



Survivors of Spanish freighter Monte Palomares are shown at left with Steel Maker captain and Spanish Consul-General in New York. Seafarer Ed Delaney, ship's delegate aboard Steel Maker (center photo) praised SIU crew for success in difficult rescue. Right photo shows Anthony Sakellis (left) and John Saiad, who handled wheel.

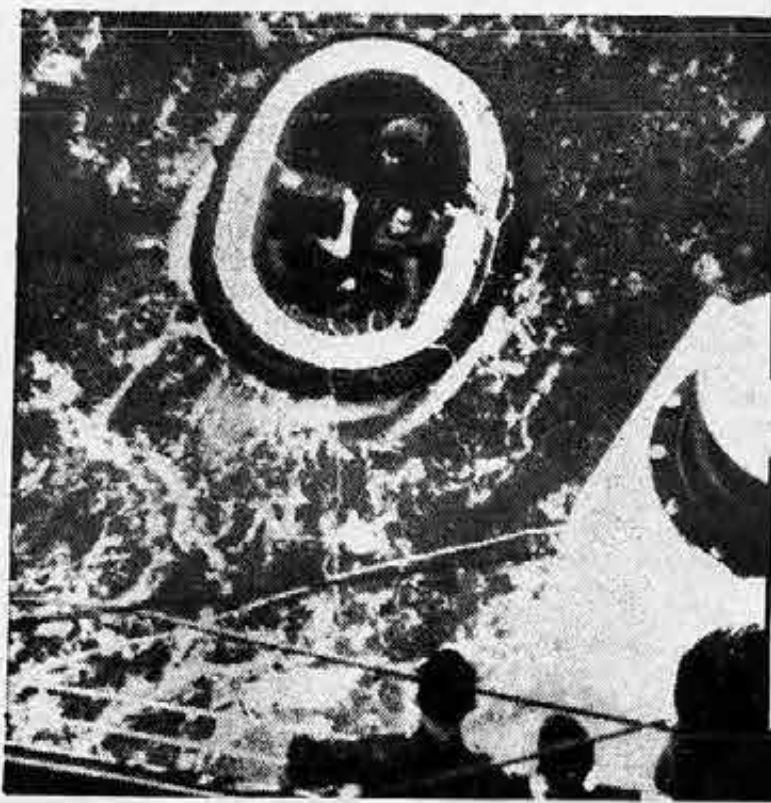


Seafarer Robert Bunch (left), who went over side on net in attempt to rescue survivor from water, with bosun G. P. Libby who directed rescue activities.

RESCUE AT SEA!

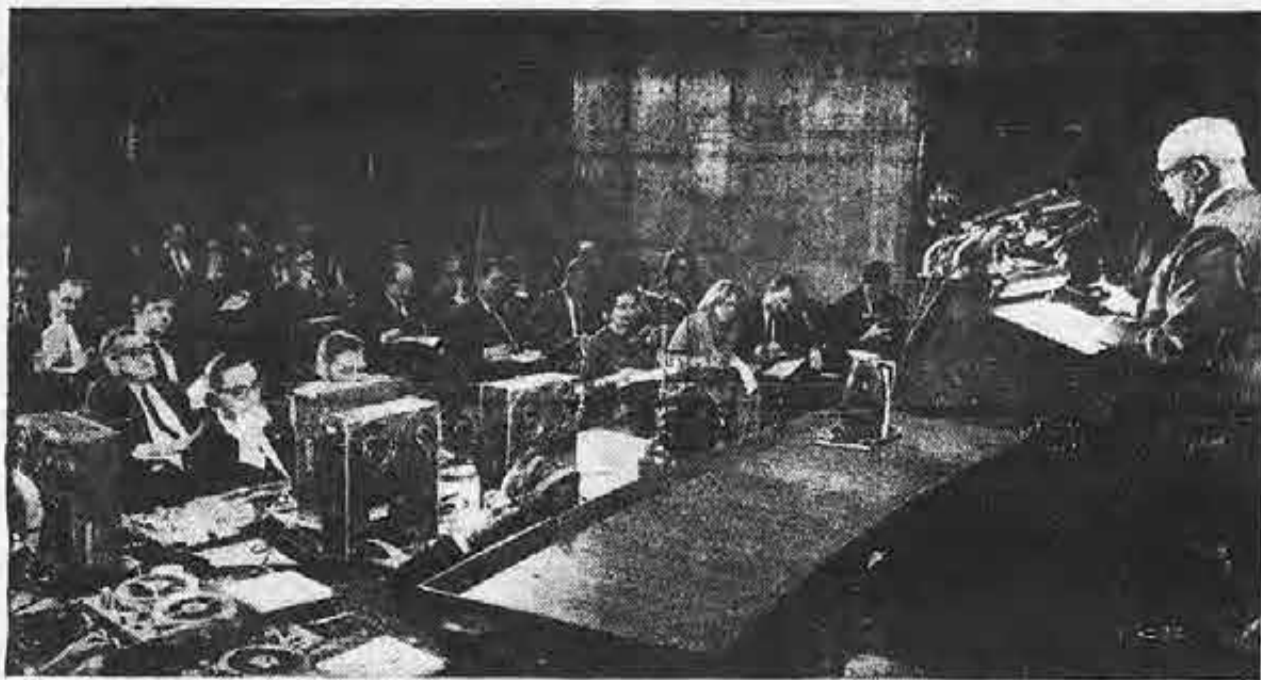


Bravery and expert seamanship displayed by the SIU crew of the Steel Maker was responsible last week for the rescue of four Spanish seamen from the freighter Monte Palomares which went down in the North Atlantic with a loss of 31 crewmen. The successful rescue operation, conducted at night amid 35-foot waves churned up by 50-mile-an-hour winds, is a tribute to the training, dedication and devotion to duty which all Seafarers proudly bring to their jobs. (See story page 3).



Survivors (left) were picked up from tiny raft on high seas. Seafarer Anthony Tosado (seated, left), who acted as translator, with third mate Paul Hellebrand, a former Seafarer, who jumped into water to rescue floundering and exhausted survivor.





AFL-CIO President George Meany discusses the Federation's legislative program for 1966 at press conference following a special one-day meeting of the AFL-CIO Executive Council in Washington. The council strongly opposed proposals to cut back or suspend Great Society programs because of the continuing war in Vietnam.

AFL-CIO Council Opposes Great Society Cutbacks

WASHINGTON—America's social and economic progress is the nation's "major bulwark against Communist expansion" and should be "strengthened, not undermined, as part of our war effort," the AFL-CIO Executive Council declared at a special one-day meeting in Washington. The council strongly rejected proposals to suspend Great Society programs, declaring "such a suspension could be the costliest penalty of all."

The council statement acknowledged that the primary concern of the nation is the "shooting war in Viet Nam," and praised President Johnson for his "unprecedented efforts . . . to bring the issues from the battlefield to the conference table." It added:

"We profoundly hope these efforts will succeed. But if they are rejected, the aggressors must be defeated and we pledge our full support to that end. No price is too high in the defense of freedom, and that is the issue in Viet Nam."

Reaffirmed Goals

The council reaffirmed the AFL-CIO's 1966 legislative goals with major emphasis on repeal of Section 14(b) of the Taft-Hartley Act. "We are intensely interested in this bill on its merits," the council said, "but we are far more concerned that in the previous session, against the will of the people and of the Senate itself, an

indefensible filibuster blocked its consideration. Let us have a vote on the issue—a vote up or down—but let us have a vote."

Expressing the hope that the second session of the 89th Congress "will be as historic as the first," the council listed these other legislative goals for the year:

- An increased federal minimum wage with broadened coverage as "the most effective means of combating poverty."
- A modernized and strengthened unemployment compensation system—"the primary safeguard against catastrophic depression."

• Adoption of urgently needed consumer legislation to prevent consumer buying power "from being siphoned off by usurers and profiteers."

• Enactment of the situs picketing bill "endorsed by this Administration and its three predecessors."

• True self-government for the citizens of the District of Columbia.

• Adequate protection and safeguards "for those Americans seeking to achieve the civil rights guaranteed by the Constitution and spelled out in legislation in 1964 and 1965."

SEAFARERS LOG

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International President's REPORT



By Paul Hall

The stress which the Union places on seamanship skills and lifeboat training through the SIU safety department and the Harry Lundeberg School of Seamanship paid off again recently. The high degree of skill displayed by Seafarers aboard the Steel Maker was instrumental in rescuing four crewmen of the Spanish-flag freighter Monte Palomares from certain death in the stormy waters of the North Atlantic after their ship had gone down with a loss of 31 lives.

When the four seamen were spotted in their tiny wooden raft, conditions for rescue operations were about the worst imaginable with 50-mile-an-hour winds churning up 35-foot waves. Simply bringing the rescue vessel alongside the survivors' fragile raft required the highest degree of skill and seamanship from every man on board the Steel Maker.

Fortunately those skills were not lacking. Every man in the SIU crew did his part flawlessly and with the highest degree of skill in bringing the Steel Maker alongside, lowering a cargo net to the Monte Palomares' survivors and lifting them to safety.

Each passing year gives fresh proof that even with all the advances which technology has made, seafaring is still an occupation filled with sudden danger. Every year the sea claims its toll of ships and men. Seafaring is still a profession in which the skill and proficiency of the individual seaman often spells the difference between life and death.

This is the reason for the stress which the SIU places upon seamanship and lifeboat training. The man who not only knows what he is doing but knows what needs to be done in any situation and under any conditions and can cooperate with his fellow crewmembers quickly and efficiently to get a job done is the best possible insurance against disaster at sea. Seafarers have displayed that they have what it takes on many occasions in the past and every Seafarer can be proud of the record he and his shipmates have compiled.



As the AFL-CIO Executive Council declared recently, there is no justification for cutting back the President's Great Society and Anti-poverty programs because of the continuing conflict in Vietnam. To do so would, in fact, be a serious error which the President apparently recognizes and hopefully will not let happen.

Progress at home must be continued along with the struggle for freedom abroad. The strength of the American economy and the American society is the best weapon we have ever had against the communist expansionist doctrine, and each case of poverty or inequality in the United States is a weapon which the forces of world communism can and will use against us.

We must continue to go forward on all fronts to defeat communism. Each victory against poverty, inequality and illiteracy on the home front is as important, in the long run, as military victories overseas.

House Maritime Committee Head Blasts Bureaucratic Neglect Of Merchant Marine

WASHINGTON—Getting to the roots of why the United States does not have as strong a merchant fleet as it should have, is the announced intention of the newly-elected chairman of the House Merchant Marine Committee, Edward A. Garmatz (D.-Md.), who noted that the American merchant marine appears to have been made the "whipping boy-rightly or wrongly — on many fronts in recent months."

Acknowledging that one of the primary responsibilities of the House Merchant Marine Committee is the welfare of the merchant marine and the shippers and passengers who use it, Garmatz announced "we intend to explore every facet of the whys and wherefores—and to try to get to the roots of the real problem of what is wrong and why we don't have as strong a fleet as we should have."

Garmatz expressed his belief that, generally, there is sufficient and adequate legislation now on the books — with some modifications—to take care of the weak elements of the maritime industry, provided the laws are administered properly and positively. "The framework is there to take care of many of the problems, or those factors cited as problems, if only that framework is applied. We want to know why it is not," he said.

Bulkship Need

He cited the fact that one of the most severe shortages in the American-flag merchant fleet at

this time is that of bulk carriers. This is true, he noted, despite the fact that there is legislation on the books since 1952 which would aid in the construction of bulk carriers. However no maritime agency in recent administrations has seen fit to carry out this law, he observed.

Right now, he said, there are pending before the Maritime Subsidy Board applications calling for the construction of 14 or more modern and highly efficient bulk carriers, some of these requests dating back nearly three years. Yet no action has been taken on them. "Why do we have to wait for new or additional legislation to get started in rehabilitating our bulk carrier fleet?" Garmatz questioned.

Something Wrong?

"I can't help but feel there is something drastically wrong somewhere," Garmatz notes in a reference to the recent Interagency Task Force Report, "when those responsible for administering the Merchant Marine Act of 1936 — which calls for a strong American merchant marine — emphasize

building up foreign shipyards and advancing foreign technology by construction of American-flag ships abroad, and say this country should resort to the use of foreign-flag ships for commercial cargoes and even for military cargoes . . ."

In this regard, Garmatz referred to pending bills which would take the Maritime Administration from under the control of the Department of Commerce and set it up as an independent agency.

The new House Maritime Committee chairman also made clear that the adequacy of the reserve fleet and the condition of that fleet today are to be given immediate attention by his committee. The first committee hearings, he stated, may well be on the Vietnam shipping situation and the problems which have been encountered by American shipowners as well as the Government since the build-up of the war there.

Out Of Balance

"What we need and what the long-standing existing policy calls for," Garmatz declared, "is a modern, efficient, and well-balanced

American-flag merchant marine. We are presently terribly out of balance," he observed.

"I anticipate that this will be a very busy year," he said, "with the above and many other important subjects under the Committee's jurisdiction receiving active and extensive attention."

Among other things to be taken up by the Committee, Garmatz noted, is a continuing probe of the Yarmouth Castle cruise ship disaster in which some 90 lives were lost. He said that as further information is collected, consideration will be given to holding hearings to determine what is needed to help guarantee safety of American passengers on foreign ships operating to and from the United States.

He noted that he has already urged the State Department to call a new International Safety of Life at Sea Convention to close loopholes which permit unsafe ships like the Yarmouth Castle to continue in operation, and stated he is waiting for the State Department to complete its investigation into this matter.

"Biggest Break Of My Life!"



Seafarer George A. Ebberwein, Jr. looks over the details of the new SIU Engineers Licensing School before enrolling in upgrading program. Brother Ebberwein, a native of Jacksonville, Florida, was the first SIU member to sign up for the engineering school.

'Didn't Wait For MAC Report'

SIU Raps Lakes Senators For Backing Boyd Report

NEW YORK—The SIU has voiced its criticism of the Great Lakes Conference of Senators for having endorsed proposals on American-flag merchant shipping made by the Interagency Maritime Task Force without waiting for the President's Maritime Advisory Committee to complete its studies on domestic shipping.

The conference consists of 10 Senators from the Great Lakes states; Senator Pat McNamara, of Michigan, the chairman; Philip A. Hart, of Michigan; Paul H. Douglas and Everett M. Dirksen, of Illinois; Frank J. Lausche and Stephen M. Young, of Ohio; Vance Hartke and Birch Bayh, of Indiana, and Eugene J. McCarthy and Walter F. Mondale, of Minnesota.

The group recently wrote to Maritime Administrator Nicholas Johnson endorsing Task Force proposals for focusing effort on competition for commercial cargoes, putting operating subsidies on an incentive basis, eliminating rate-fixing groups in the carriage of military cargoes, and reducing maritime costs to the taxpayers.

The Senators told the Maritime Administrator that they were interested in greater American-flag shipping service on the Lakes.

In a letter sent this week to each of the 10 senators, SIU president Paul Hall noted that the SIU represents thousands of American seamen on the Great Lakes and that it, too, wishes to see American-flag service on the Lakes expand.

Widely Condemned

However, he pointed out, the Interagency report — which has been widely condemned by both maritime labor and management — virtually ignores the problems of domestic shipping.

The President's Maritime Advisory Committee, on the other hand, has been seriously concerned with the problems of domestic shipping and is presently preparing a report on this subject, Hall noted.

Hall is a member of the Advisory Committee, which was created by President Johnson a year and a half ago to develop recommenda-

tions for improving the American merchant fleet.

"I can well understand your eagerness to improve American-flag shipping on the Lakes," Hall wrote. "But I am disturbed by the fact that in your eagerness you have given stature to a report which has been so strongly condemned by such a broad spectrum of those intimately concerned with the future of all segments of the fleet—and particularly that you have done so before the President's Advisory Committee has had an opportunity to present its views on this most important issue.

"I trust that when the Advisory Committee report on domestic shipping is completed, it will receive your earnest consideration," Hall concluded.

SIU President Hall Addresses Japanese Labor Confederation

TOKYO—SIU president Paul Hall, in an address made this week before the Japanese Labor Confederation (Domei), called for the continuance of friendship between the two countries as a "guarantee of the strength of the democratic ideal and the cause of human freedom."

Hall, a vice president of the AFL-CIO, was at the Japanese Confederation of Labor's second national convention which opened in Tokyo on January 18 and conveyed to the delegates the fraternal greetings of AFL-CIO President George Meany, the Executive Council and the 13 million members of the AFL-CIO.

Some Problems

Acknowledging that there are trade and other problems periodically between the two nations, Hall said that "in democracies these differences can be discussed with mutual good will and tolerance."

In his remarks to the assembled delegates, Hall asserted that "there is no excuse for misery and poverty or social injustice in the 20th century, especially in these days of great technological advance,

Survivors Of Spanish Ship Pulled From Sea

Steel Maker Saves Four As Seafarers Battle Gale In North Atlantic Rescue

In an angry sea with waves running from forty to fifty feet and winds blowing near hurricane force, the SIU-contracted ship Steel Maker pulled four Spanish seamen from the ocean, after they had foundered on the storm-swept seas in a tiny raft for more than seven hours.

The master of the Steel Maker, former Seafarer Captain Ove Hultin, described the incident as "one in which every member of the crew worked together, jeopardizing his own life to save the lives of others. It was just plain fine work," he concluded.

Seafarers demonstrated excellent teamwork in executing rescue maneuvers.

Ship's Delegate Ed Delaney noted that, "Credit should certainly not go to any one person. Every member of the crew," he said, "in every department was on the job in less than two minutes from the time the flare was spotted."

It was shortly after midnight when the drama began. Several hours before that, the Steel Maker had received word that the Monte Palomares was foundering in a North Atlantic storm about 900 miles east northeast of Bermuda.

Then the man on watch sighted a flare.

Seafarer Anthony Sakellis, manning the wheel, called the sighting to the attention of the mate, who in turn informed Captain Hultin.

The ship's master called all hands to "standby broadside."

Meanwhile, Seafarer John Saiad relieved Sakellis at the helm, so that he could go down on deck to help with the rescue.

As the vessel began a slow circle, listing to a dangerous forty-five degrees, each member of the SIU crew took a lookout position in the event that the raft were sighted again.

"Everything was automatic," Bosun G. P. Lippy said, "all hands

were out there. All fell in at the same time. There was perfect coordination and almost no confusion. The designated men went aft to get extra life belts and preservers. There was nothing but help from all quarters."

The Steel Maker circled the raft several times before she was able to get close enough to attempt a rescue. All the while mountainous green seas were breaking across the vessel's bow, sometimes bringing the raft close to the ship, and sometimes washing it far out of reach.

"One minute the raft was within arm's reach," said Harry K. Long of the steward department, "and the next it was fifty feet down in a trough. The Steel Maker was rolling on a forty-five degree list, enough to capsize any ship. Only the skill and coordination of the crew and the captain saved our own vessel from disaster."

The first man from the Spanish vessel managed to catch hold of the safety net and pull himself aboard. The second and third reached the net, but had to be hauled up by Bosun G. P. Lippy along with other members of the crew. One man was left floating helplessly in the water with not enough strength to even swim toward the safety net hanging on the starboard side of the ship.

Seafarer Robert R. Bunch who sails in the engine department descended the net alone in an attempt to reach the last survivor, as the heavy seas wafted him toward the boat and then away again. "The ship was rocking so violently," said Bunch, "that I couldn't get my arms around him.

In the meantime third mate Paul Hellebrand, a former Seafarer who last shipped on the

Tranerie in 1963, went to the captain and requested permission to go over the side in a final attempt to save the life of the survivor of the Spanish freighter. With only a lifeline tied around his waist, Hellebrand lowered himself into the water, swam over to the raft and pulled himself in. The waves finally washed the nearly-unconscious man against the raft, and Hellebrand grabbed him around the chest, lifted him up, and tied on a lifeline.

All night long the search continued for the remainder of the crew, and for the next forty-eight hours Seafarers remained on watch, hoping in vain for some sign of more survivors. Although the U.S. Coast Guard cutter Escanaba picked up two more men and one body, it appeared that the rest of the 38-man crew of the Monte Palomares either went down with the ship or drowned in the single lifeboat that was launched before the vessel sunk.

Seafarer Killed By Falling Boom

CEBU, The Philippines—A falling boom was blamed for the death of an SIU member and an officer aboard the Victory Carriers Ship, Couer D'Alene in Cebu Harbor last week. Another SIU man was injured in the accident.

Archy Bishop, deck maintenance man, who signed on the Couer D'



Murrah



Bishop

Alene in New Orleans, was fatally injured when the main boom of the freighter dropped on him and first officer George Johnson.

Injured in the accident was seafarer Charles Murrah who sustained a broken collar bone and internal injuries. Murrah is convalescing in a Philippines hospital.

The accident occurred the morning of Jan. 10 as the Couer D'Alene was unloading a few supplies in the Philippines and was scheduled to unload the major portion of its cargo in Viet Nam this week.

According to company officials the cause of the accident has not been determined but preliminary reports indicate that the bull chain broke causing the boom to fall on the men.

The bodies of Bishop and Johnson are being flown back to the United States and should arrive this week.

where we have the capacity to produce enough for everyone."

Yet in spite of this, he continued, "because of the lack of social vision and moral concepts of human decency still in the minds of too many of our employers, we still have millions of people existing on the edge of poverty, too many millions actually starving and bereft of all hope."

Hall added that "if a world of peace and freedom is to be built, Communist imperialism must be beaten back. But we want a just peace" he said, "with all the difficulties of achieving it, we must nevertheless be realistic and responsible in our approach. Emotional shouting of slogans in the streets do not help at all."

"Lasting peace," he continued "can be achieved by effective international inspection and suspen-

sion, not only of nuclear weapons, but also all other weapons of mass destruction. I cannot stress too strongly that real and total disarmament, which is our common objective, can be attained only through such international inspection and control. Let us work together for this great goal," he concluded.

Effective Nuclear Inspection

During the course of the Japanese labor convention, the SIU president was scheduled to meet with Japanese trade unionists in the seafaring, shipbuilding, fishing and other maritime industries to discuss problems of mutual concern to them and their American counterparts.

(See text of Hall's remarks on page 11.)

Economist Cites Govt. Neglect Of U.S. Bulk Cargo Fleet

Just how fast the American-flag merchant marine can be automated will depend to a great extent on what steps are taken to expand the fleet, a Columbia University professor of economics recently indicated to a group of prominent economists and social scientists.

The Columbia professor, Aaron W. Warner, set forth his views in a speech entitled "Technology and the Labor Force in the Offshore Maritime Industry" which he delivered at a meeting of the Allied Social Science Association in New York.

Professor Warner noted that the SIU has been active in efforts to expand the fleet as well as in other efforts to protect and improve job opportunities for its merchant seamen.

Professor Warner indicated that maritime unions are concerned by automation to the extent that it eliminates seagoing jobs, and suggested among other things that the U.S. fleet could be expanded by extending subsidies to bulk carriers.

The failure of the Government to provide the tramp fleet with subsidies has prevented the modernization of this fleet, Professor Warner asserted. He said: "Faced with rising costs and denied subsidy aid, the American bulk fleet has found itself unable to compete successfully in world markets. That it has continued to operate in spite of this handicap can be attributed to the fact that the Government has provided an indirect subsidy under the so-called cargo-preference laws."

However, he also noted that "while these cargoes have sus-

tained the bulk fleet, they fluctuate in response to external conditions and fail to provide a stable basis for operation."

The Columbia professor stated that in order for maritime unions to accept reductions in crew size they must be offset by "an expansion of the U.S. merchant marine. The importance of this development to the unions is manifest in their continuing efforts to create additional jobs."

Professor Warner pointed out that although there were 160,000 seagoing jobs at the end of the war, by 1964 this figure had been reduced to only 48,000.

"In light of the reduction in jobs that has occurred in the industry, it may indeed seem somewhat surprising that unions have cooperated to the extent that they have in permitting the upgrading of shipboard technology, Professor Warner observed.

The economist contended that extending subsidies to bulk operators is one way in which the merchant fleet could begin to mechanize without harm to labor. He said: "An expansion of the fleet, particularly to the extent that it would involve the extension of subsidy aid to include a modern fleet of bulk carriers, offers a possible solution to a number of the industry's major problems."

Professor Warner noted that the SIU has also sought other ways to preserve and increase the number of seagoing jobs, such as efforts to organize crews of American-owned vessels under runaway flags.

"To force the large American oil companies to sail their tankers under the American flag, the SIU also demanded that the Government require that a certain percentage of all oil imports be carried in American bottoms," he noted. "The SIU has also tried to work through various international agencies, such as the International Transport Workers' Federation, to raise international maritime wages and working standards as a means of narrowing the gap between the cost of operating unsubsidized American flag and foreign flag ships. The most persistent efforts, however, were to obtain revision of the subsidy laws so that the bulk carrier fleet would be eligible for subsidies," Warner told fellow-economists.

Professor Warner also contended that another way to promote technological changes in the maritime industry would be to create a better balance between the supply and demand for maritime labor. He pointed out that one of the problems in increasing shipboard technology is the shortage of skilled technical officers, such as licensed engineers, and proposed that unlicensed seamen, already in the industry, be retrained for such positions.

His proposal came within a few days of the SIU announcement that SIU, in cooperation with District 2 of MEBA, has launched just such a program.

The Atlantic Coast

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

Shipping through Atlantic Coast ports was very active throughout 1965. According to preliminary figures for the year just past, the Delaware River ports, including Philadelphia, are certain to set new record cargo figures for 1965 when the final tallies are all in. In addition, Hampton Roads continued to be the leading coal, tobacco and grain shipping area on the Atlantic seaboard during 1965. In both areas, new cargo facilities and channel improvements have either been completed, are underway or are in the planning stages which should help these ports to maintain their positions throughout the coming year.

Boston

Shipping was a little slow in Boston during the last period but should be fair for the upcoming few weeks.

Several oldtimers are on the beach here waiting to ship. John



Rubbery

Rubery, a 25-year SIU veteran is ready to grab the first bosun job that hits the board. His last ship was the Sea Pioneer. Another oldtimer, Gilbert Edwards is just out of drydock and ready to sign on any ship with a BR slot open. He last sailed aboard the Steel Navigator. John Anderson, last off the Globe Carrier, has his eyes peeled for a first cook or baker job.

Philadelphia

Shipping out of Philadelphia has been holding steady for the last few weeks and is expected to hold for the coming period as well.

Sam Ginsburg was in the hall here chatting with old shipmates while waiting for a steward department slot on a coaster. J. Huisman is looking for an engine department job on a ship going to

Holland so he can visit his mother who still lives in that country. After spending the holidays at home with his family, 20-year SIU veteran H. John Shannon is ready to ship out again and is keeping his eye on the board. Another oldtimer, Fred Isreal expects to stay on the beach with his family for a bit more before shipping again.

Baltimore

Shipping has been slow here for the past two weeks, but should pick up this next period. During the last period we paid off four ships signed on two and serviced eight ships in transit. At present we have the Alamar and the Calmar in layup, with the Calmar expected to crew soon.

Edward Levy, who ships in the steward department as third cook,



Levy

is looking for a real long trip to the Far East or around the world. His last ship was the Steel Admiral. Looking for a pineapple run to Hawaii is George Schmidt, whose last job was AB aboard the Steel Executive. John Hartman says he will go on any run, any place, any time. He was last aboard the Steel King, sailing as messman. James Davis wants an intercoastal run after getting off the Yorkmar on which he held down an FWT slot.

Norfolk

Shipping has been on the slow (Continued on page 11)

The Pacific Coast

By Frank Drozak, West Coast Representative

Shipping continues to be very good in San Francisco especially for FWT, Oilers, electricians, AB's, bakers and messmen.

During the last shipping period we paid off the Rachel V, Beloit Victory, Fanwood and the Santa Emilia.

Signing on were the Choctaw, Transwestern, Transnorthern, Rachel V and the Steel Flyer.

Ships in the transit were the Penmar, Summit and the Los Angeles.

On the beach we have N. Bathia, electrician, who recently pulled in from the Gulf and we shipped him out immediately as second electrician on the Fanwood.



Bathia

E. C. Jarvis recently pulled in from the East Coast and we shipped him out as an AB on the Pecos. E. S. Samla, who was on the Ames Victory for quite a spell, recently shipped out on the Rachel V.

V. Arjina, who sails as bosun and is a real SIU oldtimer, was repatriated from Subic Bay recently after misfortune hit him. He lost his leg due to poor circulation and now is in the USPHS and is coming along nicely.

SEATTLE

Shipping has remained excellent here and all indications point to continued good shipping.

During the last shipping period we paid off the Trans Orleans, the Summit, Robin Kirk, Columbia and the Anchorage.

Ben Weinberg, who's off the Robin Kirk, said that he's ready

to ship and wants a Far East run after being on the beach for awhile. Ben has been a member of the SIU for 12 years now.

J. Sampson, who got off the Cottonwood Creek about a month ago, said that he's looking for a job as deck maintenance on a ship going to Saigon. He's been a member of the union for 25 years.

WILMINGTON

Shipping has been extremely active for all ratings in all departments here and the outlook is very good for the future.

During the last two weeks we have had the DeSoto, the Achilles and the Hercules Victory payoff, and there were nine ships through in transit.

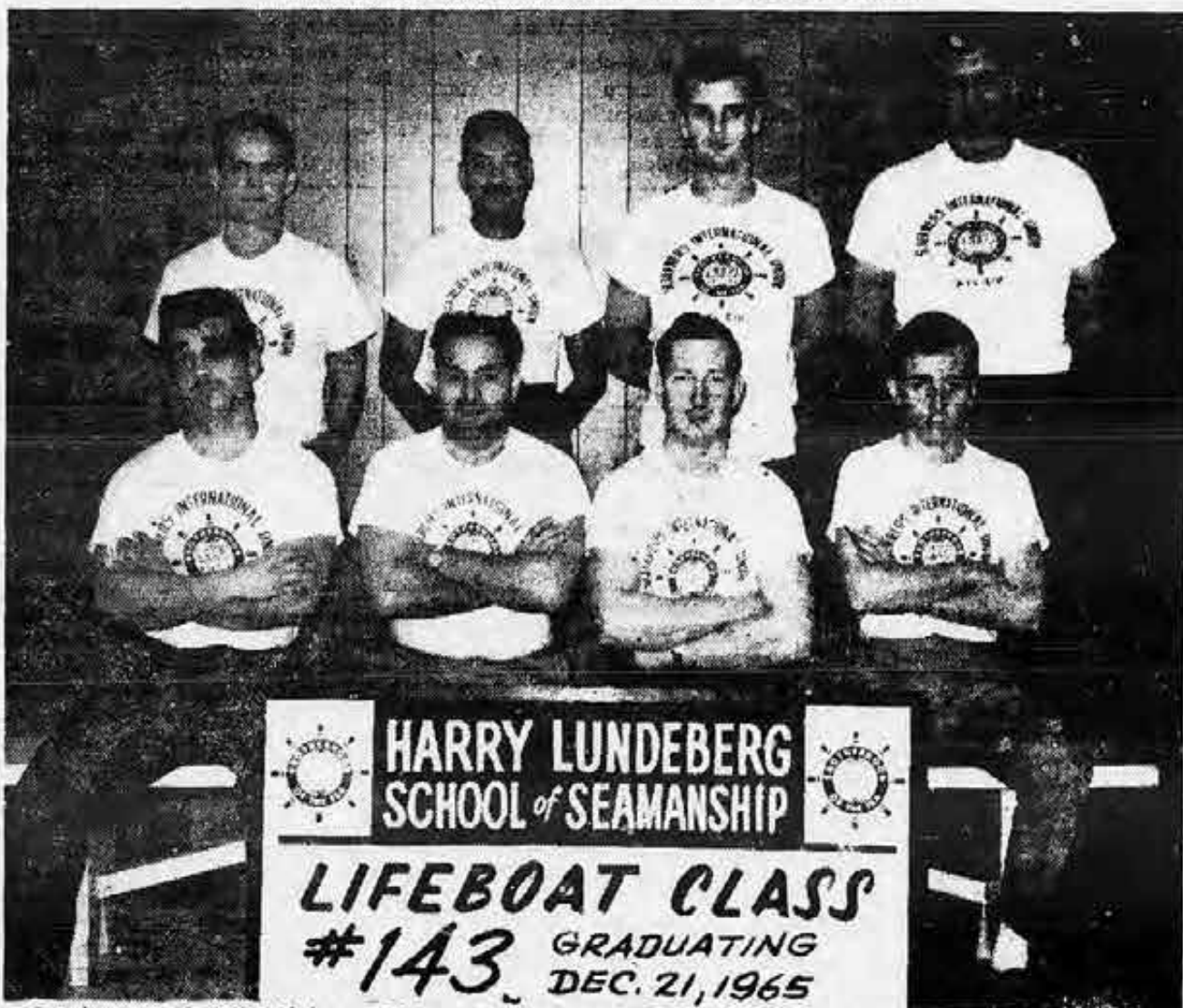
Pat Conley blew into town recently after three months on the Alaska run aboard the Summit. He said that he felt it was time to come south for a while to thaw out. After a short rest he will be ready to ship out again.



Barr

Ruel Barr is in this area after being up north for awhile and is taking it easy before shipping out on another cooks job.

Lifeboat Class No. 143 Sets Sail



Graduates of SIU Lifeboat Class No. 143 pose for class photo after successfully completing lifeboat training course at the Harry Lundeberg School of Seamanship. Successful graduates are (l-r, bottom row): John Konetes, Angelo Blanco, John Shearon and John Sabol. Top row: Thomas Morton, Mario Barros, Bjorn H. Cislason and instructor Arni Bjornsson.

ON SEAFARERS PENSION



Veteran Seafarer **Carl Wayne** (right) picks up his first regular monthly \$150 pension check from SIU rep **George McCartney** at N.Y.



In Norfolk, SIU Inland Boatmen's Union member **Alvin Hunley** (left) received his first pension check from SIU-IBU rep **Marvin Hauf**.



Signing for his first SIU pension check is new retiree **Cristobal F. Bellarosa** (right). With him is SIU headquarters rep **Al Bernstein**.



Seafarer **Celestine DeSouza** (right), who made his last trip aboard the *Natalie* (Intercontinental Carriers), gets his first pension check from SIU rep **Eric Klingvall**.



Cleveland Howell recently signed for his first check at N.Y.



Twenty-year SIU veteran **Carl DeMarco** (right) smiles as headquarters rep **Leon Hall** presents him with his first regular \$150 monthly SIU pension check at New York.



Great Lakes tugman **George J. Fiderkiel** (right) can look forward to a secure future with his monthly Union pension. With him is Union rep **Harold Ruthsatz**.



Seafarer **Ian Cummings** signs on the dotted line for his first check.



Floyd Gilbert (left) received his first pension check from Union rep **Floyd Hanmer** at Frankfort, Michigan. A native of Michigan, Gilbert still makes his home there.



SIU reps **Joe DeGeorge** (left) and **Ted Babkowski** (right) were both on hand to congratulate 30-year SIU veteran **Juan R. Leiba** (center) when he stopped by New York headquarters recently to sign for his first check.



Seafarer **Jose Rodriguez** (seated, center) received his first pension check at home in Staten Island, N.Y. SIU rep **Al Bernstein** fills out forms as Rodriguez' wife **Angelina** and SIU rep **E. B. Macauley** (standing) look on.

THE INQUIRING SEAFARER

QUESTION: Will the new labeling on cigarettes affect your smoking habits?

Orlando Hernandez: This new labeling of cigarette packages is not going to affect me one way or the other. Although I'll admit it's a good idea, I'm still not going to stop smoking. In fact, I'm not even sure that cigarettes give you cancer —I believe half what I see and nothing I hear. Filter cigarettes are not even strong enough for me; they don't have any real taste. Guess I'll keep on smoking the non-filters, label or no label.



when tobacco begins to affect them physically.

Alexander Becker: I don't believe labeling will prevent anybody from using a product; in fact, it just might have the opposite effect. The government is trying for some sort of control, and although I believe they are sincere and well-meaning, their efforts still don't do any good.



Albert Santiago: I been smoking non-filters all along and don't intend to stop on account of this new label. After all the talking and discussion, they really didn't accomplish much. It seemed to be just a compromise between the government and the medical profession, but the industries affected are probably losing billions of dollars.



Benjamin West Tingley, III: Since I've become addicted to Madame Nicotine, I will continue to smoke even though I realize the danger. I don't think the label will affect anybody's habits very much. And by way of irony, my Mother never smoked a cigarette in her life, and she died of lung cancer; so what does it all prove?



Ell Ben Meir: They made the cigarette manufacturers put a label on the package because it's really true that cigarettes injure a person's health. I stopped smoking a while back, since I already knew they were bad for my health. I think the label serves a purpose due to the fact that a few people will stop smoking when they read it. Most people, however, will stop only



Edward Strusinski: It's not the "detrimental to health" label that bothers me, it's the tax stamp. I guess the government put the label on because they feel they have a responsibility for the public's health. Then, too, cigarettes probably do help you along toward lung cancer. I cut down today by leaving the pack at home and bringing only three with me, but again that's because of the heavy tax and expense in smoking.



DISPATCHERS REPORT—Atlantic, Gulf, Lakes & Inland Waters District

January 1 to January 14
DECK DEPARTMENT

Port	TOTAL REGISTERED All Groups		TOTAL SHIPPED All Groups			NOW ON THE BEACH All Groups	
	Class A	Class B	Class A	Class B	Class C	Class A	Class B
Boston	2	0	3	1	0	12	1
New York	44	6	35	10	5	201	59
Philadelphia	11	10	6	5	1	43	15
Baltimore	24	13	13	2	1	108	33
Norfolk	11	3	1	0	0	29	19
Jacksonville	5	4	1	0	0	14	9
Tampa	7	1	0	1	2	21	4
Mobile	19	7	5	8	1	84	27
New Orleans	43	25	32	13	0	174	117
Houston	61	41	56	46	13	141	68
Wilmington	15	7	14	8	10	21	7
San Francisco	34	30	32	14	25	51	15
Seattle	19	5	8	10	2	49	5
Totals	295	152	206	118	60	948	379

ENGINE DEPARTMENT

Port	TOTAL REGISTERED All Groups		TOTAL SHIPPED All Groups			NOW ON THE BEACH All Groups	
	Class A	Class B	Class A	Class B	Class C	Class A	Class B
Boston	5	1	2	0	0	7	1
New York	36	18	34	18	9	144	57
Philadelphia	10	5	4	4	0	37	22
Baltimore	15	15	5	2	0	64	42
Norfolk	4	7	0	1	0	29	21
Jacksonville	1	3	1	1	1	4	10
Tampa	1	3	4	1	0	6	5
Mobile	13	11	13	10	1	44	16
New Orleans	33	27	30	13	2	126	102
Houston	26	46	38	44	13	72	78
Wilmington	7	6	11	10	10	14	5
San Francisco	25	16	27	8	23	41	3
Seattle	11	6	5	5	5	25	5
Totals	187	164	174	117	64	613	367

STEWARD DEPARTMENT

Port	TOTAL REGISTERED All Groups		TOTAL SHIPPED All Groups			NOW ON THE BEACH All Groups	
	Class A	Class B	Class A	Class B	Class C	Class A	Class B
Boston	0	1	0	2	0	6	1
New York	30	7	24	5	10	126	26
Philadelphia	9	6	8	3	0	26	12
Baltimore	16	7	6	3	0	68	22
Norfolk	6	2	0	1	0	15	19
Jacksonville	0	2	0	2	2	3	4
Tampa	7	0	2	0	0	17	0
Mobile	11	5	10	2	0	53	23
New Orleans	31	27	19	16	1	147	101
Houston	24	23	26	20	18	62	48
Wilmington	9	1	10	7	12	17	4
San Francisco	29	8	25	14	31	28	3
Seattle	4	10	6	5	2	17	16
Totals	176	99	136	80	76	585	279

N.Y. Port Asks \$23 Million For Channel Improvements

NEW YORK—The Port of New York Authority will request appropriations totaling \$3.6 million for channel improvements in fiscal 1967. Last year Congress appropriated only \$300,000 for the bi-state harbor.

The Port of New York, which is the world's busiest port and collects 40 percent of the nation's customs revenues (about \$600 million), is seeking \$17 million for three vital projects authorized in last years Public Works Bill.

The biggest of these three project appropriations would be \$11 million as the first step in a \$44.9 million project to double the capacity of anchorage areas in

New York Harbor for deep draft ships. The deepening would be off the Red Hook section of Brooklyn, near Governors Island and in Gravesend Bay.

A \$2.2 million appropriation is being sought for widening the entrance to the Kill van Kull from the Upper Bay. In the past 10 years, 24 ship collisions have occurred in this area because of lack of maneuvering room. The area would be widened from 800 feet to 1,400 feet.

Another \$3.5 million is needed to complete the raising of bridges over the New York State Barge Canal. Since this project began in 1930, 90 percent of the bridges have been raised from 15 feet to 20 feet but 9 bridges still need raising before the barge canal can achieve its full potential.

A \$6 million appropriation is for the as-yet unauthorized improvement of the Newark Bay-Hackensack River Channels. The widening of these channels will have to wait for authorization before any work could begin.

Sign Name On LOG Letters

For obvious reasons the LOG cannot print any letters or other communications sent in by Seafarers unless the author signs his name. Unsigned anonymous letters will only wind up in the waste-basket. If circumstances justify, the LOG will withhold a signature on request

Seek New Load Line Rule To Boost Ships' Cargoes

A new international agreement on load line limitations during 1966 is expected to increase the cargo capacity of many of the world's larger cargo ships. For some ships an additional 200 to 300 tons of cargo capacity will be gained from every inch the load line moves up.

The present load line standards were established in 1930 at the last International Load Lines Convention. They were established however for the ships of that day—usually from 400 to 500 feet long and almost never longer than 600 feet.

Today however, bulk carriers and tankers 900 feet long and larger are not uncommon. The SIU-contracted tanker Manhattan, for instance, is over 900 feet long and a 1,018-foot tanker is being proposed by Japan. This increased vessel length, it is felt, permits safely raising the load line to heights not allowable under the old standards.

A new International Conference on Load Lines has been called for March by the United Nations' Intergovernmental Maritime Consultative Organization, and the United States has already proposed new load line regulations to the individual member nations. The principal changes in the rules would apply to the huge bulk carriers and tankers.

If the other maritime nations in the convention agree with the United States contention that modern construction techniques have produced vessels strong enough to

safely carry increased loading, newly painted load lines by the many vessels will be sporting end of 1966.

Housing For Senior Citizens Dedicated



Attending luncheon honoring recent dedication of Senior Citizens Apartments of the Passaic, N.J. Housing Authority were (l-r): Passaic Deputy City Clerk Joseph Hirkala; former Seafarer Jack Struller, now with the Housing Authority; N.J. Senator Harrison Williams, Jr.; and Seafarer Louis Cirignano, program committee chairman.

Unemployment Rate Hits Nine-Year Low Of 4.1%

The nation moved a step closer to its elusive full employment goal, closing 1965 with the lowest percentage of joblessness in nearly nine years.

Labor Dept. statistics put the seasonally adjusted unemployment rate for December at 4.1 percent down from 4.2 percent in November and 5 percent a year ago. In December of both 1963 and 1962, the rate had been stuck at 5.5 percent.

The number of nonfarm workers rose by 400,000 over the month—and by 2.5 million over the year—to 69.1 million.

Unemployment, at 2.9 million, was 600,000 below the same month in 1964. Almost all the decline was among persons seeking full-time jobs. The full-time unemployment rate, which averaged 4.5 percent in the first half of 1965, began to move down sharply in the summer and reached 3.5 percent in December.

As overtime pushed up the work-week, average weekly factory worker earnings advanced \$1.21 from November to an all-time high of \$110.92, before deductions. Average hourly earnings of factory workers edged up a penny to \$2.66.

During the first quarter of 1965, joblessness averaged 4.8 percent. The average dipped to 4.7 in the second quarter, 4.5 in the third quarter and 4.2 in the final quarter.

The unemployment rate for the entire year averaged 4.56 percent, compared with 5.2 percent in 1964 and 5.7 percent in 1963.

On the basis of annual averages, the total labor force expanded by 1.4 million from 1964 to 1965, about the gain expected.

The last time the unemployment rate had been as low as 4.1 percent was in May of 1957, the start of an upward climb marking the onset of the 1958 recession. By July of 1958, the jobless rate had reached 7.5 percent.

Despite fluctuations, the jobless index dipped below 5 percent only twice between November of 1957 and December of 1964. By contrast, it was below the 5 percent level every month of 1965 except February.

The factory workweek showed a normal December rise of three-tenths of an hour, bringing it to 41.7 hours, the highest for the month since 1944. The average overtime worked, four hours a week, was slightly above November levels and the highest since the information was first compiled in 1956.

Over the year, average weekly factory earnings were up \$3.85 and hourly earnings were 8 cents higher.

LABOR ROUND-UP

Seven New York newspapers have been directed by the National Labor Relations Board to bargain separately on contract terms with Typographical Union Local 6. The NLRB found the employers guilty of refusal to bargain when in 1964 they rejected a request by the local for separate negotiations rather than citywide talks. Two board members said the facts were identical with those in the Detroit News case, where the NLRB said unions should have the same right as employers to withdraw from a multi-employer unit if they give timely notice. Local 6 served notice June 26, 1964, that it desired to negotiate separate contracts for the period beginning March 30, 1965, paper by paper. The employers, through the Publishers' Association of New York City, refused to agree.

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Successful completion of a 31-month campaign to organize the Crown Aluminum Corporation plant at Roxboro, North Carolina will signal a set-up in North Carolina organizing activities in 1966, the Sheet Metal Workers have announced. Capping a drive begun in May 1963, the union won bargaining rights after two elections followed by a first contract it calls one of the best in the state. The new two-year pact will give 300 formerly unorganized employees wage boosts averaging more than 21 cents an hour, seven paid holidays, strong grievance procedure, unlimited arbitration of all disputed issues, medical and hospital insurance, seniority as the sole governing factor in layoffs and an irrevocable dues deduction clause.

A New York taxicab firm has been ordered by the National Labor Relations Board to stop harassing drivers because they joined the AFL-CIO Taxi Drivers Organizing Committee. The board ruled that the committee is a bona fide labor organization and directed the A & A Maintenance Corporation, which provides cabs and drivers for 20 fleets, to cease the following actions — coercively interrogating employees about their union activities; threatening to discharge or take other reprisals against union members; harassing employees to discourage their union membership. Four drivers testified that corporation President Stanley Wissak inspected their cabs more frequently after they signed union cards and warned each to "watch yourself" and not get a scratch on the cab "or he would be finished." The board affirmed Examiner Paul Bisgyer's finding that Wissak committed unfair labor practices.

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In a second secret ballot vote within a month, members of Utility Workers Local 1-2 in New York reversed a previous decision by agreeing to accept terms of a new three-year agreement with the Consolidated Edison Company. Both votes were conducted by the American Arbitration Association. The second vote, on whether or not to reject contract terms and go on strike, was 11,008 for acceptance, 5,654 for a strike. The earlier vote was 8,591-6,897 against acceptance. The new three-year pact provides wage hikes averaging 35.7 cents an hour; additional "progression" raises of \$3 a week in January and July of each year; reclassifications valued at 3.3 cents an hour; and improvements in health, retirement and vacation plans.

"Listen, Iron Bars Do Not a Prison Make!"



Iron bars do not a prison make. Low wages can imprison a family just as effectively with bars made of poverty, insecurity and doubt. Lack of job security can imprison a family with bars of fear and frustration. Long hours and poor working conditions can imprison a man behind walls of fatigue and hopelessness—cutting him off from those things that make life worth living.

Section 14(b) of the Taft-Hartley Act produces many of the bricks from which such prisons are built. The products of 14(b) are low wages, lack of job security, long hours and poor working conditions. It is the tool with which American workers are denied their rights as American citizens. It is a law more suited to a dictatorship than to a free society.

This can be most clearly seen by examining those states which have adopted Sec. 14(b)-inspired "right-to-work" laws. These are the states where workers receive the lowest wages, labor under the poorest working conditions and have the least job security. They are also the states where basic human rights are most often denied through discrimination. They are the states with the lowest standards of living and the lowest standards of justice.

The rallying cry of the proponents of 14(b) is the charge that no man should be forced to join a union. What they mean, of course, is that no man should be allowed to join a union and thus be able to bargain for wages, hours and working conditions from a position of strength. The purpose of 14(b) is simple. Keep the workers weak and unorganized so the employer can make ever-larger profits.

Proponents of 14(b) claim that it is not in the American tradition to have a union shop. However they conveniently ignore the fact that before a union can win representation rights in a particular shop, a majority of the workers there must vote their support for

the union in a secret ballot.—and this type of majority rule is most definitely in the American tradition of government. It is 14(b) which is contrary to the American system of government because it enables a tiny minority to thwart the will of the vast majority of workers.

The cry that the union shop is not in the American tradition falls flat on its face when one looks at the methods used by proponents of Sec. 14(b) to prevent its repeal. Faced with the fact that wherever the issue was voted on in secret balloting over 90 percent of the workers voted for the union shop, and in six states out of seven which brought the issue before the public the so-called right to work laws were voted down, the 14(b) proponents have turned to the tactics of a dictatorship to prevent further votes on the issue. In Congress last year the anti-labor proponents of 14(b), led by Senator Everett McKinley Dirksen, fell back on the long-discredited tactic of the filibuster to deny their fellow legislators the right to vote on the issue, in turn denying the American citizens represented by those legislators their constitutional rights. Is this in the American tradition?

When a minority of the people can deny the will of the majority, democracy itself is in danger. It does not matter if that minority represents 49 percent of the American people or just one man or a tiny clique to be governed by the will of the responsible majority it ceases to be self-governing. It becomes a dictatorship of a choice few — or possibly of just one—as Senator Dirksen has proved.

If the will of the vast majority of American citizens is allowed to be expressed through their elected representatives in Congress this year, 14(b) will be stricken from the books forever. But if the tiny clique of anti-labor, anti-union individuals are again able to thwart the will of the American people and deny them their constitutional rights, then our democratic process is in real danger.

14b is un-American!

Of the many arguments that have been marshalled in opposition to Section 14(b) of the Taft-Hartley Act, perhaps the most telling is that Section 14(b) is simply un-American. It is contrary to the American tradition that the rule of the majority is accepted.

Any proposition brought to a vote before the American people seldom, if ever, receives support from 100 percent of the voters. Yet if more people vote for it than against it that proposition becomes law, and is binding on those who voted against it as well as on its supporters. In turn its provisions protect every citizen, with-

out discrimination. This is majority rule. It is the only way in which a nation of nearly 200 million citizens can be governed. It is the democratic form of government.

So it is, or should be, with the union shop. When a majority of employees vote in favor of union representation and protection, and the union comes into being, the gains in job protection and higher wages won through union bargaining is enjoyed by all the employees—including those who voted against the union. Having won the benefits of union representation along with their fellow

employees it is only just and in keeping with the American tradition, that they should do their share to support that union.

Section 14(b) denies this proposition. It denies majority rule and democratic process. It encourages the un-American practice of free-loading by the minority who receive all of the benefits and protection which the majority has worked for and struggled for.

Those individuals and groups who advocate the retention of 14(b) are in the final analysis seeking to destroy the trade union movement through the use of an un-American tactic.

This cartoon points up the filibuster resorted to by anti-labor forces to keep 14(b) repeal from coming to a vote in the U.S. Senate



The key argument of the labor movement this year is that the Senate should have an opportunity to vote on 14(b)—up or down, right or wrong.

But let's not forget, even while we press this basic point, that we are also right on the issue.

Section 14(b) offends practically every serious student of constitutional law. It flies in the face of the Constitution that makes federal law superior to state law. Obviously Congress would not allow the states to establish lower minimum wage rates than the federal standard.

Moreover, 14(b) encourages regressive competition among the states based upon low wages and freedom from union organization. This is contrary to the public interest by any measurement.

Workers themselves want the union shop. For almost four years the law required a secret-ballot, labor board vote before a union could ask for a union shop; the results were so embarrassing (97% of the elections won, 91% of the votes cast) that the sponsors of the requirement also sponsored its repeal.

People in general are also opposed to the compulsory open shop. Consider the state votes against so-called "right-to-work" laws in California, Colorado, Idaho, Ohio, Washington, and Oklahoma; only Kansas voted "for".

In addition, of course, in both the 1960 and 1964 campaigns the party platforms were in total disagreement on the issue, and the pro-repeal party won.

The union shop is intrinsically fair. Under the federal law, a union that has won recognition as bargaining agent has an inescapable legal obligation to give equal protection to every worker, including any who may have opposed the union. In view of this absolute legal obligation it is reasonable and correct for the union to seek a contract requiring all workers to share in the responsibility of maintaining the union—which is all that a union shop requires.

Personal liberty, or freedom from compulsion, is not a legitimate argument against the union shop. American society is replete with examples of instances where a minority is bound by the majority decision. A householder has to pay his share of taxes to support a fire department he did not want, for the fire department has to protect him along with everyone else. In many states, a lawyer can only practice if he belongs to the bar association. A union shop is one more condition of employment, established only when the employer agrees to it. If at any time a majority of the workers do not want a union shop, the law establishes a procedure through which they can abolish it.

The repeal bill makes provision for the tiny minority of workers who have genuine religious scruples against membership in secular organizations.

Repeal of Section 14(b) would eliminate one aspect of destructive interstate competition—luring industry by low wages and weak unions.

In short, there is no apology we have to make or need to make on the substance of 14(b) repeal. And we have an absolute right to a vote on the issue.

Repeal of Section 14(b) has been a public issue for months and it will be more so in the months to come. Your friends and neighbors, even your wife and children, will be asking you what it's all about. Here are some of the questions you can expect—along with answers that may be helpful to you.

What is 14(b), anyway?

Section 14(b) is a part of the Taft-Hartley Act—the basic labor relations law. It allows the states to pass laws that forbid unions and employers from bargaining over union security, called the union shop.

What's so important about the union shop?

A union shop—which requires every worker who is protected by the union contract to be a member of the union—protects the union from being undermined by the employer; assures it of enough income to do its job; and helps it to be strong enough to live up to the terms of the contract.

That sounds all right for the union as an organization, but what do the workers get out of it?

First of all, the workers get better representation from a stronger, more secure union. And they have the satisfaction of knowing that everyone in the work-place is paying his fair share toward the costs of the union.

Why can't unions just depend on workers to join because the union does a good job in the plant?

There are many reasons. Lots of employers, where there is no union shop, actively discourage workers from joining. In anti-union communities, as in the south, some workers who vote for the union in a secret ballot do not join because they are afraid, or because they are currying favor with the boss. In all areas, some workers don't join because they think it's smart to get something for nothing.

What about 14 (b) ?

But isn't it un-American to force a worker to join a union if he doesn't want to?

It isn't anymore un-American than taxes. A home-owner may be opposed to a plan to build a new fire house in town. But if he is out-voted, he still has to pay his share of the cost in taxes.

That's all right for government; but why should a union have that kind of authority?

Because the government has assigned a specific obligation to unions which they are legally bound to fulfill. A union that is the established bargaining agent for workers in a factory or other place of employment must provide equal protection to all workers, even those who are against the union. This obligation can be enforced through the labor board and the courts. Therefore, it is fair and reasonable for a union to seek a contract that similarly requires all workers to assume their share of the responsibility—which is all that a union shop requires.

If there's a union shop, doesn't the worker lose the power to protest against union policies he doesn't like, because he can't resign from the union?

It is simply not true that they lose the power to protest. They can fight for their point of view within the union itself—something that goes on every day. They can petition for a labor board vote de-authorizing the union shop, while leaving the rest of the contract alone. They can petition for a vote to decertify their present union as bargaining agent. These remedies are not only adequate; they are far more in keeping with democratic principles than quitting in a huff.

How about my neighbor, whose church tells him he can't join any other organization of any kind?

Most unions have met this problem sympathetically on a local and individual basis. Moreover, the Senate repeal bill as it now stands sets up a procedure for exempting genuine legitimate religious objectors.

Isn't a lot of dues money spent on politics and other activities, besides just union affairs?

No. By far the greatest share of the dues dollar is spent on direct trade union activities—negotiations, administration, grievance procedure, organizing the unorganized, training local officers and staff, preparing necessary economic data—the bread-and-butter operations. But beyond this, the labor movement has realized for more than 30 years that it cannot live apart from the rest of the country. Education, social security, medicare, minimum wages, unemployment insurance, housing, hospitals, highways—all these and more are as important to the well-being of workers as the terms of their contract. So politics and legislation are also "union affairs." Finally, no dues money at all is contributed to political candidates in federal elections; the law forbids it. Only voluntary COPE dollars can be used for that purpose.

Just the same, won't repeal of 14(b) force millions of workers into unions they don't want, and give unions a dangerous amount of power?

Not at all. The only union shops that will go into effect automatically will be in companies where union and management had earlier agreed that they would have a union shop as soon as the law allowed it. Elsewhere in the 19 states that now have compulsory open-shop laws the issue will be the same as it is in the rest of the country

—a matter of negotiation and agreement between the employer and the union. The only increase in "union power" will be, in some cases, an increase in a union's ability to protect its members—a goal which Congress has said is in the best interests of the nation.

How about those public opinion polls that show most people are in favor of keeping 14(b)?

All of these poll questions, by nature, have to be stated in simple terms. The 14(b) question, by nature, is complicated. Therefore the polls cannot reflect true opinion. It is more instructive to look at the results of seven state referendums since 1958 (labor won six), and the national elections of 1960 and 1964, when the party positions were totally opposed and the pro-repeal party won.

If Section 14(b) is harmful and most people favor its repeal, then who actually wants it kept in the federal law?

Support comes primarily from the selfish interests who have utilized "right-to-work" laws as a means of keeping unions weak, wages and social conditions poor and as a lure to bring industry into their areas. These same persons who claim to seek "freedom" for the worker are, for the most part, the same groups and individuals who have opposed civil rights legislation, one man—one vote, higher minimum wages, medicare and all forward-looking legislation in the United States.

There are more questions, and more answers. The AFL-CIO hopes that these few will contribute to a public dialogue on 14(b) as it is, rather than what is said to be.

Consumer Price Index Hits Record High Level In 1965

WASHINGTON—The Labor Department's Consumer Price Index, under the pressure of higher costs for nearly all major categories of goods and services, rose by two-tenths of 1 percent in November to a new record high of 110.6, the Bureau of Labor Statistics reported.

A BLS spokesman predicted that December figures will show a further increase of one-tenth to two-tenths of 1 percent. BLS Deputy Commissioner Robert J. Myers said the November rise was "about in line" with what was expected and "nothing to be apprehensive about." He added that he was "reasonably optimistic that price increases can be held at a moderate level."

Between October and November, the report showed, housing costs went up again largely because of a four-tenths of 1 percent rise in ownership expenses. Transportation and apparel costs each rose by three-tenths of 1 percent, and new car prices increased 1 percent as a result of the continuing shift to 1966 models, on which dealers are offering smaller discounts than on remaining 1965 models.

Automobile operating expenses and health and recreation costs also showed rises, but food prices remained unchanged for the second consecutive month as increases in fresh vegetable prices were offset by decreases for fresh fruits and meats.

The index was 1.7 percent higher than in November 1964, with higher prices for services and food the major contributors to the

rise, and with "significant declines" found in new autos, household durables and toilet goods, reflecting in part the excise tax slash, and also in used cars.

Wage Raises

The November CPI reading meant wage raises to about 200,000 workers—38,000 in aerospace getting 1 cent an hour and 80,000, mostly in aerospace, 2 cents, based on the quarterly change, and 86,000 in meat packing 3 cents based on the semi-annual change. In Battle Creek, Mich., 4,300 workers got 2 cents based on the quarterly change in the Detroit index, and in Washington, D.C., 3,000 transit workers got 2.5 cents based on the quarterly change for that city.

In a separate report, the BLS said that factory workers' net spendable earnings rose to a record \$2.64 in November as the result of a 1-cent rise in average hourly earnings. Take-home pay averaged \$98.26 for a worker with three dependents and \$90.50 for a single worker, a rise of about 35 cents over the month and approximately \$5 more than in November 1964.

Real earnings rose less than net spendable earnings because of the rise in the CPI, advancing by about 15 cents to new record levels \$88.84 for the worker with three dependents and to \$81.83 for the single worker, in terms of 1957-59 dollars.

Hovercraft Under Study For Use In Arctic Region

OTTAWA — Just how well a hovercraft works in the cold over the rough terrain of the Arctic will be tested this winter in the Canadian North by a team of Canadian and British experts.

Rides Over Ice

A hovercraft rides on a cushion of air over land, water or ice at speeds up to 70 miles an hour. It can clear obstacles about four feet high.

This winter's trials are to determine whether hovercraft can be used efficiently for communications and supply in Arctic areas during bad weather when helicopters are useless. If so they could be of great use as mobile laboratories—offshore as well as on land—antisubmarine work, and transportation from Ottawa to Montreal.

The tests will be conducted in the Inuvik-Tuktoyatuk area in the Delta of the Mackenzie River and

along the Beaufort Sea coast in the Arctic.

The 20-passenger British-built hovercraft has already been tested for military purposes in the tropics.



ics, for moving troops and supplies along waterways and in the deserts of Aden. Commercial hovercraft are in use in San Francisco Bay, Britain, Norway and Russia.



By Al Yenser, Vice President and Fred Farnes, Secretary-Treasurer, Great Lakes

All SIU halls on the Great Lakes will be kept open this winter and each port has started a recruiting and upgrading program and we advise every member who has the necessary seetime to take advantage of this opportunity.

DULUTH

The port of Duluth reports that their upgrading program has been very successful so far, with 15 wipers passing the Coast Guard test for F.O.W. ratings. A great number of rated jobs will be in the offing this spring and any member who is interested in the higher rate of pay can be sure of a steady job if he upgrades himself. Each port agent has been supplied with all the necessary material and classes are now being conducted for all members.

We have had a very mild December and January on the lakes and if the weather continues we can expect an early fit-out. Ice conditions are practically nil in all areas which is most unusual for this time of year.

A lot of the old timers are still around Detroit and the pinochle games are hotter than ever. Joe Arnold, John White, Bill Cowan are some of the steadies. Bruce Meyer just returned from Viet Nam after making a three month trip on the Yaka. Bruce says he will return to the west coast in a couple of weeks.

CLEVELAND

A comparison was made recently concerning the size and tonnage of the American Great Lakes Fleet and the Canadian Fleet in 1959, when the seaway opened, and 1965. In 1959, U.S. iron ore carriers and self unloaders totaled 296 ships, with a carrying capacity of 3,472,600 gross tons, while the Canadian fleet had 66 of these ship with a capacity of 703,300 tons. Today there are 216 of these vessels in the U.S. fleet with a carrying capacity of 2,831,700 tons while the Canadians now have 167 ships with a capacity of 1,860,250 tons.

Job calls are starting to come in for shifting work. The first one being the Otto Reiss, formerly the E. M. Ford. We expect calls for the three other storage ships very soon. It almost looks like the 1966 season has already started in this port.

DULUTH

Seafarer Thomas Dunne was elected president of the Duluth-Superior Maritime Trades Council at its annual meeting in the Superior Labor Temple Sunday.

Dunne, former vice president, succeeds Al Colalillo of Duluth Longshoremen Local 1366. The new vice president of the council succeeding Dunne is Ed Pierce, Duluth, of the Marine Engineers Beneficial Association (MEBA).

Fred Beatty of ILA Local 1366 was re-elected secretary-treasurer. Other 1966 officers include:

Executive Board members at large, Leopold Leroux of Superior Boilermakers Lodge 117, Thomas Stadler of Ashland Longshoremen Local 1481, and Kenneth Stringer of Superior Longshoremen Local 1037; trustees, Jack Hall of the Duluth SIU, Charles Laporte of Duluth MEBA, and Stanley Szymonowicz of the Superior Longshoremen; sergeant-at-arms, Paul Greco, of the Duluth.

The officers were installed by Harry Bloomquist of the Grain Millers, a former council president.

Norfolk Union Labor Institute Graduates 75

NORFOLK — Seventy-five graduates of the Labor Institute, sponsored by the Norfolk Virginia Union Labor Council, received diplomas on December 15th at ceremonies held at the SIU hall in Norfolk.

The class, composed of local Norfolk union members, attended a 10-week course held at the SIU hall to help familiarize them with the history of the American labor movement, its past, present and future problems and goals, labor's role in relation to the local community, the impact of national legislation on labor unions and their members, and the successful operation of a labor union.

Guest Speakers

Guest speakers, such as Bob Flaherty of the AFL-CIO Community Services Department and George Guernsey, Assistant Director of the AFL-CIO Educational Department took part in the meetings and films were utilized to illuminate subjects under discussion.

In a letter to the Seafarers International Union, Albert L. Redfearn, the president of the Norfolk Virginia Union Labor Council, which is the central labor body in the Norfolk area, commended the SIU for its assistance and cooperation in making the Labor Institute a "complete success."

"We do not feel that the Norfolk Virginia Union Labor Council Labor Institute would have been as successful without the interest and help that was extended to us during our ten week course..." the letter says in part.

AFL-CIO Community Services Award



The fourth annual AFL-CIO Community Services award was presented recently to Nash C. Roberts at ceremonies held at the SIU hall in New Orleans. Roberts, who is chairman of the Louisiana State Advisory Committee on Literacy and of the Adult Instruction Membership Committee, was cited for his "dedication and contributions to eliminate illiteracy in the State of Louisiana." Shown taking part in the presentation ceremonies above are (l-r): SIU vice-president and New Orleans port agent Lindsey Williams; New Orleans AFL-CIO president Pat Stoddard; Mrs. Roberts; Roberts; AFL-CIO Award Committee chairman Robert Quinn and Louisiana State Superintendent of Education William Dodd.

Opposition To Seaway Tolls Is Increasing

Another voice was heard last week in the growing list of opponents to all tolls on the St. Lawrence Seaway. Stuart Armour, President of the Great Lakes Waterways Development Association, called for the abolition of the tolls in a 34-page report to the St. Lawrence Seaway Authority.

Armour said he opposes the principle of attempting to recover capital costs and other costs through tolls on Canadian coastal and inland waterways. Armour pointed out that the contribution of the seaway to the Canadian economy far outweighed its costs and "therefore we believe nothing should be done to jeopardize continuance of its effectiveness."

Last month, Louis C. Purdey, Chairman of the Great Lakes Commission, stated that any toll or charge at all on the St. Lawrence Seaway was a form of discrimination against a mode of transport and thus was contrary to all treaties and precedents of U.S. policy which has always been to oppose any form of restriction on access to inland waters.

The Gulf Coast



By Lindsey Williams, Vice-President, Gulf Area

The main administrative offices of Delta Lines were damaged extensively by a fire which broke out in the Hibernia Bank Building early Saturday, January 8. Fortunately, no Delta employees were injured in the fire.

At the last MTD convention in Washington, the Maritime Council of Greater New Orleans and vicinity and the West Gulf ports council of the MTD received plaques for meritorious service in the cause of labor. The port of New Orleans and the port of Houston can feel very proud of these plaques as the SIU in these ports participated very actively in the MTD.

Thirty-seven candidates have qualified in a special election to be held in New Orleans, February 12, 1968 for three House seats from the 7th, 9th and 12th wards. These House seats were vacated in the recent elections here in New Orleans, when the representatives from these wards were elected to the New Orleans City Council.

COPE will meet at a later date in New Orleans, to endorse its candidates, and all members were urged to vote in this very important election and to vote for the COPE-endorsed candidates.

On the beach here in New Orleans is Gene Auer, who's last ship was the Alcoa Commander. Eugene said that it was a good ship and a good run and he's now spending a little time ashore waiting for a coastwise run as a cook and baker.

Jose Torrefiel, who last sailed on the Penn Challenger, would like to ship out on the South American run aboard the Del Norte. Also looking for a Delta Line ship on the South American run is Joe Gagliano. Joe last sailed on the Del Mar.

Waiting for a steward department job going any place, any time is Roland (Freachy) Hebert. Rollie last sailed on the Penn Carrier as steward and said that it was a good ship and a good run.

Ed Poe, who's on the beach here, made a trip to India recently aboard the Kent, and he said that it was a good trip and a good ship. Ed is waiting for a night cook and bakers job going to the Far East.



Poe

Mobile

Shipping has been on the slow bell in the port of Mobile with no laid up ships. Oldtimers on the beach in Mobile include Marshall Cooper who's registered in the deck department. He makes his home in McGargel, Ala. and has been shipping out of the Gulf area for the past twenty years.

Bill Sellers, whose last ship was the Margaret Brown, has been shipping out of the Gulf area in deck department ratings for the past twenty years.

James Slay, who's been shipping out of the Gulf area for the past twenty years, just got off the Achilles after a nice long trip. Another SIU oldtimer who was around the Mobile Hall recently was Bill Harper who just got off the Fort Hoskins after a trip to India.

After a six month trip to Tunisia and Saigon aboard the Hanover, Troy Savage is now back in his home port of Mobile. Bill has been

shipping out of the Gulf and Atlantic area for the past twenty-five years.

Houston

After a long trip to Pakistan on the Alcoa Marketer, C. E. Hawkes is taking a little rest here and says that he'll be ready for another trip to Pakistan shortly. S. W. McDonald recently got off the Manhattan after a nice long trip and said that it's good to be back home and renew acquaintances with his fellow Seafarers. Junior Moserief is around the New Orleans Hall waiting for a tanker going coastwise.



McDonald

Atlantic Coast

(Continued from page 4)

bell here for the last few weeks but the outlook is good for the coming period with some coal boats due in.

Cicero King is home taking a well-earned rest after sailing as oiler on several trips to Vietnam aboard the Beloit Victory. John Allman, Jr., is now making every call in search of an AB slot after getting off the Penmar to spend Christmas with his family. Prescott Spinney claims he nearly froze to death in Rotterdam while fighting the winches on deck during his last trip as deck engineer aboard the Potomac, and now is looking for a warmer run. After a very good trip aboard the Transglobe, Kenneth Wells, who has been shipping out of New York recently, is back at his home port of Norfolk again looking for a deck maintenance job.

Puerto Rico

Now that the holiday season is over, quite a few oldtimers are around the hall waiting to ship out. Among them are Luis Rivera, Justo Velazquez, Angel Cabrera, Carlos Diaz and Julio Torres.

New York

Eddie Puchalski has been around the hall here looking for a nice long trip. His last berth was aboard the Steel Vendor on which he sailed as bosun to India. Jimmy Brown, who last sailed as AB aboard the Hurricane on a North Europe run has decided the holidays are finally over and it's time to ship out. Last off the Fairland, chief cook Jose Castro has also had his fill of holidaying on the beach but is waiting for a Puerto Rico run. Just off the Steel Maker, Philip Salino plans to spend some time on the beach before taking another bosun or carpenter's slot.



Text Of President Hall's Speech Before Japanese Confederation Of Labor

It is indeed a great pleasure to be here with you today. It is a privilege to bring you fraternal greetings from President Meany, the officers and Executive Council and the more than 13,000,000 members of the AFL-CIO. In so doing, I emphasize again the bonds of friendship that already bind our two labor organizations, a friendship that was dramatized by the appearance of President Meany leading the American Delegation to your founding Congress in November 1964. The AFL-CIO regards Domei as its counterpart organization in Japan, as the representative of democratic trade unionism in your country.

It is natural for me, as President of the Seafarers International Union, to add special greetings to my colleagues of "Kalin," the "All Japan Seamen's Union" of Domei, which has been engaged during this period in a sharp struggle with the Japanese shipowners for the betterment of the conditions of the seamen. Considering the difficulty and danger of the work of seamen, the demands of the union are just. I assure you most heartily of my sympathy and support in your struggle.

Japan is the most dynamic and industrially developed country in Asia. It is destined to play an increasingly important role in the affairs of Asia and the world. Indeed, it is necessary that Japan do so, for it has much that it can teach, much which it can help the less economically advanced countries, especially in Asia.

In this important and inspiring task, Domei, the democratic labor movement of Japan, can play a significant role in advancing the cause of freedom and social justice. Perhaps more than any other Asian labor movement, Domei is in a position to do this by virtue of its experiences and international responsibility. Indeed, Domei has for a long time been aware of its duty in helping others, and your readers have already expended much time and energy in activities outside the borders of your own country. Brother Takita, is your representative to the Executive Board of our International organization, the ICFTU, and head of the Textile section of the Asian Regional Organization (ARO) of our ICFTU. Brother Wada is President of the ARO. There are, I know, plans under consideration by Domei to extend its aid in certain spheres of endeavor. For all this, Domei and its leaders deserve the greatest credit.

Mutual Good Will

Our two countries are very friendly. That is as it should be. That friendship must continue. Indeed, it must be deepened and strengthened. The continuance of that friendship is a guarantee of the strength of the democratic idea and the cause of human freedom. Economically, our two countries need each other. To date, our economic relationship is beneficial to both countries, for we are each other's largest market for products. True, there are trade problems, even differences over trade and other problems that arise periodically. This is natural and inevitable. But in democratic societies, these differences can be discussed with mutual good will and tolerance. They never need create insuperable obstacles to good relationships, for certainly what binds our two countries together is deeper and more fundamental than any disagreements which may arise.

We realize that you are engaged in a continuous struggle to raise the living standards of your members. That is the central function of a trade union organization. The working people of every country must have a just and adequate share of the wealth they produce. There is no excuse for misery and poverty or social injustice in the 20th century, especially in these days of great technological advance, where we have the capacity to produce enough for everybody. Yet, in spite of this, because of the lack of social vision and moral concepts of human decency still existing in the minds of too many of our employers, we still have millions of people existing on the edge of poverty, too many millions actually starving and bereft of all hope.

It is the age old struggle of trade unions to improve conditions and to do away with inhuman conditions of suffering in a society of potential abundance. That is your struggle and it is our struggle also. We have sectors of poverty in our country, although we have made great progress in

improving the living conditions of our members. Unemployment, though declining, is still too big in our country, due to the inroads of automation. This problem of automation has not to date been handled satisfactorily in our country. Automation must not be allowed to be an end in itself. It must be subordinated to the human needs of the members of society. A comprehensive program must be worked out which can help us realize the productive potential of advanced technology, but which can safeguard and enhance the living standards of the workers. The AFL-CIO has such a program, and is spending much time and energy in its promotion. Our Government and the employers are being coached by the labor movement to take appropriate and effective action.

Equal Human Rights

The AFL-CIO is also in the forefront of the fight against any kind of racial discrimination. We are for equal rights—economic—political and social—to be granted to every citizen of our country, no matter the color of his skin, national origin or religion. In this struggle it is right and just to say that our Government officially and energetically is working overtime in the cause of Civil Rights and human justice to eradicate as rapidly as possible the remnants of discrimination. And the great majority of American people are with us in the struggle.

What I said before about the relation between our countries is true also of the relations between our two trade union movements. We may not see eye to eye on everything, but what binds us together is fundamental and strong. I remind you, in this connection, of what President Meany said in his address to the historic Founding Congress of Domei:

"What is decisive is that we must meet the common dangers and tasks. What is most important is that we share a common faith in freedom and peaceful progress. Whatever differences might arise can and should be resolved in a spirit of serving best our mutual interests. I am sure that close and expanding cooperation between the Japanese and American labor movements would go a long way toward insuring a relationship between both our countries based on mutual confidence, equality and justice."

That our two movements share a common faith in freedom, democracy and peaceful progress is certain. We both understand that the measure of a strong democratic society is a strong free trade union movement. That is why our two movements are resolutely opposed to all dictatorial, anti-democratic groups and ideologies. That is why we have together fought against the maneuvers and aggressive acts of communist totalitarianism, the new imperialism. We can see their intent to subvert and destroy democratic societies, both from without and within, whether they are stable and fully developed or struggling to attain stability as in the newly independent countries of Asia and Africa.

If a world of peace and freedom is to be built, these attempts of communist imperialism must be beaten back. We are certain that Domei and the AFL-CIO will stand shoulder to shoulder together in fighting against colonialism, whether of the old brand or the new and even more dangerous kind of communist imperialism, whether its headquarters be in Moscow or Peking; to help the cause of national independence and human rights wherever it may be in need.

The world needs peace more than anything else. Who more than workers desire it deeply or can benefit more by it? The free trade unions have always worked for a world peace of freedom. But we want a just peace. With all the difficulties of achieving it, we must nevertheless be realistic and responsible in our approach. Emoting shouting of slogans in the streets do not help at all. Lasting peace can be achieved by effective international inspection and suspension, not only of nuclear weapons, but also all other weapons of mass destruction. I cannot stress too strongly that real and total disarmament, which is our common objective, can be attained only through such international inspection and control. Let us work together for this great goal.

I wish you success in your deliberation. I am sure they will lead to benefits for your members and strengthen the forces of democracy in Japan.

Final Departures

William Blake, 28: Brother Blake was a member of the deck department and joined the SIU in New York. He died in Yokohama, Japan October of last year. He was a native of Philadelphia and was a veteran of the United States Marine Corps. He is survived by his mother, Mrs. A. Blake who lives in Philadelphia.



~ ~ ~

Emory Barfield, 82: Brother Barfield joined the union in New York and sailed as an SIU member until 1955 when he went on SIU pension. He was born in Georgia in 1884 and was a member of the United States Marine Corps from 1908 until 1919. He is survived by his sister, Mrs. Grace B. Reeves of Macon, Ga. Brother Barfield accumulated over 30 years of service on American Flag ships.



lated over 30 years of service on American Flag ships.

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Martin Pederson, 69: Brother Pederson joined the union in 1938 at Galveston, Texas and was a native of Norway. Pederson died in New Orleans on November 17 of last year of Tuberculosis. He is survived by his sister, Mrs. A. Eliassen of Philadelphia, Penn.



~ ~ ~

Richard Lloyd, 50: Brother Lloyd joined the union in 1960 at the port of Houston, Texas. Lloyd was a native of England and had the position of oiler. He had sailed aboard American Flag ships for the past 26 years. Lloyd was a resident of Houston and died in New Orleans.



Gage

went on record as describing his ship as "one of the cleanest in the SIU fleet."

~ ~ ~

Peter Blalack was elected as ship's delegate aboard the *Del Mar*, according to Meeting Secretary Joseph Cat, and a vote of thanks for job well done was extended to outgoing delegate Peter Gonzales. Gonzales reported that the ship had a "nice trip" and thanked the crew for their cooperation, which made the smooth

FROM

Reports of successful and festive Christmas dinners aboard SIU ships are still coming in from all points of the globe. Ship's Delegate **Manual A. Rendueles** aboard the *Volusia* praised the steward department in glowing terms. "All Seafarers on our ship," he said, have joined me in a hearty

vote of thanks to our steward department not only for their efforts for the successful Thanksgiving and Christmas dinner, but also for good work at all

times." Among those pitching in to provide Seafarers with good meals away from home were **A. L. Dunn** of the steward department and baker **G. G. Gage**. Ship's Delegate **Rendueles** also

voyage possible. Also, it was reported that the ship received a new ship's library on this run.

~ ~ ~

Brother **C. H. Lierman** was chosen as the new ship's delegate aboard the *Producer*, according to Meeting Chairman **J. G. Lakwyk**. Other than the fact that three men had to be taken off the ship due to illness, the vessel is having a smooth run with no beefs thus far.



Lakwyk

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Electrician H. Gaines made a special trip ashore from the *Robin Hood* in order to purchase a timer for the ship's washing machine. Money from the ship's fund was used to finance the purchase, according to Meeting Chairman **Charles Bedell**. A vote of thanks was extended to the steward department for a "job well done" and a "conscientious effort to keep the crew happy by keeping plenty of good chow on the table." **James Dawson** was elected ship's delegate.



Bedell

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Ship's Delegate **J. H. Shearer** aboard the *Colmar*, took time out to commend the crew for their friendly and cooperative attitude during the voyage, according to Meeting Chairman **H. Carmichael**. "It was a pleasure to sail with a group of fellows like we have on this ship," he said. "We had a very smooth trip with no beefs of any kind."



Carmichael

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Roy Pappan was elected ship's delegate by a majority vote on the *Seatrain Louisiana*, according to Meeting Chairman **William Biskan**. The vessel is having a smooth voyage with no beefs of any kind so far. Meeting Secretary **Frank Naklicki** also noted that there is now \$132.46 in the ship's fund.

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At sea aboard the *Del Alba* **J. B. Maudlin** was chosen by Seafarers to represent the crew as

ship's delegate. Also, at the same meeting, **H. Lopes** was elected as the ship's Safety Director, and the steward department was awarded a vote of thanks for their part in keeping Seafarers happy with good solid food.

~ ~ ~

Ship's delegate **Anton Huykman** told us that the *Rice Victory* was on a typically smooth run with no beefs at all so far, according to **Stanley R. Yodris**, who serves both as engine delegate and meeting chairman. The steward department was given a hearty vote of thanks for a job well done.



Huykman

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Seafarers aboard the *Transpacific* got together and commended the steward department for an excellent Christmas dinner, according to Meeting Chairman **Frank J. Smith**, who was elected as ship's delegate. Meeting Secretary **Orlando R. Frezza** noted that the ship had an exceptionally good run, with no beefs and all the crew working together.



Frezza

~ ~ ~

Charles W. Thompson was nominated as ship's delegate and elected by acclamation, according to **G. Dickey**, who serves as meeting secretary aboard the *Henry*. Meeting Chairman **L. Hargeshelmer** tells us that the steward department was given a hearty vote of thanks for food well served and a job well done.



Hargeshelmer

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The *Hastings* was another SIU ship that enjoyed a hearty meal on Christmas and New Years, according to Meeting Chairman **Roy Evans**. Meeting Secretary **John Wells** said that both occasions were marked by special menus with holiday greetings enscrined on them. A vote of thanks was extended to the steward department along with an extra special vote for the Christmas and New Year's dinners.

Drydocked Seafarers Receive Welfare Benefits



SIU reps **Al Bernstein** and **E. B. Macauley** get plenty of smiles as they distribute hospital benefits at the Staten Island USPHS Hospital last week. Shown in the picture are (left to right), **Bernstein**, **Al Hamstuedt**, "Boots" **Peura**, "Walt" **Wright**, **Marty Smith**, **Paul Wolf**, **Macauley** and **Mike Filosa**.



Maiden Creek Crew Recalls Rough Atlantic Trip



Crewmembers aboard Maiden Creek pose for picture in ship's galley. From left to right are: Tommy Jenkins, 3rd Cook; John Forbes, Chief Cook; Theodore Harris, Baker and Bill Pereyra, Galley Utilityman.



Maiden Creek Seafarers (left to right) Thomas Moore, Ed Rivers and Ray Waterfield pose for LOG photographer in ship's engine room. Waterfield said engines kept going even in sixty-foot waves.

TRANSBAY (Hudson Waterways), Jan. 2—Chairman, M. Maynard; Secretary, F. S. Payler. Crew request that water tanks be cleaned as water is rusty. Vote of thanks to the steward department for good holiday dinners. No beefs and no disputed OT reported.

MANKATO VICTORY (Victory Carriers), Oct. 24—Chairman, F. Ruf; Secretary, M. E. Greenwald. Brother G. L. Saylor was elected to serve as ship's delegate. No beefs and no disputed OT reported.

OCEAN EVELYN (Maritime Overseas), Dec. 12—Chairman, Al Droman.

DIGEST of SIU SHIP MEETINGS

er; Secretary, John C. MacDonald. \$10 in ship's fund. No beefs and no disputed OT reported.

TRANSHATTERAS (Hudson Waterways), Jan. 9—Chairman, W. L. Kilgore; Secretary, J. C. Harling. Delayed sailing disputed, otherwise everything is running smoothly. Vote of thanks to the steward department.

HASTINGS (Waterman Industries), Jan. 4—Chairman, Roy Evans; Secretary, John Wells. No beefs and no disputed OT reported. Everything is going along smoothly. Vote of thanks to the steward department for a job well done. Special thanks for the wonderful Holiday dinners.

COLUMBIA VICTORY (Columbia), January 4—Chairman, Edward Terrell; Secretary, C. Stambul. \$4 in ship's fund. No disputed OT and no beefs reported by department delegates.



Deck Maintenance man, William H. Johnson, inspects one of several cracks that developed in Maiden Creek during recent North Atlantic crossing. The crack that Johnson is pointing to it one that occurred when ship hit 60-foot wave. Due to rough seas the ship took 17 days to cross North Atlantic. where in good weather the trip would only take nine days.

Storms, Heavy Seas Batter SIU Crew On Atlantic Voyage

The North Atlantic normally causes quite a turmoil this time of year and, according to stories from Seafarers, this year is no exception. Seafarers aboard the Maiden Creek, an SIU - contracted ship that docked in New York last week, had many tales to spin about the rough crossing they had just encountered.

"This is the roughest weather I have seen in my 20 years at sea," said Cristoval Dejesus, a steward aboard the Maiden Creek. "Why some of the waves we were hitting must have been as high as 60 feet," he continued.

The Maiden Creek made the crossing from Germany to New York in 17 days. In good weather the trip should normally take about nine days.

John Forbes, chief cook and a man who was given universal praise by his fellow crew members, said the vessel only made half speed most of the trip. Forbes praised the work of the deck gang who went out in the worst part of the storm to put up an antenna that had blown down.

Ray Waterfield, a fireman and veteran of over 20 years sea duty, commented on the bad weather the ship went through and said he was thankful he was on such a well built ship. According to Waterfield, the engines were running smoothly despite the fact that the

ship was going through 60-foot waves.

The Maiden Creek was built in Mobile, Alabama in 1945 and is classed as one of the old Liberty ships that became quite famous in the Second World War for carrying troops and supplies to the war fronts.

Engine department members Thomas Moore and Eddie Rivers both said it was the roughest crossing they have ever had. "One night we hit a 60-footer and it felt like the whole ship was coming apart," Rivers commented.

Jose Romero thought it was so rough he had misgivings about making it home. "When I saw some of those 40 and 50 foot waves I really started to pray," he said.

Morris Ledwell, oiler, had nothing but praise for the steward department. Ledwell said that the trip was the worst he had been on in his 20 years at sea and that he had never seen a steward department work so well, in spite of the difficulties that they encountered.

After a short drydock in New Jersey the Maiden Creek will again be out to do battle with the North Atlantic.

Cards And Coffee At The Philadelphia Hall



Seafarers (from left to right) Bill Weise, Julian Dedicadoria and J. Huisman relax over a hand of rummy at the SIU Hall in Philadelphia.

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Seafarer Recalls Stormy Days Of World War II Supply Runs

Now that Seafarers are carrying ever increasing loads of crucial ammunition and supplies to American fighting men in Vietnam, many SIU veterans will find themselves recalling similar runs they made back during the perilous days of World War II. R. Bergeria

"We were carrying ammunition," Bergeria recalls, "boxes full of 50mm shells. Well, the storm broke those crates open like matchboxes and the live shells scattered across the deck like marbles out of a bag."

The shells were doubly dangerous, being equipped with time fuses that would cause them to explode if badly battered by the waves.

"The only thing we could do was go out and start tossing those shells overboard as fast as we could get our hands on them," Bergeria says. "And I'll tell you something else," he continues, "we were in a hurry. We got rid of that stuff faster than a third baseman unloading to toss out Maury Wills on a perfect bunt. I remember the cook telling me afterwards that he felt like he was handling red hot coals."

After the shells were safely in the sea, the intensity of the storm increased.

"A couple of giant waves stove in the protective shield around the gun installation as if it were made of tin," Bergeria recalls. "And then," he smiles, "the storm really got bad."

Bergeria was up in the crow's nest when things "really got bad."

The crew had a terrific job on its hands just fighting the storm. But there were other, even more serious hazards to be met.

"I remember sailing on the Robin Sherwood back in 1943," he says. "We were carrying troops and equipment to the Russians on the Persian Gulf. A couple of the boys were a little nervous about a pack of Nazi U-boats that was reported to be in the area."

"While sailing through the 'Roaring Forties' in the Southwest Pacific, we got hit by a monster storm," Bergeria related. "Winds roared over the deck with gale force while heavy seas broke over the bow. The Robin Sherwood was tossing like a canoe in a holocaust."

The German Submarines never showed, but the Robin Sherwood ran into plenty of trouble from another quarter.

The seas were so heavy and the wind so strong that he was unable to get down.

"I knew I was in for a rough time when the wind blew my raincoat right off my back," he says. "Three hours later, I was still up there and the storm hadn't let up one bit."

Worst Storm

Finally, the skipper turned the ship around so that Bergeria could reach the comparative safety of the deck by sliding down a monkey line.

"It was the worst storm that I have ever seen," says Bergeria. "I won't complain if I never see one like it again. To my way of thinking, it's a testimonial to the skill of the SIU crew that we were able to reach the Persian Gulf and accomplish our mission with an absolute minimum of damage to the vessel and no injuries to the men."

Sailing as a bos'n, Bergeria joined the Union in 1941 in his home port of Philadelphia.

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SIU Arrivals

Karl A. Stewart, born September 9, 1965, to the Edward L. Stewarts, New Orleans, La.

Elaine Werns, born November 24, 1965, to the Harold G. Werns, Oconomowoc, Wis.

Robert Bowman, born September 15, 1965, to the Robert Bowmans, Orange, Texas.

Wayne S. Swearingen, born November 13, 1965, to the Barney S. Swearingens, Jacksonville, Fla.

Richard Rasmus, born July 15, 1965, to the Roman R. Rasmus, Mantua, New Jersey.

Stephen Tannish, III, born October 22, 1965, to the Stephen Tannish, Jr., Ash-tabula, Ohio.

UNFAIR TO LABOR
DO NOT BUY

Seafarers and their families are urged to support a consumer boycott by trade unionists against various companies whose products are produced under non-union conditions.

"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)

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)

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

Pepsi Cola Company
(Soft Drink Workers, Local 812)

Jamestown Sterling Corp.
Furniture and Bedding
White Furniture Co.
United Furniture Workers

LONGVIEW VICTORY (Victory Carriers), December 31—Chairman, Frank Arana; Secretary, W. O. Sink. \$4 in ship's fund. No disputed OT and no beefs reported. Brother Frank Arana was elected to serve as ship's delegate. Discussion about draws. Suggestion made to have Customs aboard on arrival in San Francisco.

ALCOA RUNNER (Alcoa), December 4—Chairman, H. Shepeta; Secretary, P. Loik. \$5.50 in ship's fund. No beefs reported by department delegates. Motion made to have patrolman clarify question about man doing another man's work and whether he is entitled to the difference in pay and OT rate. And does it apply when a man gets sick or hurt.

CITADEL VICTORY (Waterman), December 12—Chairman, A. E. Trumbach; Secretary, Henry Jorgensen. Some disputed OT in engine department.

DEL MONTE (Delta), January 2—Chairman, Howard Menz; Secretary, Alberto G. Espeneda. Ship's delegate reported that all disputed OT was paid and everything is running smoothly. \$2.90 in ship's fund. Brother Howard Menz was re-elected to serve as ship's delegate. Vote of thanks to the steward department for a very good Thanksgiving Day and Christmas Dinner.

CHOCTAW VICTORY (Columbia), November 21—Chairman, R. Fontana; Secretary, J. Darouse. Disputed OT in deck and engine departments, to be taken up with patrolman.

ALDINA (Wall Street Traders), No date—Chairman, S. Krawczynsk; Secretary, Nons. Disputed OT reported by deck department delegate. Vote of thanks to the steward department for the good food.

DIGEST of SIU SHIP MEETINGS

TRANSERIE (Hudson Waterways), Dec. 12—Chairman, H. D. Booth; Secretary, L. D. Pierson. Some disputed OT in deck and engine departments. Ice cream machine leaks and has been for two trips.

GENEVA (U.S. Steel), Nov. 14 —Chairman, Richard Heffley; Secretary, Larry Mundy. Ship's delegate reported everything running smoothly. Crew was told about raise being approved by the U.S. steel company starting this payoff. Also retroactive money will take over one month to be collected. No beefs reported by department delegates. Brother Richard Heffley was re-elected to serve as ship's delegate. Vote of thanks to Steward department for job well done. Vote of thanks to bosun.

BEAUREGARD (Sea Land), Dec. 8 —Chairman, Clarence Hemby; Secretary, Allen P. Raymond. Some disputed OT in deck department. Brother Frank Saramento to serve as new ship's delegate.

STEEL RECORDER (Isthmian), Dec. 5—Chairman, Bill Horne; Secretary, Angel Seda. No beefs reported by department delegates. Ship's delegate said everything running smoothly. \$250 in ship's fund. Delegate of deck department expressed the necessity of complete cooperation from all hands in the deck department to assist in securing the ship for departure in all ports. All beefs will be taken up with patrolman.

STEEL FLYER (Isthmian), Nov. 7—Chairman, George Stanley; Secretary, C. R. Sehnsen. Ship's delegate reported that everything is running smoothly. \$13.50 in ship's fund. Some disputed OT in deck department. Motion made to retire at any age after one has 15 years seetime also has completed 20 years membership time. Brother George Stanley was elected to serve as new ship's delegate. Vote of thanks to the steward department. It was suggested that the crew take better care of the washing machine.

REBECCA (Maritime Overseas), Nov. 21—Chairman, J. W. Conrad; Secretary, R. Noel. Ship's delegate reported no beefs. Motion made that ship's delegate be the only person that opens mail packages. Crews washing machine is in need of repairs. Captain asks that crew does not throw cigarette butts on deck near forward hatch.

WINGLESS VICTORY (Consolidated Mariners), Oct. 21—Chairman, David A. Ramsey; Secretary, John P. Fifer. Ship's delegate reported washing machine out of order, will try to get agitator as soon as possible. Some disputed OT in engine department. Brother Joseph N. McLaren was re-elected ship's delegate. All brothers agree to donate 25c toward sending radiogram to union hall for new wage scale and agreement on contract. Request was made for all brothers to try to help each other as it is a long hard trip. Crew would like to know if raise in vacation pay has come through.

PERSONALS and NOTICES

Paul Aubain
Your family would like very much for you to get in touch with them through Brother **John Greaux**, P. O. Box No. 7, St. Thomas, Virgin Islands.

John William Tinker
You are asked to contact St. Francis Hospital, Wichita 14, Kansas.

Augustus P. Power
Please get in contact with G. E. Powell, 3540 Wilshire Blvd., Suite 807, Los Angeles, California.

Friends of Russell Lund
Russell Lund would like very

much to keep in touch with his old Seafaring buddies **Oscar Sorenson, Thad DeLoach, Oscar Blain and Robert Riveria**. He requests that they send their addresses to him as soon as possible at 931 Cecelia Drive, Glen Ellen, California.

William Leroy Tillman, Sr.
John Sidney Brown at 6725 St. Claude Avenue, Arabi, Louisiana, would like you to contact him as soon as possible.

Louis Livigno
Miss Betty Livigno of 4080 Norstrand Avenue, Brooklyn, New York, 11235, would like you to contact her.

Record-Breaking Vacation Check



The largest vacation check in the history of the SIU vacation plan was issued last week to **Burriss Maxwell** (r) by SIU rep **Bill Hall** at New York headquarters. The check for \$2,107 was the largest ever issued to an SIU member since the vacation plan went into effect. Maxwell is an AB aboard the SIU-contracted **Atlas**.

LOG-A-RHYTHM:

The Year That Was

By Linda Mustakas

*How sad it is to realize
That right before our very eyes
A year has spent its course and now is not*

*As our thoughts reflect the past
Our oversights seem vast
When we reminisce the vows we forgot*

*"If" we usually say
We had only known that day
What a better choice we might have made, perhaps—*

*But no crystal ball have we
So upon Fate's choppy sea
Our futures toss and roll about the map*

*If we feed our optimism
And control our criticism
This new year will harvest fortunes yet untold*

*For a spirit weak in hope
With life's problems cannot cope
And too soon before due time grows tired and old*

*Yes, it all seems plainly clear
When we reason year by year
That next year we will surely be much wiser*

*But somehow we never quite
(Though we try with all our might)
Seem to take our own impartial good advise.*

ALCOA MARINER (Alcoa Steamship), Dec. 12—Chairman, Clarence Hancock; Secretary, Francis Lee. Ship's delegate reported that Captain requested that no LOSS be dropped on deck and no alcohol to be brought aboard ship. Received 8 new mattresses and no new fans. No disputed OT reported by department delegates. Crew still did not receive the water fountain for starboard side of ship as promised. Crew was asked to please bring coffee cups back to messhall.

RICE VICTORY (Isthmian Steamship), Nov. 6—Chairman, Francis R. Napoli; Secretary, Anton Huykman. No beefs reported by department delegates. New ship's delegate was elected. Vote of thanks to steward department for job well done.

ALICE BROWN (Bloomfield), Nov. 26—Chairman, John J. Carey; Secretary, W. Perkins. No beefs reported by department delegates. Brother W. C. Thayer was elected to serve as new ship's delegate.

BANGOR (Bermuda Shipping), Dec. 6—Chairman, J. W. James; Secretary, R. M. Kennedy. Ship's delegate reported they sailed 1 man short. No

DIGEST of SIU SHIP MEETINGS

beefs reported by department delegates. Motion made for delegates to talk to patrolman before payoff.

STEEL EXECUTIVE (Isthmian), Dec. 13—Chairman, B. Maldonado; Secretary, R. Hutchins. Ship's delegate reported repair list will be turned in. Ask crew to have more respect for the members that are sleeping during day. No beefs reported by department delegates. Suggestion made that cooks take more time in preparing food and use less grease. Vote of thanks to steward department. Suggestion made that men try to make less noise in passageway at night.

ALCOA MARKETER (Alcoa Steamship), Dec. 5—Chairman, L. Stout; Secretary, Michael Miller. Ship's delegate reported everything running smoothly. \$6 in TV fund. \$2.62 in ship's fund. No beefs reported by department delegates. Vote of thanks to the 4-8 watch for keeping messroom and crew pantry shipshape.

ANDREW JACKSON (Waterman Steamship), Nov. 26—Chairman, T. H. Wright; Secretary, C. A. Pena. Ship's delegate reported 2 men missed ship in two different ports. \$3 in ship's fund. No beefs reported by department delegates. Brother Basile Polazzo was elected to serve as new ship's delegate.

OCEAN PIONEER (Pioneer Tankers), Dec. 12—Chairman, Rudolph Raczki; Secretary, Charles Shirah. No beefs reported by department delegates. Brother Thomas Sanford was elected to serve as new ship's delegate.

ALCOA TRADER (Alcoa Steamship), Nov. 27—Chairman, J. V. Bissonnet; Secretary, R. A. Martinez. Ship's delegate reported that there is too much waste of food on board. Crew is requested to have consideration for men sleeping. No beefs reported by department delegates. Vote of thanks to steward department for good Thanksgiving dinner.

OVERSEAS EVA (Maritime Overseas), Dec. 12—Chairman, S. Renner; Secretary, L. Movall. Brother James Shipley was elected to serve as new ship's delegate. No beefs reported by department delegates. Everything is running smoothly. Ship's delegate asked that steward type the crew list and the minutes of the meeting.

DEL SOL (Delta Line), Nov. 26—Chairman, R. E. Slough, Jr.; Secretary, B. Feely. Sailed short 1 man. \$53.45 in ship's fund. No beefs reported by department delegates. Repair list has been sent in. Crew was asked to keep their feet off the furniture. Vote of thanks to steward department for good Thanksgiving dinner and vote of thanks to baker for pastries all throughout trip. To lock up crews radio in port for safe keeping.

ROBIN HOOD (Moore MacCormack), Dec. 5—Chairman, R. Sanderlin; Secretary, C. Bedell. Ship's delegate reported some disputed OT in all departments. Main beef about heat being shut off when temperature is below 65 degrees. Try to get timer for washing machine in states before sailing. Make sure all beefs are settled by patrolman before paying off. Make up repair list. Also have heating system checked by patrolman. Vote of thanks given to steward department for a job well done and for a delicious Thanksgiving dinner.

Schedule of Membership Meetings

- SIU-AGLIWD Meetings**
- New York Feb. 7—2:30 p.m.
 - Philadelphia ... Feb. 8—2:30 p.m.
 - Baltimore Feb. 9—2:30 p.m.
 - Detroit Feb. 11—2:30 P.M.
 - Houston Feb. 14—2:30 P.M.
 - New Orleans ... Feb. 15—2:30 P.M.
 - Mobile Feb. 16—2:30 P.M.
 - Wilmington ... Feb. 21—2 P.M.
 - San Francisco ... Feb. 23—2 P.M.
 - Seattle Feb. 25—2 P.M.

- Great Lakes SIU Meetings**
- Detroit Feb. 7—2 P.M.
 - Alpena Feb. 7—7 P.M.
 - Buffalo Feb. 7—7 P.M.
 - Chicago Feb. 7—7 P.M.
 - Cleveland Feb. 7—7 P.M.
 - Duluth Feb. 7—7 P.M.
 - Frankfurt Feb. 7—7 P.M.

- GREAT LAKES TUG AND DREDGE REGION**
- Detroit Feb. 14—7:30 P.M.
 - Milwaukee ... Feb. 14—7:30 P.M.
 - Chicago Feb. 15—7:30 P.M.
 - Buffalo Feb. 16—7:30 P.M.
 - St. Marie Feb. 17—7:30 P.M.
 - Duluth Feb. 18—7:30 P.M.
 - Cleveland ... Feb. 18—7:30 P.M.
 - Toledo Feb. 18—7:30 P.M.

- SIU Inland Boatmen's Union**
- Philadelphia ... Feb. 8—5 P.M.
 - Baltimore (licensed and unlicensed) ... Feb. 9—5 P.M.
 - Houston Feb. 14—5 P.M.
 - Norfolk Feb. 16—5 P.M.
 - New Orleans ... Feb. 15—5 P.M.
 - Mobile Feb. 16—5 P.M.

- RAILWAY MARINE REGION**
- Jersey City Feb. 14—10 A.M. & 8 P.M.
 - Philadelphia Feb. 15—10 A.M. & 8 P.M.
 - Baltimore Feb. 16—10 A.M. & 8 P.M.
 - Norfolk Feb. 17—10 A.M. & 8 P.M.

- United Industrial Workers**
- New York Feb. 7—7 P.M.
 - Baltimore Feb. 9—7 P.M.
 - Philadelphia ... Feb. 8—7 P.M.

- Houston Feb. 14—7 P.M.
 - Mobile Feb. 16—7 P.M.
 - New Orleans ... Feb. 15—7 P.M.
- * Meeting held at Labor Temple, Newport News.
† Meeting held at Labor Temple, Sault Ste. Marie, Mich.
‡ Meeting held at Galveston wharves.

Directory Of UNION HALLS

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

- PRESIDENT Paul Hall
EXECUTIVE VICE PRESIDENT Cal Tanner
VICE PRESIDENTS Earl Shepard, Lindsey Williams, Al Tanner, Robert Matthews
- SECRETARY-TREASURER Al Kerr
- HEADQUARTERS ... 675 4th Ave., Bklyn. NY 9-6600
- ALPENA, Mich. 127 River St. EL 4-3616
 - BALTIMORE, Md. ... 1216 E. Baltimore St. EA 7-4900
 - BOSTON, Mass. 177 State St. RI 2-0140
 - BUFFALO, N.Y. 735 Washington St. TL 3-9259
 - CHICAGO, Ill. 9383 Ewing Ave. SA 1-0733
 - CLEVELAND, Ohio ... 1420 W. 25th St. MA 1-5450
 - DETROIT, Mich. 10225 W. Jefferson Ave. VI 3-4741
 - DULUTH, Minn. 312 W. 2nd St. RA 2-4110
 - FRANKFORT, Mich. ... P.O. Box 287 415 Main St. EL 7-2441
 - HOUSTON, Tex. 5804 Canal St. WA 8-3207
 - JACKSONVILLE, Fla. ... 2608 Pearl St. EL 3-0987
 - JERSEY CITY, N.J. ... 99 Montgomery St. HE 3-0104
 - MIAMI, Fla. 744 W. Flagler St. FR 7-3564
 - MOBILE, Ala. 1 South Lawrence St. HE 2-1754
 - NEW ORLEANS, La. ... 630 Jackson Ave. Tel. 529-7546
 - NORFOLK, Va. 115 3rd St. Tel. 622-1892
 - PHILADELPHIA, Penna. ... 2604 S. 4th St. DE 6-3818
 - PORT ARTHUR, Tex. ... 1348 Seventh St. EL 3-0987
 - SAN FRANCISCO, Calif. ... 350 Fremont St. DO 2-4401
 - SANTURCE, P.R. ... 1313 Fernandez Juncos St. Tel. 724-2848
 - SEATTLE, Wash. 2505 First Avenue MA 3-4334
 - ST. LOUIS, Mo. 805 Del Mar CE 11434
 - TAMPA, Fla. 312 Harrison St. Tel. 229-2788
 - WILMINGTON, Calif. ... 505 N. Marine Ave. TE 4-2528

Backs Subsidies For Maritime

To the Editor: From reading the Seafarers Log, I see that the AFL-CIO has come forth with a 17-point plan for the updating and preservation of the U.S. merchant marine. It is good to see that the SIU and all maritime unions have the support of the AFL-CIO in their fight for a strong merchant fleet. To allow a nation that once held first place on the seas to decline and be outstripped by other countries strikes me as very very foolish. I, not only as a Seafarer, but as an American citizen as well, consider the U.S. merchant marine of primary importance.

would suffer were such plans as the Interagency report put into action.

I guess the only light in this dark era of shipping are the efforts being made by the SIU and the AFL-CIO in their fight for maritime-connected American labor. It is comforting to know that there is someone behind us and someone working for us in the fight for a strong merchant fleet.

Fraternally,
James H. Hartford

Urges Strong U.S. Fleet

I am writing this letter in response to your article concerning the rise of the Russian Merchant Fleet which appeared in the December issue of the Log. As your article stated, the Russians are building a strong merchant fleet while the U.S. is standing by and letting their fleet go to pieces. I feel this is a tragedy and something must be done to stop this kind of thing from happening.

I can't understand how the Japanese and Norwegians can have a larger merchant fleet than the United States. Now if the Russian's build a larger fleet then I believe someone is really missing the boat, or ship as it is in this case. I have sailed for a long time and have seen these foreign flag ships in ports throughout the world and I would not give you a damn for the way the crews are treated or the way the ships are kept up.

If we don't get on the ball and start to build up our fleet I fear that we might put the U.S. in a position that would be dangerous as far as defense is concerned. Also, the idea of building our merchant ships in foreign lands is repugnant to me because it would mean that many of my fellow workers will be without work. This to me is a large mistake.

I want to really thank the Log for putting out such a fine informative paper that really brings the news of seafarers to seafarers. Keep up the good work.

Fraternally Yours
Walter Balt AB

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.

It seems to me that many people and many countries judge a nation by its strength on the high seas. I notice that all other segments of American life receive generous subsidies, from farmers to the owners of small businesses.

And how about those American citizens, shipbuilders and seafarers, who are dependent on this segment of our industry for their livelihood? I suppose all of us who man and build the ships are expected to hit the streets looking for other work or welfare. Myself, I have worked on ships all my life, it is in fact my way of life, and there are many others just like myself. Are we to change over to a new way of living just because the government likes farmers better than they do us? I don't care what excuses the Department of Commerce plans to hand us when we are out of work; I just would call it plain unfair, in addition to the loss of prestige our nation

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.

Family Day at The Clinic

Family Day at the SIU clinic in New York brought many Seafarers and their families to the clinic to take advantage of the free diagnostic facilities provided by the union. The system of SIU clinics was begun in 1957 with the opening of the first facility in New York. Other union clinics are located in Boston, Philadelphia, Baltimore, Norfolk, Jacksonville, Tampa, San Juan, Mobile, New Orleans, Houston, San Francisco, Seattle, Buffalo, Toledo and Duluth.



Taking advantage of the free diagnostic facilities offered by the SIU clinic in New York were Seafarer Thomas Ramirez and his daughter Evelyn.



Dr. Weisler of the SIU clinic staff begins eye examination on Seafarer Ramirez daughter Evelyn with the aid of clinic assistant, Florence Penny.



Clinic assistant Nathaniel Williams asks Evelyn Ramirez if she can read small letters on eye chart in test for visual acuity.



Founding convention of the Hawaii AFL-CIO receives congratulations from Mayor S. Blaisdell (speaking) of Honolulu at its opening session. Seated are, left to right, A. S. Rolle, AFL-CIO representative in the Hawaii-Pacific area; COPE Regional Director Walter F. Gray; President Richard Dumancas of the Honolulu AFL-CIO; Miles C. Stanley, assistant to AFL-CIO President George Meany, and Executive Secretary-Treasurer Harry Boranick of the Honolulu AFL-CIO.

Hawaii AFL-CIO Unions Form State Labor Body

HONOLULU—Hawaii's AFL-CIO unions have formed their first state federation, pledging the full power of their 46 organizations in the fight for better working conditions in the 50th state and on the mainland.

Miles Stanley, assistant to AFL-CIO President George Meany, presented the charter of the newly formed Hawaii State Federation of Labor to Carl J. Guntert, senior business representative of the Machinists, after Guntert was sworn in as the first president. The new organization brings to 51 the number of AFL-CIO state central bodies, which also includes the Puerto Rico federation.

The oath of office was administered to Guntert and 13 vice presidents, representing four islands, by President Jerry Wurf of the State, County & Municipal Employees.

Guntert was elected to the presidency over Jack Reynolds, business agent of the Building & Construction Trades Council. But despite strong competition for the top posts, a spirit of unity domi-

nated the proceedings. After election, Reynolds praised the new slate of officers and pledged his full cooperation.

Vice presidents representing unions on Oahu, the most populous island, are Elmo Samson, Laborers; Akito Fujikawa, International Brotherhood of Electrical Workers Local 1186; Susan Marshall, Variety Artists; Ivanhoe Nawai, Meat Cutters; John Haleamau, Marine Firemen; John Cabral, Government Workers; Larry Shigeura, Carpenters; Charles O'Bevan, Typographers; Francis Kennedy, IBEW Local 1260; and James Chock, Hotel Workers.

Vice presidents from neighbor islands are Elmer Vierra, IBEW Local 1260, Hawaii division; Ralph Makanani, IBEW Local 1260, Kauai division; and Monte Carpenter,

Hotel Workers, Maui Division.

A pre-recorded message of congratulations from Vice Pres. Hubert H. Humphrey was played over the convention loudspeaker system at the Princess Kalanani Hotel Meeting House.

Messages also were read from Under Secretary of Labor John F. Henning, Representative Patsy T. Mink (D-Hawaii) and James Dooley, former port agent for the Sailors Union of the Pacific in Honolulu, now in Portland, Ore.

At the closing session of the three-day convention, Jan. 7-9, Stanley praised the 157 delegates for "the kind of spirit which I have sensed and felt here." He predicted that while the new federation might experience some problems, it would "come out on top."

COPE Regional Director Walter F. Gray warned the convention that a number of the liberal congressmen who helped set the record of the first session of the 89th Congress face hard fights for re-election in 1966 because of off-year trends. He stressed that repeal of Section 14(b) of the Taft-Hartley Act remains the top AFL-CIO legislative goal.

In earlier speeches, Senator Daniel K. Inouye and Representative Spark M. Matsunaga, Hawaii Democrats, reaffirmed their support for repeal of 14(b).

Important Challenge

Inouye called the opposition to repeal "one of the most important challenges of the continuation of not only union democracy, but the concept of democracy in general . . ."

"What they really want is no union activity at all," he said.

SIU Crew Cited For Sea Rescue

NEW YORK—The SIU-manned Robin Sherwood (Robin Line) has won the Ship Safety Achievement Citation of Merit from the National Safety Council Marine Section for the rescue in 1964 of the pilot of a private airplane downed in the Atlantic Ocean.

The Safety Citation cites the ship and her SIU crew for outstanding seamanship in the difficult, "needle-in-a-haystack" search and rescue mission.

On November 12, 1964, the Robin Sherwood was eastbound in the Atlantic, about 150 miles west of Ascension Island, when she received a relayed distress call from the pilot about to ditch his private plane in the ocean. Proceeding to the position given, the ship spotted the plane still afloat, but the pilot's raft had disappeared.

A search continued through the night with the aid of searchlights, and the probable drift of the raft was computed. At daybreak the missing man was spotted after drifting without food or water for 28 hours. He was taken aboard uninjured. The pilot, Lowell J. Thompson of Spokane, Washington said he had just about given up hope when he was spotted.

The Robin Sherwood then returned to the still floating plane but the attempted salvage operation had to be abandoned because of heavy seas.