail Clerks)

⌵ ⌵ ⌵

Stitzel-Weller Distilleries

"Old Fitzgerald," "Old Elk"

"Cabin Still," "W. L. Weller"

Bourbon whiskeys

(Distillery Workers)

⌵ ⌵ ⌵

J. R. Simplot Potato Co.

Frozen potato products
(Grain Millers)

⌵ ⌵ ⌵

Kingsport Press

"World Book," "Childcraft"

(Printing Pressmen)

(Typographers, Bookbinders)

(Machinists, Stereotypers)

⌵ ⌵ ⌵

Jamestown Sterling Corp.

Southern Furniture Mfg. Co.

Furniture and Bedding

(United Furniture Workers)

AFL-CIO Tells High Court

Landrum-Griffin Rulings Need Realistic Approach

WASHINGTON—The AFL-CIO has asked the Supreme Court to give a "common sense" reading to the Landrum-Griffin Act and overturn a lower court decision invalidating a dues increase voted by the 1963 convention of the Musicians.

Most international unions and the AFL-CIO itself use a convention rollcall system similar to that of the Musicians, with the voting strength of delegates based on the number of members they represent.

Two lower courts, although conceding that such voting methods are thoroughly democratic, found the procedure a technical violation of a Landrum-Griffin Act requirement that a dues increase be approved by "a majority vote of the delegates." This, the courts held, means that each delegate is entitled to one vote, whether he represents a local of 50 or 10,000 members.

If this decision were permitted to stand, AFL-CIO attorneys contended in a "friend of the court" brief, it would "wreck havoc upon established union procedures without promoting any known congressional purpose."

In a broader area, the AFL-CIO said, a Supreme Court ruling will

"provide guidance" to lower courts on whether the Landrum-Griffin Act should be interpreted in a "narrow and artificial" context or be given "a sensible and realistic reading that will assure every individual union man his proper membership rights without interfering with the practices and usages freely adopted by his organization."

Although the AFM re-enacted the contested \$6-a-year dues increase at the 1964 convention, union attorneys are pressing the appeal as a matter of principle and because of its potential impact on other unions.

The AFL-CIO brief pointed out that the alternative to a system of weighted voting for many unions would be "a convention so large" as to be "overly cumbersome and expensive."

In the case of the AFM, a convention of 14,000 delegates would be needed if proportional representation of locals were to be achieved through increasing the number of delegates instead of a weighted voting system.

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From the Ships at Sea

COTTONWOOD CREEK (Oriental Exporters), June 14—Chairman, R. M. Kelly; Secretary, J. F. Austin. Ship's delegate reported that all has gone well with no beefs. There were no foul ups this trip and the crew was right on the bell. Discussion held on dirty and rusty drinking and washing water. It was suggested to let the oiler explain to the patrolman how bad this situation is. Also, something should be done about the ice machine as when the ship rolls it won't make ice. Ship had no ice for about ten days.

PUERTO RICO (Motorships of Puerto Rico), June 23—Chairman, C. Tallman; Secretary, A. Aragonés. \$4.75 in ship's fund. Major repairs were taken care of. Few hours disputed OT in deck department. Larger electric fans should be placed in galley. Exhaust in galley barely pulling heat.

SEATRAN SAVANNAH (Seatrains), June 21—Chairman, J. Soto; Secretary, A. Sanchez. Deck department beef was settled in San Juan. Chief engineer agreed to fix the air condi-

OMNIUM FREIGHTER (Suwannee), June 21—Chairman, M. Phelps; Secretary, R. Hodges. Motion made to have ship's delegate contact agent on arrival about income tax rates. Motion to have boarding patrolman inspect crew hospital for sanitation purposes on arrival in Galveston. Some disputed OT in each department.

ARIZPA (Waterman), July 5—Chairman, Clyde L. Van Epps; Secretary, Walter Brown. Ship's delegate reported that slop chest prices will be brought up to date. Ship has a real good crew. Few hours disputed OT in engine department to be brought to attention of boarding patrolman.

OVERSEAS EVA (Maritime Overseas), July 12—Chairman, J. L. Morris; Secretary, Maurice Culp. Some disputed OT was reported in engine department. Motion made that the Union be notified of the robbery of the ship's safe in Saigon. It was suggested that an investigation be made to find out if there is some way possible for the brothers who suffered the loss to be reimbursed at payoff. Vote of thanks was extended to the steward department for a good job.

TRANSHATTERAS (Hudson Waterways), July 13—Chairman, John J. Flanagan; Secretary, M. E. Greenwald. \$43.00 in ship's fund. Some disputed OT in deck and engine departments. Letter to be sent to headquarters re contract pertaining to grain ships. Vote of thanks to the steward and his entire department for doing an excellent job even though short-handed.

TRANSHARTFORD (Hudson Waterways), June 26—Chairman, E. Andersen; Secretary, R. McCulloch. Brother J. R. Bolling was elected to serve as ship's delegate. No beefs reported by department delegates. Motion made to have larger bunks and mattresses installed on this vessel.

PENN EXPORTER (Penn Shipping), July 5—Chairman, Charles Scott; Secretary, Z. A. Markis. All repairs have been taken care of. It was requested that the ship's delegate see the captain or the chief engineer about cleaning tanks as drinking water is very rusty. Everything running smoothly in all departments.

SAN JUAN (Sea-Land), July 7—Chairman, E. Caudill; Secretary, J. Coyle. Brother E. Caudill resigned as ship's delegate and Brother H. G. Jones was elected to serve. Discussion regarding transportation to and from airport in Elizabeth, N.J. Request was made for telephone booth in office for ship's personnel in San Juan. Vote of thanks to the steward department for a job well done. Ship's delegate and department delegates also received a vote of thanks for doing a fine job.

HASTINGS (Waterman), June 28—Chairman, Edward Cantoral; Secretary, Leo Bruce. Ship's delegate reported that most of the repairs have been completed, the rest will be done in port, as material is needed to complete the work. One man in steward department was hospitalized in Port Said and later repatriated to the States. Vote of thanks extended to the steward department and to all delegates for doing a good job and keeping the ship running smoothly.

MONARCH OF THE SEAS (Waterman), July 12—Chairman, L. J. Pate; Secretary, Brown Muzar. Brother Carl Limeberry was elected to serve as new ship's delegate. No beefs reported by department delegates. All hands requested to help keep mess-room clean.

ST. CHRISTOPHER (Destiny Carriers), June 22—Chairman, Robert K. Holt; Secretary, James J. McLinden. One man missed ship in Rotterdam. No beefs reported by department delegates. Ship's fund to be started. Vote of thanks to the steward department for good feeding and a well run department.

HASTINGS (Waterman), May 3—Chairman, Ed Cantoral; Secretary, J. Wells. \$3.89 in ship's fund. Motion was made to send letter to headquarters regarding water condition aboard ship. Discussion held about rationing water. Vote of thanks to the steward department. Brother Cantoral was elected ship's delegate.

ALCOA MARKETER (Alcoa), June 28—Chairman, Donald Dickson; Secretary, R. E. McNatt. Check for \$110,000, ship's fund, to be deposited with Captain for safekeeping.

Bible-quoting seafarers are not exactly commonplace aboard SIU-manned ships, but when one appears, just mentioning references, without explaining what they are, they completely mystify the crew.

Crewmembers aboard the **Steel Recorder** are bewildered, because **Jim Shortell**, deck maintenance man and ship's delegate, looks in the icebox everynight, takes one look at the



Shortell Alexander

night lunch and starts to exclaim "Hebrews, Chapter 13, Verse 8." According to **William Davies**, when Shortell is asked what it means, he just answers, "Look it up in the Bible."

Crewmembers aboard the **Kent** (American Bulk Carriers) must have been on their best behavior when their ship made a call in Egypt to unload cargo. Captain Tedesco applauded the crew's behavior during their stay at Alexandria at the ship's meeting called shortly after leaving the port, according to **A. G. Alexander**, meeting chairman.

The galley gang aboard the **Nova West** (Bloomfield) has the engine department mesmerized with good service they have been providing. In fact, the black gang has given the messmen a special vote of thanks. The entire crew followed it up with a rousing cheer for the entire steward department, writes ship's delegate **Vern T. Gibson**.

Toilet paper was the subject of much discussion on the **Monticello Victory** (Victory Carriers) reports meeting chairman **Chester McKugh**. During the good and welfare section of a recent ship's meeting, a complaint was raised about stocking some soft toilet paper aboard, and the steward promptly replied that soft paper had been in stock all the time. Both parties went away happy.

The crew of the **Transerie** (Hudson) are amazed that food had been served at all, since they learned from the steward department that the hot water heater, the icemaking machine and the plate on the galley range were not working. **R. W. Simpkins**, meeting secretary reported that ship's delegate **John J. Quinter** promised he would get them fixed right away.

One of the age-old problems of crewmembers while the ship is unloading cargo in a foreign port is to keep the native longshoremen

off the ship and out of the crews quarters and messhall. The problem is especially serious in the Near East where the Arabs infiltrate. Aboard the **Midland** (Clear Water), the crew has asked the patrolman about a way to keep the Arabs out of the messhall, at least. "They overrun the whole ship," says **R. H. Simpson**, meeting secretary.

Edward Cantoral, ship's delegate aboard the **Hastings** (Waterman) reports nothing but smooth sailing. He says it is all due to the excellent cooperation he has been getting from all the department delegates and was backed up by the rest of the crew when he asked for a vote of thanks for them. The crew also mentioned the stewards in the kitchen for their fine performance.

Speaking of happy ships, the crewmen of the **Commander** (Marine Carriers) have a password of



Westphall Cantoral

"Get Along Together." They must be taking this slogan to heart because ship's delegate **Julian Dedicatoria** reports that the ship is running smoothly. "The vessel is ship-shape," he says.

Another ship that reports smooth sailing and a happy crew is the **San Juan** (Sea-Land). Seafarers there recently gave a vote of thanks to the steward department for the fine feeding job and excellent service they received, writes **E. C. Caudill**, ship's delegate.

Speaking of fine food and service, Seafarers are still quick to acknowledge their thanks for that special touch that signifies that a steward department is operating in the best SIU tradition.

Ships whose steward departments have received special votes of thanks recently are the **Keve Ideal** (Keve), **Steel Surveyor** (Isthmian), **Elizabethport** (Sea-Land), **Penn Vanguard** (Penn Shipping), **Cities Service Baltimore** (Cities Service), **San Francisco** (Sea-Land), **Yaka** (Waterman), **Eagle Traveler** (United Maritime), **Coe Victory** (Victory Carriers) and **La Salle** (Waterman).

Washing Machine troubles have cropped up on the **San Francisco**

(Sea-Land), according to **H. R. Nathey**, meeting chairman. It seems that somebody hasn't been turning the machine off after using it. There have also been complaints that the agitator has been tearing clothes. Some members of the crew feel the agitator should be replaced.

Some of the members of the crew aboard the **Del Alba** (Delta) are walking around slightly groggy during the day. It seems that too much steam has been piped to the pantry sink and the racket it makes when used is echoing all the way through the ship, according to meeting secretary **Harold Westphall**. Stewards have been asked to use it a little more slowly.

Hard luck hit a crewmember on the **Orion Comet** (Western Tankers) when he learned that a member of his family died, causing him to payoff the ship in Guam to get home in time for the funeral. The crew extended their sympathy and voted to donate \$33 from the ship's fund according to **Johnnie Hoggie**, meeting chairman.

At a recent safety meeting aboard the **City of Alma** (Waterman), crew members were reminded that every man on board must remember the old saying, "One hand for the ship, one hand for himself." In other words, it was explained, every man must be on the lookout for a dangerous situation and take the necessary precautions for himself. The warning was made after one deckhand reported that a crewmember had slipped and hurt himself on a freshly oiled deck. It was recommended that safe pathways be left for walking on deck, or that sand be spread immediately after oiling.

Notify Welfare Of Changes

The SIU Welfare Services Department reports that it has had difficulty locating seamen's families because the seamen's enrollment or beneficiary cards have not been kept up to date. Some death benefit payments have been delayed for some time until the Seafarer's beneficiaries could be located. To avoid delays in payments of welfare benefits, Seafarers are advised to notify the Union immediately of any changes in address, changes in the names of beneficiaries or additional dependents by filling out new enrollment and beneficiary cards. The cards should be witnessed as a means of verifying signatures.

DIGEST of SIU SHIP MEETINGS

tioner as soon as ship arrives in New York.

THETIS (Admanthos Shipping), June 26—Chairman, Sidney Segrez; Secretary, Donald Gore. No beefs reported by department delegates. Brother Joseph Snyder was elected to serve as ship's delegate.

LONGVIEW VICTORY (Victory Carriers), June 27—Chairman, F. O'Hara; Secretary, Robert W. Ferrandiz. Aside from minor beefs, the trip has been very good. Some disputed OT in deck and engine departments.

BANGOR (Burmuda Shipping), June 14—Chairman, John Dieisch; Secretary, C. R. Wenczkowski. A suggestion was made by various crewmembers that a safety committee consisting of officers and crewmembers should be arranged. Some disputed OT in deck department.

INGER (Reynolds Metal), June 20—Chairman, Pete Scroggins; Secretary, J. R. Prestwood. \$24.95 in ship's fund. Pete Scroggins was elected to serve as ship's delegate. Vote of thanks to the steward and entire department for job well done. Special thanks to the cook and the baker for tasty food.

DEL ALBA (Mississippi), May 2—Chairman, Ted Jernigan; Secretary, H. Westphall. \$5.86 in ship's fund. No beefs or disputed OT. Smooth trip. Food is excellent. Brother Oliver Lee was elected to serve as ship's delegate.

ROBIN TRENT (Robin), June 13—Chairman, W. Kohut; Secretary, G. Troclair. Ship's delegate reported that he will have the patrolman clarify the contract. Disputed OT in all departments will also be taken up at payoff. \$9.30 in ship's fund.

CITY OF ALMA (Waterman), June 6—Chairman, Louis Cayton; Secretary, L. Durarber. Brother Jack Bates was elected to serve as ship's delegate. All beefs were squared away. Everything running smoothly.

STEEL EXECUTIVE (Isthmian), June 29—Chairman, A. Carpenter; Secretary, R. Hutchins. \$12.00 in ship's fund. Disputed OT in deck and engine departments to be taken up with boarding patrolman. Vote of thanks to the steward department for good food and service.

STEEL DIRECTOR—(Isthmian), July 5—Chairman, R. M. Nielson; Secretary, Edward Dale. Brother James L. Grant was elected to serve as ship's delegate. No beefs or disputed OT reported.

DEL AIRES (Delta), June 16—Chairman, Anthony Ducote; Secretary, Ralph Collier. Everything running smoothly in the three departments. Brother Basil (Tiny) Polazzo was elected to serve as ship's delegate. Vote of thanks to the steward department for doing a fine job.



SIU Man 'Rides' Toy Horse Bearing Message Of Peace

Joseph Moody has just finished "riding" a horse over the coastal run from Houston to New York. While this may seem to be a strange feat for a seaman, Moody's shipmates aboard the Steel Seafarer (Isthmian) were very impressed with his accomplishment. The cause of their respect wasn't Brother Moody's riding style, but the message of peace and good will that his steed, "Gold Dust," carried.

"Gold Dust" wasn't the kind of horse that some of Moody's brothers are apt to place a small wager on when they are waiting for a ship shoreside. Moody's mount, in this case, was a handmade stick horse which carries a plastic envelope containing a "World Friendship Wreath."

Honors Heritage

The card attached to the wreath says that its mission is to honor all men who have contributed unselfishly to our great American heritage. Prospective riders of Gold Dust are asked to "Take me with you as you in your imagination ride down memory trails remembering that this great country that we enjoy was bought by 'blood, sweat and tears' of men who dare to fight for what they believed. The message concludes: 'This one request: after a brief visit with me, pass me on to another who can be touched with my magic.'"

Gold Dust is the creation of 12-year-old Roddy Reynolds of Putnam, Texas, who designed the horse to celebrate the 100th anniversary of the Pony Express and build friendship and good will throughout the U.S. and the world. The story of Roddy's project appeared in the March 6th issue of the LOG which carried an appeal to Seafarers from Roddy's father asking for help in discovering Gold Dust II who was last seen in Sydney, Australia.

Moody made his first acquaintance with Gold Dust when he was standing on the deck of the Steel Seafarer when a stranger approached him with a paper bag. The stranger handed the astounded SIU man a paper bag containing Gold Dust and asked him to "ride it a while and then pass it on to somebody else."

When Moody opened Gold Dust's saddle bags, he learned all about young Roddy's globe-trotting toy horses from the news clippings pasted in Gold Dust's log book. He found that he was in possession of Gold Dust V that had traveled from Roddy's home in Putnam all

the way to Oklahoma City in a series of four jumps that took place in a two-week period.

Moody found that Gold Dust V caused quite a stir on board the Steel Seafarer. He reports that both the captain and his wife expressed their admiration of 12-year-old Roddy's efforts. He said that the toy horse was the center of interest in each of the ports of call his ship made on its voyage to New York.

"Everyone on board thought Gold Dust was a great idea," Moody declared. "No one took it as a joke. I was really surprised how impressed all the Seafarers were with it."

When one of Roddy's toy horses is returned to him, he can trace its travels by checking its log book. Gold Dust I came back from Johannesburg, South Africa, in March, 1961 after a five-continent trip loaded down with souvenirs, clippings and various honors he

had picked up during his wanderings.

Five months later, Roddy was ready to send Gold Dust II out into the world carrying his message. "My business is to make friends." Gold Dust II jumped from continent to continent, going from the capitals of Europe all the way to Japan. It became quite a celebrity, appearing on radio and TV, and the subject of several newspaper features around the world.

Somewhere between Sidney, Australia, and Rome, Gold Dust II vanished from sight, and Roddy wrote the LOG for help after hearing a merchant seaman refer to his globe-traveling steed via the grapevine.

Although faced with this disappointment, Roddy keeps hoping that someone will take a member of his Gold Dust family to Russia and get it an audience with Khrushchev. It is his hope that the Soviet premier will heed Gold Dust's plea that he work for peace for the boys and girls of Russia and the rest of the world.

Moody hoped that he could set the wheels in motion to make Roddy's wish come true. He was looking for a Seafarer who was headed for Northern Europe, where Gold Dust hadn't put in an appearance up to that point.

Gold Dust's new rider would have to be someone who was dependable and would heed the message Roddy's steed of good will carried, according to its last SIU rider.

"The most important thing is that the next rider has to promise to pass it on to another rider," Moody declared as he started for the New York hiring hall to find a Seafarer who would guide Gold Dust to his next transoceanic station.

LOG-A-RHYTHM:

My Destiny's Master

By Charles W. Gothran

Oh, that I was what I could be?
Then what I am, you'd never see.

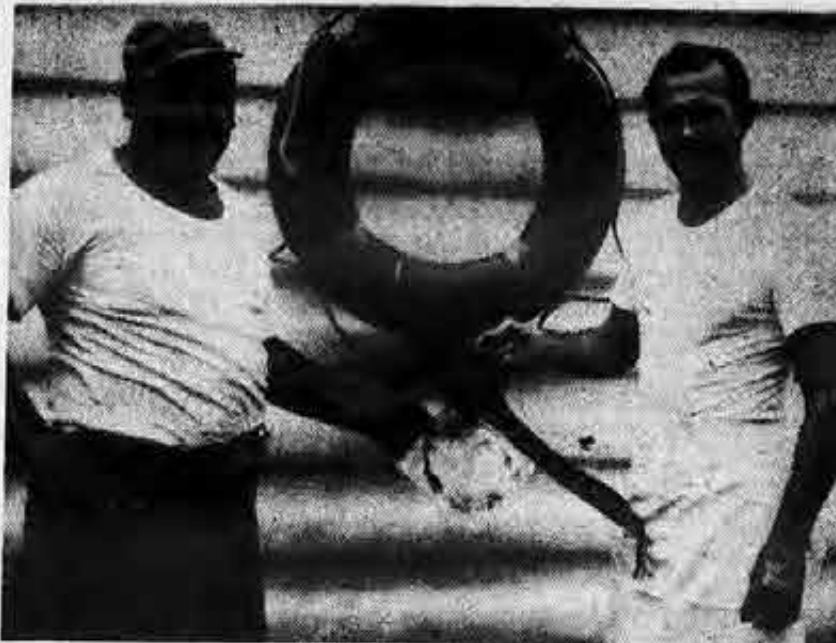
But, what I'm not, I'll be someday,
Because I will create a way.

The will to win in any game
From the word "incentive" came;

For without a cause or reason nigh
There'd be no goal for which to try.

Without a "try" I'd never gain—
A goal in life would be in vain;
So fight I shall with brain and might—
Eventually, I'll win the fight.

And when the fight is won, I'll be
The master of my destiny,
Then words like these someday
I'll say;
"What I would be, I am today."



Gold Dust V is the center of attraction of two SIU men from Steel Seafarer (Isthmian). Bosun Enrico Torelli (l) examines the "World Friendship Wreath" attached to his harness while Joseph Moody, night cook and baker, steadies the globe trotting pony. Gold Dust is the creation of Texas schoolboy Roddy Reynolds who has sent a herd of the toy horses around the world bearing messages of peace and goodwill.

STEEL ARCHITECT (Isthmian), July 11—Chairman, Roy R. Thomas; Secretary, Bruce Wright. \$17.80 in ship's fund. No beefs reported by department delegates. Vote of thanks to the steward department for the fine holiday menus.

WHITEHALL (Whitehall Navigation), June 28—Chairman, Pete Marciano; Secretary, Jim Davis. \$5.55 in ship's fund. No beefs were reported by department delegates. Some disputed OT in deck department.

SAN JUAN (Sea-Land), June 30—Chairman, Jones; Secretary, J. Coyle. No beefs were reported by department delegates. Discussion held on new lockers. Crew refuse to accept lockers without legs—must be raised from deck.

WILTON (Marine Carriers), May 31—Chairman, Sterland; Secretary, Quintayo. One man was hospitalized in Port Said, Egypt, and one man in Bombay, India. Few hours disputed OT in engine department. Officers and crew extended a vote of thanks to the chief cook and 3rd cook for good job and cooking. Captain very cooperative in all matters.

STEEL AGE (Isthmian), May 30—Chairman, Egbert Goulding; Secretary, Cleophas Gray. No major beefs reported by department delegates. Vote of thanks to the steward department.

OVERSEAS JOYCE (Maritime Overseas), July 9—Chairman, E. P. Leonard; Secretary, John W. Picou. Brother O. Sandall was elected to serve as ship's delegate. All is well in the three departments.

VENORE (Venore), June 21—Chairman, Pete Bianco; Secretary, James Brack. Brother Stanley Sek was elected to serve as ship's delegate. No beef and no disputed OT.

ALCOA TRADER (Alcoa), July 20—Chairman, John Chaplinsky; Secretary, Jimmy Jones. No beefs and no disputed OT. Discussion on milk being issued. Suggestion made to contact patrolman in Puerto Rico for clarification.

STEEL ADMIRAL (Isthmian), July 19—Chairman, Bernard J. Shultz; Secretary, Thomas Johnson. \$13.55 in ship's fund. Engine delegate to see patrolman about subsistence for chipping around crew's quarters.

FLORIDIAN (South Atlantic), July 29—Chairman, Waldo Banks; Secretary, Tony Aronica. Brother Nick Sabin resigned as ship's delegate and Brother Guy Hughes was elected to serve in his place. Brother Sabin was extended a vote of thanks by the crew, for a job well done. No beefs were reported. Everything running

DIGEST of SIU SHIP MEETINGS

smoothly. Vote of thanks to the steward department for serving a balanced diet and also for good food and service.

ROBIN GOODFELLOW (Robin Lines), July 25—Chairman, R. F. Vaughan; Secretary, Orasta Vola. \$5.00 in ship's fund. Vote of thanks was extended to the ship's delegate.

SEAFARER (Isthmian), July 29—Chairman, Frank Panetta; Secretary, Fox Lewis, Jr. Ship's delegate, Joe Wagner, reported that all is in order. \$3.50 in ship's fund. It was requested that the messhall be locked in port to prevent its use by longshore gangs in foreign ports.

ALDINA (Wall Street Traders), July 19—Chairman, L. Hargeshelmer; Secretary, B. A. Hemlett. One man hospitalized in Greece. Ice box has been out of commission for 10 days. Ship could use a new one. Some disputed OT in deck department.

Praises Union For Assistance

To the Editor:

I am sending you this letter to let all my SIU brothers know how great the Union welfare plan and the hospital benefits are, and how they helped me out when I needed it the most. I wish to express my deepest thanks to the Union for this timely assistance. God only knows what I would have done if there wasn't such a thing as the SIU Welfare plan to lean on when trouble hits. The benefits really came in handy in keeping my wife and child going while I was laid up in the hospital and until I got back to work.

I know that I will never be able to pay back the Union the amount of the benefits I received with such things as mere dues. However, I do know that from this point on I can and will give my Union my fullest support in every way and ask

all my brother members to do the same.

I also want to put in a good word for the fine work that the welfare plan representatives for the kind attention they gave me when I needed it the most.

Harold (Jimmie) Nelson

Welfare Benefits Aid SIU Widow

To the Editor:

I wish to express my heartfelt thanks for the check that I received from the Seafarers Welfare Plan Fund. The kind letter that accompanied it meant so much to me after the death of my husband, Otto E. Skomrock. I am grateful, also, to know that I have the Union death benefit to help in meeting my financial obligations.

I can only tell you of my deep feeling of admiration and gratitude toward the SIU and what it has meant to me and the late Mr. Skomrock. I am

so happy to know my husband was a member of such a fine organization.

Mrs. Otto E. Skomrock

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.

'Perry Mason' Fan Hits Deck

To the Editor:

All the crew members aboard M/V Floridian certainly enjoy reading the many books that are sent to the ship through the SIU Library Plan from the Brooklyn office.

Some of the gang on the ship are great fans of Perry Mason, the detective of TV and paper-

back fame. If it is at all possible, we would like to see more "Perry Masons" in the book parcels that are sent to the ships.

I'm sure that all the crew members, including myself, will enjoy reading both Perry Mason and the rest of the fine selections from the SIU library.

Nick Sabin

Wilton Reports Smooth Sailing

To the Editor:

We are writing this note to let the whole Union know that the crew of the Wilton has just completed about as pleasant a trip as any Seafarer could ever ask for.

We were really impressed with the treatment we got from the captain, Frank Orton and the chief engineer, Wesley Basford. The crew gave them a big vote of thanks at our last ship's

meeting for the wonderful way they operated throughout the whole voyage.

No one on board ever was heard to have a single beef about the chow on the Wilton which was served up in the highest of SIU traditions. While we could only give the steward department a vote of thanks, we want everyone in the Union to know that chief cook Toni Lopez and baker Frank Judak are the best galley team sailing anywhere.

There have been no beefs and no disputed overtime, so we can really say that this has been a great trip. Everything on board is going well.

We're scheduled to unload in Korea and then head for Japan where we'll hop a plane for the States.

The story around here is that Marine Carriers is having three more ships outfitted and that they will be ready to start sailing in the near future.

William Van Dyke

STEEL ARCHITECT (Fishman), July 4—Chairman, Roy Thomas; Secretary, Bruce Wright. \$17.80 in ship's fund. No beefs were reported by department delegates. Vote of thanks extended to the steward department.

DEL NORTE (Delta), June 21—Chairman, Francis E. Caine; Secretary, Bill Kaiser. The resolution for new working rules for the steward department with 42 signatures has been turned in to Union hall to be acted upon by membership at next meeting. Information on absentee voting for SIU officials for the next election has been posted. Brother Peter Gonzalez was elected to serve as ship's delegate. \$123.17 in ship's fund and \$99.90 in movie fund. No beefs reported.

MAYFLOWER (Mayflower), July 25—Chairman, M. J. Danzey; Secretary, Tom Maher. Brother Earl Kinman was elected to serve as new ship's delegate. Motion made to check on transportation for men that boarded ship on West Coast. Few hours disputed OT in engine department.

FAIRPORT (Waterman), July 19—Chairman, Anthony J. Kubarski; Secretary, Clifton J. Gullett. Brother

was elected to serve as ship's delegate. One man missed ship in Port Arthur and one man was hospitalized in Port Arthur. No beefs reported.

DEL CAMPO (Delta), July 19—Chairman, H. Knowles; Secretary, R. Hebert. Brother Joe Zeloy resigned as ship's delegate and was extended a vote of thanks for doing a fine job. Brother McFaul was elected to serve in his place. No beefs were reported by department delegates.

STEEL SURVEYOR (Fishman), July 17—Chairman, Joseph Catalano; Secretary, Michael S. Cleufat. Brother Earl A. Fancher was elected to serve as ship's delegate. \$10.46 in ship's fund. No beefs reported by department delegates.

ANN ARBOR NO. 5 (Ann Arbor), July 21—Chairman, Floyd Hammar; Secretary, Al Bailey. Brother William Cerke was elected to serve as ship's delegate. Motion was made that a patrolman be appointed in the Port of Frankfurt due to the fact that the Agent is working out of town so much.

HENRY LA LIBERTE (Buckeye), July 20—Chairman, Larry Johnson; Secretary, Robert Vanderventer. \$2.40 in ship's fund. Motion made to have a man at the rails to signal when the rail controls are in operation.

DIAMOND ALKALI (Boland & Cornelius), July 14—Chairman, Jack Young; Secretary, Gerald Marlin. \$28.80 in ship's fund. Discussion in the deck department regarding the duties of the watch on the forward end. No beefs reported by department delegates.

BEN W. CALVIN (Boland & Cornelius), July 5—Chairman, M. Levinson; Secretary, L. Enke. \$4.50 in ship's fund. No beefs reported by department delegates.

FLOMAR (Calmar), July 19—Chairman, S. Barnett; Secretary, M. Gelicki. Few beefs topside to be brought to attention of patrolman in Baltimore. Crew requested to donate to ship's fund for TV repairs. Fresh water tanks need cleaning.

MASSMAR (Calmar), July 12—Chairman, E. Abusaly; Secretary, Sherman Wright. Deck and engine departments extended an exceptional vote of thanks to the steward department for the good feeding and service.

BETHTEX (Bethlehem), July 20—Chairman, A. Dams; Secretary, C. Gill. \$13 in ship's fund. Brother J. J. Perera was elected to serve as ship's delegate. All hands requested to keep pantry clean. It was requested that each man donate \$1 each towards TV repair. Vote of thanks to the steward department.

AMES VICTORY (Victory Carriers), July 19—Chairman, G. Delgado; Secretary, D. M. Woods. Disputed OT in deck and engine departments. Motion made to have patrolman talk with captain and the chief mate about the deck gang working over the side of the ship while the ship is loading and unloading cargo. Also to ask the captain why he will not put out an advancement upon arrival in the first American port.

CHATHAM (Waterman), July 23—Chairman, Tom Llier; Secretary, John Drewes. \$8 in ship's fund. Disputed OT in steward department for restriction to the ship. Vote of thanks to the steward department.

ANDREW JACKSON (Waterman), July 26—Chairman, Frederick Blankenberg; Secretary, Illumado R. Llenos. Ship's delegate reported that everything is running smoothly in all departments. Some overtime to be cleared by patrolman upon ship's arrival in New Orleans. Crew requested to dump garbage back aft and not to throw it over the side midship. Vote of thanks to the steward department for a good job.

Seafarer Watched Our Navy Sink 'Lucky' WW II Ship

Many a Seafarer can tell adventure filled stories of their thrilling voyages during World War II, and of the hardships they endured during their perilous passages. But Seafarer Anthony Nix tells another story, one with an ironic twist.

Nix sailed aboard the Alcoa Leader between the U.S. and England, when it successfully avoided the fierce wolf packs and bombing attacks, only to wind up being sunk on purpose at the beachhead at St. Laurent.

Nix was sailing an old Sun Oil tanker at the age of 20, when a torpedo hit, and the young seafarer found himself on the beach again, with an "allergy" to tankers.

So he went to Baltimore, where Paul Hall, was dispatcher at the time, and was shipped out aboard the Alcoa Leader, a Hog Islander type, built in 1918.



Nix

Happy to be sailing, and not aboard a tanker, Nix did not find out for five days what kind of cargo the Leader was carrying.

"It was like jumping out of the frying pan into the fire," he said. "The old girl was carrying depth charges and 5-inch shells, bound for the Naval base that the U.S. had at the time in Londonderry, North Ireland."

But Nix did not worry about the possibility of disaster, "because if she took a torpedo or a Stuka dropped one on us," he recalled, "there would have only been a wisp of smoke left."

But the Alcoa Leader made that trip and many more, successfully plodding back and forth across the Atlantic to ports all around the British Isles.

And Nix was very pleased to be sailing her. "This old girl, even in the treacherous Atlantic never faltered," he said. "The Liberties and Victories, which were new at that time, couldn't keep up speed when faced with a large head sea, but the Alcoa Leader never had any trouble. She just maintained a steady ten knots."

Convoys were hard hit at the time, Nix reported, by the wolf packs of German submarines, which sought out and sunk as much Allied shipping as they could aim their torpedoes at. The Alcoa Leader emerged as one of the lucky ones of the Battle of the Atlantic.

Nix remembers the days in

England, with daily bombings, barrage balloons over the English harbors, Christmas tree lights in English pubs, commodores, escorts and convoys.

On one convoy, Nix recalls watching one German U-Boat being destroyed by a Canadian Corvette. "It was during Sept. 1943," he said, "and the Corvette located a sub, and forced it up by using depth charges against it. Once it was on the surface, the Corvette rammed the U-Boat until it sunk."

The Alcoa Leader made a trip to Oran, Casablanca, during the early months of 1944, surviving a "terrific" bombing, and was returned to the Atlantic run evading enemy Stukas and outwitting the U-boats.

Bombing Attacks

"The bombing attacks were an everyday occurrence in London, Hull, and Liverpool," he said, "and nobody really paid to much attention to them. Then the buzz bombs started coming over. You could never tell where they were going to hit. They just kept coming until they ran out of fuel, then dropped suddenly."

The day after D-Day, the Alcoa Leader was laying at anchor at Loch Ewe, Scotland, a gathering center for a convoy going to Murmansk, Russia, when the ship was diverted to Plymouth, England. There the Navy boarded her and stripped off everything of value.

A skeleton crew was kept aboard

her, and the Alcoa Leader set sail for St. Laurent, one of the hottest of the invasion sites, and was placed in line with other ships that were already there.

It was here that Nix learned the ship was going to be sunk as a block ship.

Block ships were used to keep enemy vessels from sneaking up behind the Allied forces, by narrowing a channel to the width of only one or two ships, a position easy to defend.

"The remainder of the crew was taken off the ship in a laundry boat," Nix tells, "and a Navy demolition team boarded her, placed the charges, and while we watched in dread fascination, pressed them home."

The ship was scuttled in such a way that she maintained an even keel, until she rested on the bottom with her decks awash with three feet of water. "Some of the crew had been aboard for as much as two years, and not many eyes were dry," Nix recalls, "as they watched the Navy send their 'lucky' ship to her watery grave."

"I don't know what kind of service she performed during the first World War," Nix admits, "but I know that during World War II, she carried over a million tons of cargo for the armed services, and I am proud to say that if she were still afloat today, that as old as she would be, I would still be riding her."

DIGEST of SIU SHIP MEETINGS

F. Foster was elected to serve as ship's delegate. \$4.85 in ship's fund. No beefs reported.

COMMANDER (Marine Carriers), July 23—Chairman, Chester Makuch; Secretary, Chester Makuch. \$8.70 in ship's fund. No disputed OT and no beefs reported. Everything running smoothly. New ship's delegate elected.

JOSEFINA (Liberty Navigation), July 26—Chairman, Ernest J. Sauls, Sr.; Secretary, None. No disputed OT and no beefs reported. Everything is running smoothly. Ship needs to be fumigated.

AZALEA CITY (Sea-Land), July 23—Chairman, Lou Cavette; Secretary, Leon Ryzop. Crew requested to turn in all books at payoff. No beefs were reported by department delegates. Vote of thanks to the steward department.

SPITFIRE (General Cargo), July 26—Chairman, J. Giller; Secretary, R. Salem. Repairs being taken care of except for a few items which will be brought to attention of the patrolman. Some disputed OT in deck department.

DEL NORTE (Delta), July 26—Chairman, Francis E. Caine; Secretary, Bill Kaiser. Some disputed OT in deck department. \$96.66 in ship's fund and \$416.90 in movie fund. Motion made that the New Orleans agent for Delta have their agent in Rio De Janeiro make better arrangements for the feeding of crewmembers who come out of the hospital there. Brother Mike Gatto thanked the crew for their radiogram of condolence to his family at the death of his father, Joe Gatto.

COTTONWOOD CREEK (Oriental), June 28—Chairman, C. James; Secretary, J. F. Austin. Brother Helly was elected to serve as ship's delegate. Held general discussion regarding repairs. No beefs were reported by department delegates.

ALDINA (Wall Street Traders), July 28—Chairman, T. Danalsy; Secretary, N. Evans. Brother E. N. Cartwright

Rigging Hose For Rainwater



Crewmembers aboard the Ponderosa, formerly owned by the SIU-contracted America-Asia Line, made sure that there were no leaks in the hose used to collect rainwater when the ship visited Bombay recently. Checking hose fittings (left photo) are Howard Alberson (l) and Brother Kanagios. After the job was successfully completed, Alberson (l) received congratulations from deck engineer Frank Holland (right photo).

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ELGIN 3-0987

MIAMI 744 W. Flagler St.
FRANKLIN 7-3564

MOBILE 1 S. Lawrence St.
HEMLOCK 2-1754

NEW ORLEANS 630 Jackson Ave.
Phone 529-7546

NORFOLK 115 Third St.
Phone 622-1892-3

PHILADELPHIA 2604 S. 4th St.
DEWEY 6-3818

TAMPA 312 Harrison St.
Phone 229-2788

SIU ARRIVALS and DEPARTURES

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

Mary Ann Stuart, born March 12, 1964, to the David B. Stuarts, Frankfort, Mich.

Michael Lee Frary, born January 4, 1964, to the Michael Lee Frarys, Mio, Mich.

Katherine Klein, born April 18, 1964, to the Clair R. Kleins, Hubbard Lake, Mich.

Charles Wadsworth, Jr., born March 29, 1964, to the Charles E. Wadsworth's, Gretna, La.

Ronald Kelly, born May 21, 1964, to the Ronald B. Kelly's, Toledo, Ohio.

Steven Stachniewicz, born May 8, 1964, to the Norman Stachniewicz's, Bayonne, New Jersey.

Denise Marie Marks, born February 27, 1964, to the Albert Marks', Toledo, Ohio.

Evelyn Mary Corden, born May 8, 1964, to the Charles Corden's, Bayonne, New Jersey.

Sharron Lee Buxton, born January 14, 1964, to the Vernon Buxtons, Starks, La.

Julia Elizabeth Ritter, born April 22, 1964, to the Chester L. Ritter's, Farmington, Mo.

Michael Carmichael, born May 3, 1964, to the Francis M. Carmichael's, Ridgewood, N.Y.

Richard Rodriguez, born June 9, 1964, to the Richard Rodriguez's, Houston, Texas.

Wayne Wekwert, born May 24, 1964, to the Roy M. Wekwert's, Alpena, Michigan.

Wesley James Stevens, born October 14, 1963, to the William R. Stevens', Berwick, La.

Loretta Lynn Clark, born March 14, 1964, to the Marcel L. Clark's, Port Neches, Texas.

James Hyde, born April 23, 1964, to the Michael C. Hyde's, Cresskill, New Jersey.

Joseph Krynicki, born May 10, 1964, to the John J. Krynicki's, Jersey City, New Jersey.

Rebecca Freeman, born May 21, 1964, to the Richard F. Freeman's, Cottageville, South Carolina.

Robert Kelly, born May 6, 1964, to the Floyd I. Kelly's, Houston, Texas.

Marta Bonilla, born May 18, 1964, to the Jose A. Bonilla's, Bayamon, Puerto Rico.

Denise Della Bradley, born March 12, 1964, to the Monte M. Bradley's, Philadelphia, Pa.

Linda Marie Verdon, born March 30, 1964, to the Alvin J. Verdon's, New Orleans, La.

Randall Bryan, born May 16, 1964, to the Tilghman F. Bryan's, Glen Burnie, Md.

Terri Marie Savole, born May 13, 1964, to the Thomas J. Savole's, Sr., Westwego, La.

William Hale, born February 25, 1964, to the William C. Hale's, Sldell, La.

Lillian Janetta Ortiz, born June 1, 1964, to the Oliver V. Ortiz's, Wayagues, Puerto Rico.

Randy Belland, born May 19, 1964, to the William Belland's, Alpena, Michigan.

Charles Boone, born April 29, 1964, to the Charles P. Boone's, Pasadena, Texas.

Maurice M. Henry, born April 11, 1964, to the Donald J. Henry's, Northboro, Mass.

John Chris Vidrine, born May 29, 1964, to the John E. Vidrine's, Opelousas, La.

Cheryl Ann Sherpinski, born April 28, 1964, to the Charles Sherpinski's, Poughkeepsie, New York.

Robin Lynn Bradshaw, born November 11, 1963, to the Howard G. Bradshaws, Portsmouth, Va.

Brian Dean Haken, born February 24, 1964, to the Dean E. Hakens, Alpena, Mich.

John Charlaris, born March 4, 1964, to the Evangelos Charlaris', Phila., Pa.

Christopher Hughes, born February 4, 1964, to the William M. Hughes', New York City, N.Y.

Ursula Spiers, born January 28, 1964, to the Billy Spiers, New Orleans, La.

John Farelli, born January 20, 1964, to the Angelo C. Farellis, San Pablo, Calif.

Jeffrey Hartford, born March 6, 1964, to the Richard Hartfords, Oregon, Ohio.

Sandra Ann Benenate, born February 19, 1964, to the Nathan Benenates, New Orleans, La.

Kell Jo Sequin, born January 29, 1964, to the Thomas J. Sequins, Alpena, Mich.

Teresa Henry, born January 19, 1964, to the Jesse Henrys, Sulphur, La.

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

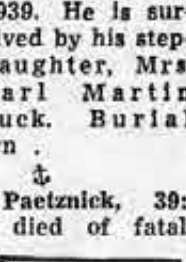
William Joseph Moise, 54: Brother Moise died April 2, 1964 of heart disease at his home in Metairie, La. He joined the Union in 1941 and was a member of the steward department until placed on pension in 1962. He is survived by his mother Ernestine Moise. Burial was in St. Joseph No. 1 Cemetery, New Orleans, La.



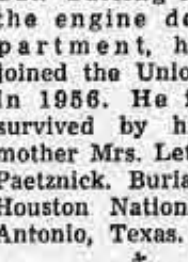
Elmer Hansen, 65: Brother Hansen died May 27, 1964 in Weehawken, N.J. of heart disease. He sailed in the steward department after joining the SIU in 1939. He is survived by his stepdaughter, Mrs. Earl Martin Buck. Burial place is not known.



Victor Julius Paetznick, 39: Brother Paetznick died of fatal heart disease at the Harbor Emergency Hospital, San Francisco, Cal. Sailing in the engine department, he joined the Union in 1956. He is survived by his mother Mrs. Leta Paetznick. Burial was in Fort Sam Houston National Cemetery, San Antonio, Texas.



John Ally, 67: Brother Ally died of natural causes on March 17, 1963 at the Kings County Hospital, Brooklyn, N.Y. Sailing in the deck department, he had been a member of the Union since 1941. Burial was in the Heavenly Rest Cemetery, Hanover, N.J. Surviving is his wife Trina Ally.



John Phoenix Williamson, 61: Brother Williamson died of a lung cancer on December 24, 1963, at the Coral Gables VA Hospital in Florida. Sailing in the steward department, he has been a member of the Union since 1943. He is survived by his sister Dorothy Elizabeth Lanulus. Burial was in Arlington National Cemetery, Arlington, Va.



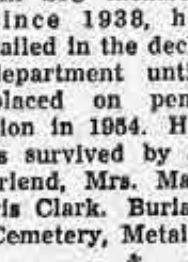
Frank W. Solleau, 28: Brother Solleau died of injuries received in a car collision on September 22, 1963 in Lake Charles, La. Sailing in the steward department, he had been a member of the SIU since 1955. He is survived by his wife, Geraldine Solleau. Burial was in Mamou Cemetery, Mamou, La.



Durwood D. Story, 63: Brother Story died of heart disease at his home in New Orleans, La., on December 16, 1963. An SIU member since 1938, he sailed in the deck department until placed on pension in 1954. He is survived by a friend, Mrs. Mavis Clark. Burial was in Metairie Cemetery, Metairie, La.



Edward J. Szarythe, 43: Heart disease was fatal to Brother Szarythe on March 21, 1964 while he was aboard the Our Lady of Peace (Waterman). Joining the Union in 1939, he sailed in the engine department. Surviving is his sister, Florence Heaberlin. His place of burial is not known.



NEW

EVERY THREE MONTHS

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

YOUR SIU SHIP'S LIBRARY

SEAFARERS LOG

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

- USPHS HOSPITAL BALTIMORE, MARYLAND**
 - Hendley Beaven
 - Edgar Benson
 - John Breen
 - C. Buscaglia
 - Robert S. Doyle
 - Frederick Edgett
 - Frederick Fondila
 - John French
 - W. Gontarski
 - George Graham
 - Charles Hippard
 - Larry Jones
- USPHS HOSPITAL CHICAGO, ILLINOIS**
 - Olaf Bjerken
 - D. A. Rehbein
- USPHS HOSPITAL SEATTLE, WASHINGTON**
 - Arthur A. Furst
 - John E. Kennedy
 - Charles F. Ries
- USPHS HOSPITAL NORFOLK, VIRGINIA**
 - F. H. Bowan
 - Frank Buck
 - Raymond Deihl
 - H. M. Festress
 - Clyde Fields
 - J. W. Forrest
- USPHS HOSPITAL HOUSTON, TEXAS**
 - Willie O. Adecock
 - Mark W. Conrad
 - Edwin C. Cooper
 - Edward L. Collier
 - John J. Crosswell
 - Otis Gilles
 - Hugh P. Grove
 - Willie P. Gullifott
 - Milburn L. Hatley
- USPHS HOSPITAL NEW ORLEANS, LOUISIANA**
 - Lucien H. Allaine
 - Thomas W. Bernsee
 - Gregory J. Bruno
- USPHS HOSPITAL STATEN ISLAND, NEW YORK**
 - Salvatore Alpedio
 - E. Bishop
 - Myles Bowen
 - Eivyns Bussell
 - A. Caligiura
 - Henry Callahan
 - Clifford Campbell
 - Thomas E. Carey
 - M. Coffey
 - Thomas Connell
 - R. Danielson
 - John Fanning
 - H. Faulkner
 - G. Fieseland
 - E. B. Flowers
 - Woodrow Fuller
 - Victor Garcia
 - A. Gylland
 - C. Haymond
 - R. Henderson
 - Julio Hernandez
 - J. Hundley
 - J. Kershner
 - Ralph Knowles
 - W. Kowalczyk
 - Cecil Leader
- USPHS HOSPITAL JACKSONVILLE, FLORIDA**
 - P. B. Bland
 - L. E. Gillain
 - S. P. Morris
- USPHS HOSPITAL SAN FRANCISCO, CALIFORNIA**
 - W. M. Glover
 - A. E. Johanson
 - Nicholas R. Peters
- USPHS HOSPITAL BOSTON, MASSACHUSETTS**
 - Edgar Anderson
 - Eugene Dakin
- USPHS HOSPITAL DETROIT, MICHIGAN**
 - George Axtewicz
 - A. Christensen
 - Ulyn Crider
 - Cecil Crowder
 - Konrad Frovag
 - Leon Furman
 - E. C. George
 - John Grant
 - Robert R. Green
 - Charles Hankel
 - Wallace Harden
- USPHS HOSPITAL FORT WORTH, TEXAS**
 - Charles Coburn
 - Arthur Collett
 - B. Deibler
 - Abe Gordon
 - Burl Haire
 - Thomas Lchay
- SAILORS' SNUG HARBOR STATEN ISLAND, NEW YORK**
 - Daniel Gorman
 - A. Gutierrez
 - Edwin Harriman
- USPHS HOSPITAL MEMPHIS, TENNESSEE**
 - Clifford Umfleet
- PINE CREST HAVEN NURSING HOME COVINGTON, LOUISIANA**
 - Frank Martin
- VA HOSPITAL NORTHAMPTON, MASS.**
 - Maurice Roberts
- VA HOSPITAL MARTINEZ, CALIFORNIA**
 - Arthur Sigler
- US SOLDIERS HOME HOSPITAL WASHINGTON, DC**
 - William Thomson
 - Paul Stovall
- USPHS HOSPITAL BOSTON, MASSACHUSETTS**
 - Phillip C. Mendoza
 - Troy Pardue
 - Jose J. Vigo
 - Edward V. Webb
 - Earl K. Whatley
 - Wm. J. Woolsey, Sr.
 - James J. Redden
 - Claude O. Stroud
 - J. C. Thompson
 - Roy C. Washburn
- USPHS HOSPITAL DETROIT, MICHIGAN**
 - Wm. Hollis
 - Clarence Lenhart
 - Gordon McLarin
 - Barney Majjia
 - R. L. Nedeo
 - James Nessinger
 - Albert Pfisterer
 - F. M. Primeau
 - Gillis Smith
 - Charles Stone
- USPHS HOSPITAL FORT WORTH, TEXAS**
 - George McKnew
 - Samuel Mills
 - Raymond Ruppert
 - James Webb
 - Willie Young
- USPHS HOSPITAL MEMPHIS, TENNESSEE**
 - James McGee
- VA HOSPITAL NORTHAMPTON, MASS.**
 - Hubert I. Pousson
 - Norman D. Tober
 - Richard Zaragoza

Schedule of Membership Meetings

SIU-AGLIWD Meetings

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

- New York September 8
- Philadelphia September 8
- Baltimore September 9
- Detroit September 11
- Houston September 14
- New Orleans September 15
- Mobile September 16

West Coast SIU-AGLIWD Meetings

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

The schedule is as follows:

- | | | |
|--------------|---------------|--------------|
| Wilmington | San Francisco | Seattle |
| September 14 | September 16 | September 18 |
| October 23 | October 19 | October 31 |

Great Lakes SIU Meetings

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

- Detroit .. September 8-2 PM
- Alpena, Buffalo, Chicago, Cleveland, Duluth, Frankfort, September 8-7 PM

SIU Inland Boatmen's Union

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

- Philadelphia .. Sept. 8-5 PM
- Baltimore (licensed and unlicensed) .. Sept. 9-5 PM
- Houston Sept. 14-5 PM
- Norfolk Sept. 10-7 PM
- N'Orleans ... Sept. 15-5 PM
- Mobile Sept. 16-5 PM

RAILWAY MARINE REGION

Regular membership meetings for Railway Marine Region-IBU members are scheduled each month in the various ports at 10 AM and 8 PM. The next meetings will be:

- Jersey City Sept. 14
- Philadelphia Sept. 15
- Baltimore Sept. 16
- Norfolk Sept. 17

GREAT LAKES TUG AND DREDGE REGION

Regular membership meetings for Great Lakes Tug and Dredge Region IBU members are scheduled each month in the various ports at 7:30 PM. The next meetings will be:

- Detroit Sept. 14
- Milwaukee Sept. 14
- Chicago Sept. 15
- Buffalo Sept. 16
- Sault Ste. Marie ... Sept. 17
- Duluth Sept. 18
- Lorain Sept. 18

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

- Cleveland Sept. 18
- Toledo Sept. 18
- Ashtabula Sept. 18

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

United Industrial Workers

Regular membership meetings for UIW members are scheduled each month at 7 PM in various ports. The next meetings will be:

- New York September 8
- Baltimore ... September 9
- Philadelphia .. September 8

PERSONALS and NOTICES

Eduardo Bernard Dovila
The above named is requested to get in touch with his grandmother, Mrs. America R. Arce at Lapez Landron 1552, Santurce, Puerto Rico on a very important matter before returning to New York.

Joe Wagner
Your daughter is very ill in Montivideo, Uruguay, and you are asked to get in touch with her or your wife right away.

John Carter Levack
You are requested to let your sister, Mrs. John Dunlop, Sheguliandah, Ontario, Canada, know where you are.

Arthur A. Blanchette
Contact Ted Phillips, c/o Rleo's Tavern, 150 Richmond St., Boston, Mass.

Rudolph R. Cefaratti
Your sister Rita says your government refund check, payable to you, is at home and wants you to pick it up or else contact your mother and let her know what to do with it.

Leslie (Squench) Brillhart
You are requested to contact Carl McCranie, at 840-14th Street, Apt. 3, Beaumont, Texas, phone TW 2-4022.

"Rocky"
Maxie L. wants you to call her at TE 4-3674 collect or write 929 N. Lakme, Wilmington, Calif., as soon as possible on a very important matter.

Quitting Ship? Notify Union

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

Know Your Rights

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

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

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

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

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

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

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

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

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

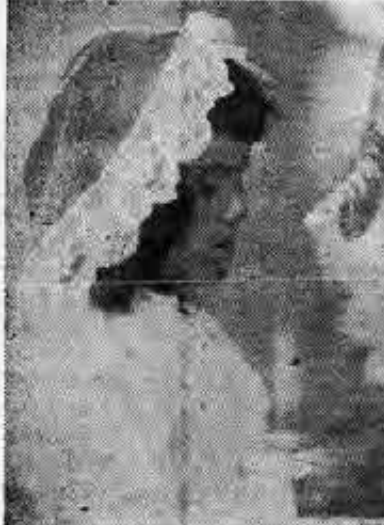
RETIRED SEAFARERS. Old-time SIU members drawing disability-pension benefits have always been encouraged to continue their union activities, including attendance at membership meetings. And like all other SIU members at these Union meetings, they are encouraged to take an active role in all rank-and-file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

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

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

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

1st Communion



Fatima Hernandez, daughter of Seafarer Emilio (Baby Miller) Hernandez, is seen celebrating her first communion. Fatima, who is seven years old, lives in Tampa, Fla.

British, French Split Costs Of Tunnel Survey

LONDON—The British government and French railroads will split 50-50 an estimated \$3.5 million on a geological survey this summer for the proposed railroad tunnel under the English Channel.

Ernest Marples, British Transport Minister, announced to the House of Commons that the survey will be to determine whether the tunnel should be bored through rock or placed on the floor of the sea as a huge tube.

A study group has been formed, consisting of four companies, The French Tunnel Company, Technical Studies, Inc., of New York, Britain's Channel Company and the Compagnie Financiere de Suez will work under the general supervision of the British and French governments.



"When the Day's Work is Done"

The AFL-CIO produces documentary film on Labor's role in U.S. communities life for showing nationally on television.

The AFL-CIO documentary film "When the Day's Work is Done," dealing with the way in which American trade unions and their members participate in action programs in their communities, is being featured on many local television stations throughout the country in conjunction with Labor Day.

The community service activities of the Seafarers International Union and its affiliates will be among the highlights in the new motion picture produced by the AFL-CIO for showing over television on Labor Day.

"When the Day's Work is Done" is a half-hour film honoring unions and union members who devote leisure time to programs of community betterment.

Leisure time until a generation ago was a privilege enjoyed by only a fortunate few in America. But in recent years, trade unions have succeeded in winning shorter hours for American workers, giving them more and more time away from jobs that once consumed their whole life.

What are we doing with this leisure time? The film illustrates the worthwhile use union members are making of their after-work hours. It shows how American workers and their unions are meeting their responsibilities as citizens and neighbors.

The SIU, as a member union of the Maritime Trades Department, is cited for providing the means of loading and shipping drugs and medicines to Cuba as ransom for the Bay of Pigs prisoners.

The SIU's New Bedford Fishermen's Union is featured for its participation in the urban renewal program of New Bedford, Massachusetts, where a former SIU official, Howard Nickerson, is a member of the city's urban renewal committee working with other civic leaders on a slum clearance project.

Many other union-sponsored activities are highlighted in the film, including Boy Scout troops, construction of community health facilities, concerts, recreation programs, senior citizen and youth programs.

The documentary also relates the cultural and humanitarian achievements realized from the millions of dollars union members have contributed to united fund and community chest campaigns.

The interest of unions and their members in community life is broad. Not only does labor donate its manpower to a host of social welfare agencies, but it backs this up with dollars. Union funds go toward college scholarships, cooperative housing projects, retirement centers, special projects, etc.

But important as they are, dollars are only one measure of labor's citizenship role. For instance, the film highlights:

- The rebuilding of hurricane-shattered communities with donated free labor.
- The contribution of more than half-a-million manhours of free labor to build hospitals and health clinics just on Long Island.
- A special program to train teenagers in social welfare service, helping to build a bridge between the world of the child and the world of the adult.
- Labor-sponsored programs of mass inoculation against polio.
- Labor-management cooperation to furnish mobile health clinics to provide medical checkups in isolated Pennsylvania communities.

Seafarers and their families are urged to watch for the showing of this AFL-CIO documentary film when it is presented in their area.

When And Where To See AFL-CIO Film

The following is the latest available listing of the television stations throughout the nation which are scheduled to carry "When the Day's Work is Done." Seafarers are advised to check their local listings for additions to this list prior to Labor Day.

State & City	Station	Date	Time
ALABAMA			
Birmingham	WBRC (6)	Sun., Sept. 6	10:30 a.m.
Birmingham	WBIQ (10)		Check Local Listing
Florence	WOWL (15)		Check Local Listing
Montgomery	WAIQ (26)		Check Local Listing
ARIZONA			
Tucson	KVOA (4)		Check Local Listing
CALIFORNIA			
Sacramento	KVIE (6)	Mon., Sept. 7	7:30 p.m.
San Francisco	KQED (9)	Mon., Sept. 7	8:00 p.m.
COLORADO			
Denver	KLZ (7)	Sun., Sept. 6	2:30 p.m.
CONNECTICUT			
Hartford	WTIC (3)		Check Local Listing
FLORIDA			
Jacksonville	WJCT (7)	Tues., Sept. 8	8:30 p.m.
Tampa	WEDU (3)		Check Local Listing
ILLINOIS			
Moline	WQAD (8)	Sat., Sept. 5 & Sun., Sept. 6	6:00 p.m. 3:00 p.m.
INDIANA			
Evansville	WFIE (14)	Sun., Sept. 6	1:00 p.m.
South Bend	WSBT (22)		Check Local Listing
IOWA			
Des Moines	WHO (13)	Sun., Sept. 6	1:00 p.m.
KENTUCKY			
Louisville	WHAS (11)		Check Local Listing
LOUISIANA			
Alexandria	KALB (5)	Sun., Sept. 6	10:15 a.m.
MARYLAND			
Baltimore	WBAL (11)		Check Local Listing
Salisbury	WBOC (16)		Check Local Listing
MASSACHUSETTS			
Boston	WHDH (5)	Sun., Sept. 6	12:00 noon
Worcester	WJZB (14)	Wed., Sept. 2	10:30 p.m.
MICHIGAN			
Cheboygan	WTOM (4)		Check Local Listing
Kalamazoo	WKZO (3)		Check Local Listing
Saginaw	WKNX (57)		Check Local Listing
MINNESOTA			
Alexandria	KCMT (7)	Sun., Sept. 6	12:00 noon
Duluth	KDAL (3)	Mon., Sept. 7	12:00 p.m.
St. Paul	KTCA (2)	Mon., Sept. 7	7:00 p.m.
MISSOURI			
St. Louis	KETC (9)	Fri., Sept. 4	9:00 p.m.
St. Louis	KSD (5)	Sun., Sept. 6	2:30 p.m.
NEBRASKA			
Lincoln	KUON (12)	Wed., Sept. 2 & Tues., Sept. 8	7:30 p.m. 6:30 p.m.
NEW MEXICO			
Albuquerque	KOAT (7)		Check Local Listing
NEW YORK			
Albany	WAST (13)	Sun., Sept. 6	4:30 p.m.
Binghamton	WNBP (12)		Check Local Listing
New York	WOR (9)		Check Local Listing
Utica-Rome	WKTV (2)		Check Local Listing
NORTH CAROLINA			
Charlotte	WSOC (9)	Sun., Sept. 6	5:00 p.m.
OHIO			
Akron	WAKR (49)	Sat., Sept. 5 & Sun., Sept. 6	7:00 p.m. 6:00 p.m.
Cleveland	WEWS (5)	Sat., Sept. 5	4:00 p.m.
Dayton	WHIO (7)	Sun., Sept. 6	Check Time
PENNSYLVANIA			
Harrisburg	WTPA (27)	Sun., Sept. 6	4:30 p.m.
Pittsburgh	WIIC (11)	Sun., Sept. 6	3:30 p.m.
SOUTH CAROLINA			
Greenville	WFBC (4)	Sun., Sept. 6	4:00 p.m.
TENNESSEE			
Chattanooga	WTVC (9)	Sun., Sept. 6	2:00 p.m.
TEXAS			
Houston	KPRC (2)		Check Local Listing
VIRGINIA			
Harrisonburg	WSVA (3)	Mon., Sept. 7	7:00 p.m.
WASHINGTON			
Seattle	KCTS (9)	Fri., Sept. 4	8:00 p.m.
WISCONSIN			
Milwaukee	WISN (12)	Tues., Sept. 8	6:30 p.m.