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Chicago taxi workers and Seafarers celebrate the 2-to-1 victory of the SIU-affiliated Democratic Union Organizing Committee Local 777 over the Teamsters in a recent NLRB election. Joining in the celebration are Earl (Bull) Shepard, SIU Atlantic Coast Vice President (second from the left); Dominic Abata, SIUNA vice president and president of the Transportation Services and Allied Workers District, (third from the left); Paul Hall, SIUNA president, (second from the right); and Everett Clark, president of DUOC Local 777 (far right, next to Hall).

Hoffa-Glimco Defeated In NLRB Vote

SIU Chicago Taxi Union Routs Teamsters 2-To-1

CHICAGO—Taxi workers of the SIUNA-affiliated Democratic Union Organizing Committee Local 777 buried a Teamster raid attempt beneath an avalanche of votes in a recent NLRB election here. Cab drivers and inside workers from the Yellow and Checker Cab companies voted 3,081, or over two-to-one for DUOC Local 777 of the SIUNA Transportation Services and Allied Workers District to 1,612 for the Teamsters.

The impressive DUOC victory had national significance since Teamsters international president James Hoffa had campaigned actively and staked his prestige on a victory for Teamster Local 777. Taxicab Drivers, Maintenance and Garage Employees. The cab workers heavily rejected this union which is led by Joseph P. (Joey) Glimco, who is now under Federal indictment for violations of the Taft-Hartley Law. Glimco is charged with accepting an expensive Jaguar sports car and other

gifts from an employer whom his union had under contract.

Over 80 percent of the 6,000 taxi workers, representing four separate bargaining units, voted in the hard-fought election. A third union appearing on the ballot, the independent Chicago Cab Drivers Union, received 33 votes. "No Union" received 21 ballots, and there were 157 challenged votes and 62 voided ballots.

Drivers from the Checker Company gave 1,337 votes to DUOC and 712 to the Teamsters. Checker garage workers voted 132 for the TS&AW local and 30 for the Teamsters. Yellow Cab drivers gave DUOC 1,437 votes to 846 for the Teamsters. DUOC received 175 votes from Yellow Cab garage employees to 24 for the Teamster local.

DUOC Local 777 had the active support of AFL-CIO President George Meany, who wrote every member of the local, urging them to maintain their affiliation with the federation's family of unions. In addition to support from the SIUNA, assistance to DUOC was also rendered by the regional AFL-CIO office, ILA Local 19, the American Federation of State, County and Municipal Employees and the Marine Engineers Beneficial Association.

Other important support for the SIUNA-affiliated taxi local came from U.S. Senator Paul Douglas (D-Ill.) All four of Chicago's daily newspapers supported DUOC in the election.

Everett (Red) Clark, president of the Democratic Union Organizing Committee Local 777, attributed the victory to the gains the union had won from the companies and services it had provided

its membership in the last three years.

Contract Next

The DUOC president declared that the next job for the local was to negotiate a new contract with significant wage and welfare gains for the 6,000 employees of the Yellow and Checker Cab companies.

The DUOC victory represented the second time the SIUNA-TS&AW local defeated the Hoffa-Glimco Teamster combine. Members of the local voted themselves out of the Teamsters and into DUOC Local 777 in a 1961 NLRB election in a campaign which was marred by acts of violence committed by the hoodlums in Glimco's local. Shortly after that election, the DUOC voted to affiliate with the newly formed Transportation Services and Allied Workers District of the SIUNA.

Clarification

An Executive Board motion clarifying when assessments are due and payable has been approved by the membership at regular meetings.

The motion provides that commencing with the year 1966, all annual assessments shall be due and payable at the same time as the first quarter's dues in each year are payable as per the constitution. With regard to the 1965 assessments, they are due and payable no later than the time when third quarter dues are due and payable, July 1, 1965.

International President's REPORT



By Paul Hall

Right Wing Fights 14B Repeal

The Big Business-Right Wing anti-labor coalition is gathering its strength and money for a last-ditch fight to prevent repeal of Section 14(B) of the Taft-Hartley Act. One of the authors of this anti-labor legislation, Fred Hartley, who is now associated with various right-wing extremist groups, is himself on the stump again trying to preserve Section 14(B) of his anti-labor "baby." This is the section of the Taft-Hartley act which allows states to pass so-called "right-to-work" legislation.

These groups are well-heeled, well organized and possess a deep-seated hatred of labor. They are certain to make a lot of noise in the weeks to come with their hate-filled radio broadcasts, anti-labor newspaper advertisements, and "canned" editorials planted in local newspapers across the country.

Although the outlook is good for repeal of 14(B), we must not become over confident. These anti-labor groups are tough, competent, dirty fighters who will spare no effort or leave any trick untried to save 14(B). Every American trade-unionist must get into the fight to erase this anti-labor legislation from the books.

Wherever this right wing, "right-to-work" propaganda runs up American trade-union members must counter it with the truth. One of the most effective ways they have at their disposal to help defeat 14(B) is to write to their congressmen and make their feelings known. This can be especially effective when employed by those trade-union members living in "right-to-work" states. The whole American labor movement must get in there and fight against 14(B), because every anti-labor, right wing extremist will be in there fighting for it—and they cannot be allowed to succeed.

Expanded Anti-Poverty War Gets Full AFL-CIO Support

"We are here to support with all our vigor" Administration proposals to expand and improve the anti-poverty program "so that it can more effectively do its job," AFL-CIO President George Meany declared in testimony prepared for the House Anti-Poverty subcommittee.

Backing legislation sponsored by Chairman Adam Clayton Powell (D-N.Y.) of the full Education & Labor Committee, Meany pointed out that "for generations" the primary goal of American trade unions had been "the elimination of poverty and the improvement of conditions of work and life."

There has been progress toward the goal, he acknowledged, "but the extent of destitution still remaining is shocking."

About 35 million Americans, or one-fifth of our population, are in the "poverty class" according to the yardstick used last year by President Johnson, he pointed out. Moreover, he observed, a recent Social Security Administration study revealed that counting such factors as varying family size, "about 50 million Americans, one-quarter of the population," could be said to "live within the bleak circle of poverty or at least hover around its edge." And of this total, he emphasized, "22 million are young children."

"We are encouraged by the imagination and vigor that have characterized" the anti-poverty program so far, Meany said, and he discounted controversies over its administration as mere "growing pains" that come naturally with a "novel and difficult effort."

The introduction of "new people with new ideas" into the planning

and administration of programs, he said, "creates some problems of acceptance, accommodation and adjustment." These "new people," he pointed out, include representatives of "minority groups, organized labor and the poor themselves."

"But such inherent difficulties," he declared, "must not be permitted to deflect the top administrators from the basic essential principle—that the planning and administrations should include adequate representation from such groups."

Turning to the specific provisions of the legislation, Meany made these points:

- The \$1.5 billion authorization proposed for fiscal 1966 "for thousands of projects to help millions of Americans in need" would provide an outlay of "less than three-tenths of 1 percent of our Gross National Product." It is "hardly extravagant," he commented.

- A series of technical amendments, designed to increase the effectiveness of programs already under way, offers "realistic" improvements.

Extension Backed

He also endorsed the proposal to continue basic authorizations through fiscal 1967 and to extend 90 percent federal financing of anti-poverty projects through that period.

"There is no doubt that the (Continue. on page 13)

SEAFARERS LOG

May 14, 1965 Vol. XXVII, No. 10

Official Publication of the SIUNA Atlantic, Gulf, Lakes & Inland Waters District, AFL-CIO

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Published biweekly at the headquarters of the Seafarers International Union, Atlantic, Gulf, Lakes and Inland Waters District, AFL-CIO, 675 Fourth Avenue, Brooklyn, NY, 11222. Tel. NYacinh 9-6606. Second class postage paid at the Post Office in Brooklyn, NY, under the Act of Aug. 24, 1912.



SIUNA To Set Goals At Convention Slated To Begin On May 26

WASHINGTON—The Twelfth Biennial Convention of the Seafarers International Union of North America will be held Wednesday, May 26 to Tuesday, June 1, 1965 at the Gramercy Inn, 1616 Rhode Island Avenue, N.W. Washington, D.C.

Delegations representing SIUNA affiliates from the U.S., Canada, Alaska and in the Caribbean are scheduled to attend what is expected to be the largest SIUNA convention ever held.

Representing more than 80,000 members of the 33 SIUNA affiliated unions, delegates will meet at the convention to discuss and act upon matters affecting the International, the U.S. labor movement the maritime industry, and the crafts and industries represented by SIU affiliates. They will also decide future International policies and hear reports on union progress.

Convention delegates will be representing deep sea Seafarers, tug and other inland water boatmen, railroad marine tug and dredgemen, fishermen, cannery workers, and workers employed in the transportation services and allied industrial crafts.

On April 19, in all-port elections, delegates to the SIUNA Convention from the Atlantic, Gulf, Lakes and Inland Waters District were chosen and certified.

The AGLIWD delegates are: George Dacken, D-26; Rex Dickey,

D-6; Joseph DiGiorgio, D-2; Frank Drozak, D-22; Paul Drozak, D-180; Norman W. DuBois, D-475; Ernesto V. Erazo, E-34; John Fay, F-363; Leon Hall, H-125; Paul Hall, H-1; William Hall, H-272; William Jenkins, J-78; Anthony Kastina, K-5; Al Kerr, K-7; E. B. McAuley, M-20; Robert Matthews, M-1; Frank Mongelli, M-1111; Edward Mooney, M-7; Louis Neira, N-1; Earl Shepard, S-2; Gordon Spencer, S-1162; Freddie Stewart, S-8; Al Tanner, T-12; Cal Tanner, T-1; Keith Terpe, T-3; Lindsey J. Williams, W-1; Steven Zubovich, Z-13.

GLD Approves Nominees

The final report of the Great Lakes District nominating committee was presented and approved at the regular membership meeting of the Great Lakes District on April 19, 1965.

The convention, which is slated for the full week of May 26-June 1, is expected to hear a number of speakers representing the maritime industry, the organized labor movement and the government during its daily sessions.

Full details of the reports, resolutions and actions of the convention will be carried in the next issue of The LOG.

SIU Of Canada Campaigns For New Safety Law

MONTREAL—A full-scale campaign to make life safer for Canadian merchant seamen on Canada's coastal and inland waters was announced today by Leonard J. McLaughlin, president of the Seafarers International Union of Canada.

McLaughlin said that a preliminary brief has already been submitted to the Canadian Government in Ottawa and that the Union is presently preparing a more detailed brief for submission to Canadian Minister of Transport Pickersgill.

Law Revisions

The SIU, McLaughlin said, is seeking revisions of the Canada Shipping Act, which at present does not specify the qualifications for, or number of, unlicensed personnel which a Canadian shipowner must employ aboard his vessels.

As a result, the Union president claims, the Great Lakes and St. Lawrence River are among the most dangerous waterways in the world, with respect to accidents.

This view is supported by Canadian Department of Transport statistics which show a total of 159 accidents on the Lakes and St. Lawrence during 1963, and more than 200 in 1964.

During 1964 alone, McLaughlin pointed out, 20 SIU seamen were killed in accidents on coastal and

inland waters across Canada.

McLaughlin contends that this accident rate could be reduced if Federal standards were established governing the number and qualifications of unlicensed crewmen. Such qualifications, he points out, exist in the British Shipping Act. But in Canada, because of the absence of Federal regulations, the Union has been obliged to act as its own policeman of safety conditions, and has been able to assure only those safety conditions it has managed to obtain through collective bargaining. Any shipowner, however, is free to resist higher standards, since there is no law which says he must do otherwise.

McLaughlin believes that revision of the Canada Shipping Act would not only help to save the lives of Canadian seamen, but significantly reduce insurance underwriting costs.

Insurance statistics support this point and the Canadian Board of Marine Underwriters has, in fact, recently expressed to the Minister of Transport its "deep concern" for the heavy casualties on the river and lakes, and has urged the Department of Transport to conduct an investigation.

Seafarer, 4 SIU Children Awarded '65 Scholarships

NEW YORK—One Seafarer and the children of four Seafarers have been named as the winners of \$6,000 Seafarer college scholarships for the year 1965. The awards will enable the winners to pursue four years of study at any college or university in the U.S. or its possessions in whatever academic field the winners decide to follow.

Winners of this year's scholarships are:

Seafarer Arturo Castro, 27, Houston, Texas.

Anthony E. Cernosek, son of Seafarer Anton B. Cernosek, Galveston, Texas. Linda J. Schwarmann, daughter of Seafarer A. J. Schwarmann, Leonia, New Jersey.

James Schmidt, son of Seafarer Joseph Schmidt, Chicago, Illinois.

Peter J. Bakarich, Jr., son of Seafarer Peter Bakarich, Boonton, New Jersey.

The SIU scholarship plan has been operated on an annual basis for the past 12 years and is recognized as one of the most liberal no-strings-attached programs of its kind. Seafarers and their children are eligible to compete.

The children of SIU members have been awarded 40 of the 63 awards made to date. SIU men have received 23 of the college scholarships.

Born in Galveston, Seafarer Castro sails in the engine



James & Joseph Schmidt

department. He joined the SIU at Houston in 1960, and recently shipped with Sealand Service. He never received a formal high school

diploma, but he diligently managed to achieve the same end by passing the necessary exams for an equivalency certificate by studying with the United States Armed Forces Institute while serving in the U.S. Army.

Seeing a need for more qualified lawyers in the U.S., Castro is interested in studying law, and is considering the possibility of being of use to the American labor movement by practicing labor law. He hopes to pursue his studies at the South Texas College of Law at Houston.

To Study Math

Anthony E. Cernosek, 18, is a senior at Kirwin High School. He hopes to attend Rice University and plans to major in mathematics with hopes of making computer technology his profession. His father has been a member of the SIU for several years.

Linda J. Schwarmann, 18, is planning a future as an historical



Linda & A. J. Schwarmann

researcher, specializing in American history. Presently a senior at Leonia High School, Linda hopes to continue her academic studies at Drew University.

A future in teaching is a strong possibility for James Schmidt, 17, who is presently completing his senior year at St. Michael Catholic High School. He hopes to complete his liberal arts education at St. Mary's College.

Peter J. Bakarich, Jr., 17, who is presently in his senior year of study at Morris Catholic High School, hopes to continue his studies in Theology at Seton Hall

University by majoring in philosophy.

A panel of six prominent educators met here this month to study the records of the candidates and recommend the winners for trustee action. As in previous years, alternate winners were recommended in the event that one or more of



Anthony & Anton Cernosek

the winners is not able to use the award. This year's alternates are Ronald G. Maxey, son of Seafarer Guy C. Maxey of Nederland, Texas and Albert Bednan, son of Seafarer Ludwig Bednan, Crown Point, Indiana.

The prominent educators who served on the College Scholarship Advisory Committee are: Dr. Elwood C. Kastner, Dean of Regis-



Peter J. & Peter Bakarich

tration and Financial Aid, New York University; Dr. Bernard P. Ireland, Regional Director of the College Entrance Examination Board; Dr. Richard M. Keefe, Director of Admissions, St. Louis University; Dr. Charles D. O'Connell, Director of Admissions, University of Chicago; Miss Edna Newby, Assistant Dean, Douglass College, New Brunswick, N. J.; and Dr. F. D. Wilkinson of Howard University, Washington, D. C.



The Seafarers Scholarship Advisory Committee reviews scholarship applications for 1965. Advisory Committee members are (l-r) Dr. Elwood C. Kastner, Dean of Registration and Financial Aid, New York University; Dr. Richard M. Keefe, Director of Admissions, St. Louis University; Miss Edna Newby, Assistant Dean, Douglass College, Brunswick, N.J.; Dr. Charles D. O'Connor, Director of Admissions, University of Chicago; Dr. Bernard P. Ireland, Regional Director of the College Entrance Examination Board and Dr. F. D. Wilkinson of Howard University, Washington, D.C.

Hartley Still Fights For 14(B)

Taft-Hartley Bill Author On Right-Wing Payroll

WASHINGTON—The surviving co-author of the labor-baiting Taft-Hartley Act is back pitching for the extreme right groups who are making a desperate effort to save T-H's Section 14(b), the last prop of the crumbling "right-to-work" law structure.

Fred A. Hartley Jr., who teamed up with the late Senator Robert A. Taft in sponsoring the bill drafted by anti-union forces, has been collecting money and promises from businessmen in an effort to head off the rising anti-14(b) sentiment in Congress.

The rightwing Republican lawmaker, who gave up his New Jersey Congressional seat in 1948, is working for an outfit called American Small Business Organizations. The ASBO is helping to lead the fight for the retention of the open shop system in the 19 states where it still exists.

Hartley has floated from one rightist organization to another in the 17 years since he left Congress, when in 1950, he formed his own unsuccessful rightwing political organization.

R-T-W Advocate

In 1955, he became the first president of the "National Right to Work Committee," his name disappearing from the organization's letterhead in 1958. Hartley's appointment to the ASBO was announced by the public relations firm of Wilson E. Hamilton and Associates.

The Hamilton organization took care of the fund-raising chores for the National Right to Work Committee. A Better Business Bureau report issued in 1961 said the Hamilton firm had received a fee of \$3,000 monthly and a one-third commission on the dues of members it recruited.

"Power Grab"

Hartley tells business that if

they all "pull together" on a nationwide basis, they can stop "the new power grabs by the unions." He then solicits "small" contributions from them to continue the fight. When taking the contributions, he tells businessmen they are tax-deductible.

This last statement reflects Hartley's the-ends-justifies-the-means attitude to obtain his questionable goals. In point of fact, Thomas E. Harris, Associate General Counsel of the AFL-CIO, was quoted in the April 30 issue of the LOG as stating that such contributions are not tax deductible under any circumstances. This is another sorry example of the typically deceptive tactics employed by

Hartley and his fellow rightists.

The rightists, like Hartley who display such an alarmed attitude at "union power," seem to have unlimited funds to fight against labor. The yearly advertising budget of one major U.S. manufacturer is greater than the combined assets of all the labor unions in the country.

While acting as the unselfish friend of American laboring men, the rightwing, anti-union forces manage to mount high-price campaigns to return workers to the days when they only had their "unselfish" employers to count on, and no unions to give them strength.

ICC Studies U.S. Freight's Bid To Buy Seatrail Lines

WASHINGTON — The Interstate Commerce Commission has begun hearing final arguments on the bid by the United States Freight Company to acquire the SIU-contracted Seatrail Lines, one of the nation's major coastal and intercoastal water carriers.

The freight company has been seeking ICC permission to buy Seatrail for more than a year. All eleven Interstate Commerce Commissioners were present to hear the final oral arguments. Lasham Carage, a wholly-owned subsidiary of United States Freight, is the actual buyer.

Last year, SIU vice president Earl Shepard testified before the

ICC in favor of the effort by United States Freight to buy Seatrail. He said that the sale, if approved, would be beneficial to U.S.-flag shipping by providing more extensive coastal and intercoastal service and would provide more jobs for seamen.

United States Freight pioneered in the use of "piggyback" service, in which loaded trucks are carried on railroad flat cars to railheads near their final destination, and then driven on the last lap. "Fishy-back" operations, where mail shipments to the Caribbean travel by rail to Miami to be loaded on ships, have also been coordinated by the company. Seatrail takes part in such operations, hauling railroad cars to San Juan.

U.S. Coal Exports Increasing

ROANOKE, Va.—American exports of coal to Japan and the countries that make up the European Common Market will continue to grow over the next ten years, according to a study just released by the Stanford Research Institute.

The Common Market nations and Japan are currently responsible for more than 80 percent of United States coal exports. A great part of that coal moves overseas through the Norfolk-Hampton Roads port area.

The Common Market — West Germany, France, Italy, Belgium, Holland and Luxembourg — and Japan are expected to import 26.8 million metric tons of coal from the U.S. in 1965. By 1970, the total should reach 37.1 million metric tons yearly. The increase in U.S. coal exports is expected to create a larger need for bulk carrying ships.

The SIU has recommended to Congress that the government take steps to build a modern U.S.-flag fleet of bulk carriers to meet the growing needs of raw material transport around the world.



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

Seafarers Pitch In On Cabbie Beef

Headquarters is back to normal again this week after our successful victory in the taxi drivers NLRB election in Chicago. Many of the familiar faces around the New York hall traveled out to the Windy City to help DUOC Local 777, Transportation Services and Allied Workers District of the SIUNA, score an impressive victory over Jimmy Hoffa and Joey Glimco's Teamster crowd. We wouldn't know where to start in offering our thanks to our New York brothers who took part in the campaign, so we'll have to settle for a big vote of thanks to every last one of them.

New faces around the hall during the last two weeks include Ange Panagopoulos, Mike Diamantis, Alfred Salem, Teddy Nielsen, Jerry Vlachos, Rafael Caraballo and Gus Katrakis. Most of the boys say they are waiting for the right ship to come along for their next trip.

John Devine put in an appearance after laying up the Andrew Jackson. John has been telling his New York brothers that he is getting his fishing pole into shape and has been asking around for some company on his angling expeditions. He claims he knows the best fishing holes in the New York area and guarantees success for all comers.

Boston

Shipping has been quiet up in Boston lately, but reports indicate that it should pick up in the coming weeks. Tom Fleming, who recently got off the Mount Washington where he sailed as an AB, has been telling everyone around the hall that he'll miss the old floating hotel. Tom looks forward to spending some time with his family now. Kenneth LaRose is proudly displaying his FFD slip and is trying to hunt up a good coast higger. His last ship was the Sea Pioneer.

Raymond Davis stopped by the hall recently on his way to New Hampshire where he'll be spending some time with the home folks. He last sailed as FWT on the Steel Admiral. William McKeon is holding down the hall as he keeps his weather eye peeled for a good coastal run.

Baltimore

Shipping is expected to pick up in Baltimore in the next couple of weeks as the Andrew Jackson and Portmar get ready to crew up. The SIU has been supporting the Newspaper Guild's strike against the Sun papers with both picketing help and a coffee wagon. After the other newspaper unions honored the Guild picket lines, Baltimore's other paper, the News American, stopped publishing, leaving the city with no daily or Sunday papers.

Harold Thomas has been watching the board for a Far East run. Fred Vykruza, who has been shipping with the SIU for 20 years, says he is waiting for a quarter-master's job. Another familiar face around the Baltimore hall is Jim Slaven who is spending some time with his family while the Marymar lays up for repairs. Slaven declares he's sold on intercoastal runs since he gets more time with his wife and child.

Philadelphia

Shipping has picked up considerably in Philadelphia and is expected to remain at a fair level during the coming month. Seafarers in the Philadelphia hall are waiting to get the good news from Fred Israel who is due to become a father soon. Fred and Raoul Cabrera recently piled off the Geneva. Raoul has been raving about the feeding on the Geneva and says he will try and catch her when she comes around again. William Carney who recently got off the Ocean Ulla to spend some time with his family, drops into the hall occasionally.

Norfolk

The shipping outlook in Norfolk is expected to remain fair for the next few weeks, since several coal ships are scheduled to pay off in the near future. Dr. Joseph Logue,

the SIU medical director, has been in town making final arrangements to get the new Union clinic in good working order. The new clinic is located at 815 Wainwright, in the neighborhood of the Norfolk hall.

Jim Spencer, who has been sailing as bosun on the Alcoa Mariner for the last 18 months, finally got off to take a well deserved rest. Claud Denny recently had to leave the Eagle Traveler to go home and take care of his sick mother. Another SIU veteran who popped into the hall recently is Lacy Walker who piled off the Steel Executive to take advantage of the spring weather down in North Carolina. Ezekiel Daniels reports that it will be a long time before he gets a floating palace as good as the Achilles which is now laid up in Baltimore.

Puerto Rico

In an important decision that could aid Puerto Rican shipping, Governor Sanchez ordered four members of his cabinet to start planning an island-based shipping operation which would serve the Caribbean. In order to put this project into actual operation, plans for adequate export financing must be drawn up. The government is expected to give some kind of incentive aid to the new fleet which will be privately-owned and operated.

The island's shipping industry was optimistic this week over news that the SIU-contracted South Atlantic and Caribbean Lines, operators of the M. V. Floridian, will put the world's largest aluminum hull ocean-going ship into operation in early 1966. The new vessel, which will be used in service between Florida and Puerto Rico, will be 226 feet long, have a speed of 15 knots and will have a 40-van capacity.

On the Puerto Rican labor front, negotiations are continuing in the two-week-old strike at the Commonwealth Oil Refinery in Guayanilla. The refinery workers are represented by the Oil, Chemical and Atomic Workers, AFL-CIO. The Puerto Rico Federation of Municipal Employees has charged that city workers in Ponce are the worst paid on the island.

Shipping appears to be pretty good in Puerto Rico at present. Oldtimers around the hall are Julio Colon, Rafael Molina, Efrain Sierra and Roberto Principe.

Rail Tug Pensioner



Another SIU rail tugman joined the SIU-RMR pension roster as Ephriam V. Jones (left) received his first regular \$150 monthly pension check from RMR regional director G. P. McGinty. Jones, who worked aboard rail tugs of the Pennsylvania Railroad fleet, is presently a resident of New York but plans to make sunny Florida his permanent home

WRITE TO THE LOG





By Cal Tanner, Executive Vice-President

Runaways Show False Patriotism

The runaway-flag operators are attempting to play both sides of the street again. Unpatriotic when it comes to paying U.S. taxes and maintaining American wage and working standards aboard their ships, they wave the American flag whenever they feel their financial interests threatened.

In a statement presented to the Joint Economic Committee of Congress recently, the SIU said that savings could be made in the cost of moving government-generated cargoes by the building of a modern U.S.-flag fleet of bulk carriers. To the runaway-flag operators, now banded together in a front group called, cynically enough, the "American Committee for Flags of Necessity," the SIU's proposal appeared to be a threat to their fat bankbooks. To meet the "threat," the runaway-operators revved up their well-oiled publicity machine. Their claim is that there are plenty of bulk carriers and tankers under "American control" and that, of course, the U.S. does not need any more. It is the same phony argument they have been using for years.

What is phony about it is the fact that the runaway-flag ships that fly the ensigns of Panama, Liberia and Honduras are under about as much "effective control" by the U.S. as is the Russian merchant fleet. They pay no taxes to the U.S. and do not come under the regulations governing the safe and efficient operation of U.S.-flag ships. They are registered in small countries in explosive parts of the world. The recent troubles in the Dominican Republic and Panama have amply demonstrated how political fortunes can change virtually overnight. There is no guarantee that any of the ships of the runaway-flag fleet will be available to the U.S. in the event of emergency.

Further, they represent a continuing drain on U.S. resources. Most are built overseas, all are crewed with poorly paid foreign seamen, and the profits they make are, to a great degree, reinvested overseas in more ships or, if owned by our major oil companies, in foreign business expansion. In short, the runaway flag not only contributes nothing to the American economy, it helps to sap it at a time when the nation is in the midst of a serious balance of payments problem.

The only justification for the runaway-flag is in the profits it rolls up for its owners. That these same men should spout off about the service they are doing for their country by denying jobs to American workers and evading U.S. taxes is little short of ridiculous.

The proposal made by the SIU would strengthen the position of bulk carriers in the tramp trade, not only creating more jobs for U.S. seamen, but also strengthening the American merchant marine generally. This is what the runaway-flag operators fear most.

They currently have their cake and eat it too. They want to keep it like that, and they see any proposal to build up the American-flag merchant fleet as a danger to themselves. The SIU, along with other segments of maritime labor and industry, has also proposed that the funds for the construction of a new U.S.-flag bulk carrier fleet come out of taxes raised from the earnings of the runaway-flag fleet. If these operators are as patriotic as they claim to be, they would not mind paying U.S. taxes.

New 'Rules Of Road' Approved For Ships

NEW YORK—Beginning in September, helmsmen around the globe will be steering by a revised set of road rules that have been standardized so that three blasts on the horn means the same thing in the Indian Ocean as it does in the Mississippi River.

The new navigation laws were drawn up by an international conference in 1960, to be put into full effect this year. Generally, the revised rules update those drawn up in 1948. There are a few new wrinkles, however.

To acquaint mariners with the changes which they may expect, the U.S. Coast Guard is sponsoring a conference in Washington later this month. Those who attend will make up a maritime advisory group to be called the Rules of the Road Coordinating Panel.

Eliminate Conflicts

The purpose of the panel will be to eliminate as many as possible of the conflicting U.S. running rules so that American-flag ships will be better able to slip smoothly into the new international procedures. The panel's job will not be an easy one.

American maritime rules are divided into sometimes confusing geographic areas—Inland Rules, Great Lakes Rules and Western

Rivers Rules. If agreement can be reached on changes, the Coast Guard will forward the proposal to the Congress for action.

As an example of the conflicting rules now existing, experts cited the case of a ship entering the Mississippi from deep water in the Gulf. In deep water, three whistle blasts mean that the ship is going astern. Under the Inland Rules, which apply as far as New Orleans, it means the ship is proceeding full speed astern.

Past New Orleans, where the Western Rivers Rules are in effect, three blasts could mean a variety of things—a vessel in fog, a vessel approaching a blind bend or a downbound vessel with a tow demanding right of way.

In another instance, maneuvering signals are prohibited internationally and under the Inland Rules unless the vessels are in visual sight of each other. On the Great Lakes, however, maneuvering signals are allowed, even in dense fog.

Senator Harrison Williams Urges Passage

Federal Anti-Scab Bill Introduced By Senator

Senator Harrison A. Williams has introduced a bill in the U.S. Senate to outlaw the use of professional strikebreakers. Many municipalities and some states already prohibit the hiring of paid scabs, but the New Jersey Democrat believes that Federal action is necessary.

In a speech on the Senate floor, he termed his proposed ban on professional strike-breaking an "aid to the decent citizenry of this country."

The Williams proposal provides that "any person who recruits, solicits or advertises for a person to take the place in employment of an employee or employees engaged in a labor dispute affecting interstate commerce . . . shall be fined not more than \$5,000 or imprisoned for not more than two years, or both."

Thugs-for-hire, along with labor-spies and other assorted labor-finks, have been traditional weapons in the strike-busting arsenals of anti-union companies.

"For nearly a century, the violence and intimidation which have attended the use of professional strikebreakers have aroused the conscience of the Congress and the country," Senator Williams declared.

He then documented, with detailed references, the history of legislative and federal investigations into scab-inflicted terror and brutality.

Strikers Killed

In 1892, Williams recalled, both the Senate and the House launched an investigation into the excesses of professional strikebreakers hired by the Carnegie Steel Company at Homestead, Pa. In that dispute, Pinkerton strikebreakers fired on and killed a number of innocent strikers.

In 1909 the House Committee on Labor denounced the use of scab violence in a strike at the Pressed Car Company's plant at McKees Rocks, Pa.

Federal Agencies investigated the employment of company-paid hooligans in the 1913 strike of Michigan copper miners; in the Southern Colorado coal strike of 1913; in the Tug River West Virginia coal field in 1920; and in the Southern Illinois coal miners strike of 1912.

Professional Criminals

"The record of these investigations are replete with evidence showing that many such professional strikebreakers had criminal records," Williams declared. "The records show that they were used to stir up violence, and that they were principally incompetent drifters whose major utility was an effort to depress the morale of strikers rather than to carry on the business of an enterprise."

In its investigation of September, 1936 through April, 1938, the La Follette Committee brought to light the strike-breaking activities of such citizens as "Phony Lou," "Stinkfoot," "Weasel Benny," "Chowderhead Chi," "Crying Nat," "Benny the Fink," and other underworld characters.

The Committee found that the use of strikebreakers and scabs was a major factor in picket line violence. In some cases, detective agencies took it upon themselves to stir up trouble, acting on the assumption that the more violence

there was, the more money they could make. In other instances, the companies themselves ordered the violence, in order to "discredit strikers, break their morale

by use of physical force . . . and to create a disorderly situation of such proportions that the armed intervention of the state would be required to suppress it."



By Al Kerr, Secretary-Treasurer

One of the most popular benefits among SIU members is the \$800 annual Seafarers Vacation benefit. Many newcomers to the Union may not be aware that it was the SIU that pioneered the effort to guarantee regular vacations for the professional seaman.

The gains brought about by the SIU's type of vacation plan can be plainly seen when they are compared with the vacation arrangements contained in union contracts 14 years ago. In those days a typical vacation contract clause ruled that a Seafarer had to work one full year on the same ship, for the same employer, to get one week's vacation. Since the average Seafarer ordinarily works for a number of different employers during a single year, he usually ends up on the short end as far as vacation is concerned under that type of arrangement.

Today, more than 13 years after the inauguration of the vacation plan, a Seafarer knows he can collect this important benefit no matter how many employers he has worked for, and regardless of how many ships he has sailed on. This means that the Seafarer doesn't have to worry about staying aboard a single ship for a full year for a single employer in order to receive his vacation benefit.

One of the SIU vacation plan's most significant aspects is that a Union member knows he can collect his \$800 a year vacation for a year's seetime, or a prorata share thereof for each 90 days of seetime.

Since the first vacation agreement was signed in 1951, vacations have come to be a feature of which every Union member takes advantage. The SIU vacation plan has paid out over \$30 million to Seafarers since the inception to the plan.

The Seafarers Vacation Plan provides an annual benefit of \$800 for 365 days of seetime or \$200 for every 90 days an SIU member works for a covered employer or employers. An important advantage of the plan is that a member is not required to pay off a ship to collect the benefit.

The benefit may be paid on a prorated basis for periods of seetime less than a year, although a minimum of 90 days is required. In the event a member dies or retires on Union pensions, he, his widow, or beneficiary can receive the uncollected vacation benefits he has accrued within the previous 365 days.

In order to collect a vacation benefit, a member must present his Coast Guard discharges as proof of his accumulated seetime. If the discharge took place within the previous 365 days, the benefit is paid for the period of the entire voyage, provided that there is a minimum of 90 days of employment.

In counting days of seetime to determine eligibility for the benefits, if a vessel is laid up for a period of more than 10 days and a former crewmember signs on again when the ship is reactivated, this will be regarded as new employment.

A crewmember who is on a ship for more than a year, will get the full vacation benefit for the first 365 days of seetime he puts in, and will be paid a prorated amount for any additional time he accumulates on that ship for that trip.

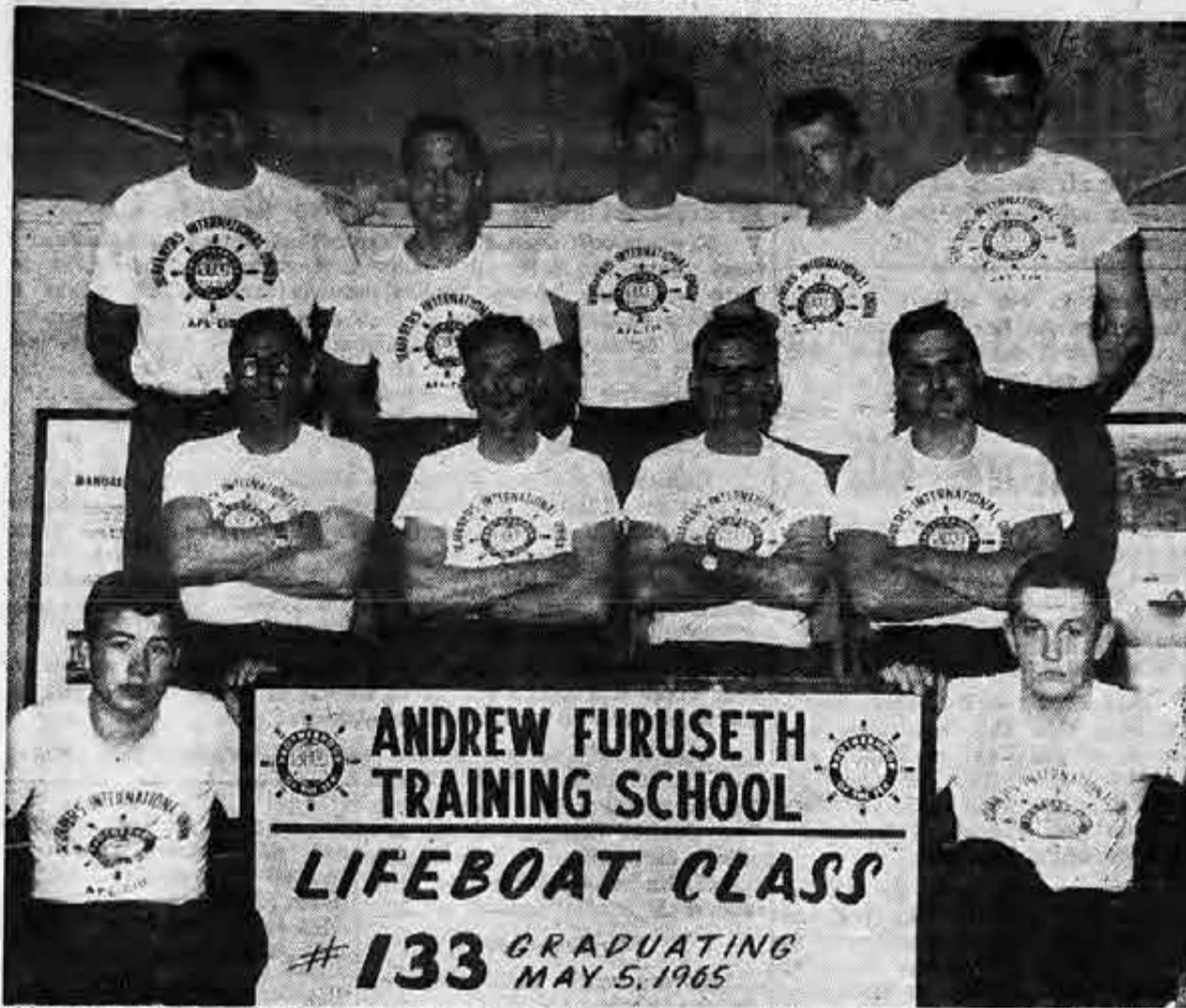
An important requirement which should be kept in mind by members eligible to collect the vacation benefit is that discharges necessary to prove eligibility must be presented within one year from the date of payoff in order to collect vacation benefits for the time submitted.

In the event that a member starts a trip holding Coast Guard discharges that total less than 90 days of seetime which are less than a year old, they will be honored at the end of the voyage, even though more than a year's time may have elapsed. However, the eligible member must present his accumulated discharges with his vacation claim within 90 days after the voyage ends, or before he signs on another ship, which ever is sooner.

Another requirement for vacation plan eligibility that Seafarers who are shipping out should keep in mind occurs when their discharges representing accumulated seetime may be more than a year old by the end of their voyage. In this case, the member must notify the Vacation Plan office in writing before this seetime is actually more than one year old. Vacation payments will then be made when the members returns to the U.S. and formally submits his application for benefits.

One last reminder is necessary for that small group of our members who file for vacation benefits and then for some reason, fail to pick up the benefit checks. If a vacation benefit check isn't picked up within 60 days after it has been issued, it is returned to the plan office. Since most of our members like to claim the benefits they have coming to them promptly, this doesn't happen too often. However, when it does, it is necessary to contact the vacation plan office in headquarters to forward the check to the Union office nearest to the applicant.

Lifeboat Class 133 Launched



Happy graduates of Class 133 are on the books after completing all requirements for their Coast Guard lifeboat tickets. Members of Class 133 are (l-r, front) Eddy Gutierrez and Rod Piquet; (l-r, middle) Peter Notias, Edward J. Woolverton, Spyros Mylonopoulos, Joe Sarnicola; (l-r, rear) Tommy Reaves, John E. Funk, William Santos, Bill Cahill and instructor Arni Bjornsson.

Three SIU Oldtimers Join Pension Ranks

Three more SIU veterans have joined the growing list of Seafarers receiving \$150 monthly pensions. The three pensioners, who all sailed in the SIU A&G district, swell the ranks of Seafarers already enjoying the benefits and security provided by their lifetime, pension checks.

The new pensioners are Ramon Maldonado, 64; George E. Kitchens, 55; and Luis Gonzalez, 56.

Maldonado joined the SIU in the port of



Maldonado

New York, sailing in the steward department as a cook and a baker. He was born in Puerto Rico and now makes his home in Brooklyn, New York, with his wife Carmen. He last shipped out aboard the Overseas Rose.

Kitchens signed on with the SIU in the port of Savannah. He shipped out as a member of the engine department, last sailing aboard the Elizabethport. Born in Cobbtown Georgia, Kitchens still makes his home in that state.

Gonzalez joined the SIU in the port of New York. Born in Puerto Rico, he now makes his home in the Bronx where he is looking

Ships Growing Too Big, Says Engineer Corps

WASHINGTON—The U.S. Army Corps of Engineers, charged with maintaining the nation's harbors and ship channels, has called upon the bulk and tanker segments of the shipping industry to slow down the race for deeper drafts and taller masts.

Many of today's giant tankers and bulk carriers have bottoms so low and tops so high that it is getting harder to move them through ship channels and under bridges, Brigadier General R. H. Free of the Army Engineers said in a recent address.

Channels for ocean-going ships are reaching steadily closer to the Continental Shelf, Free said. Where before channels could be dug mainly through soft material, he noted, now they must increasingly be blasted out of bed-rock at tremendous expense.

Similarly, he noted, ships' masts are getting so tall that larger vessels will not be able to move under many new bridges. The U.S. Bureau of Public Roads has a policy of discouraging the building of movable bridges that impede the flow of auto traffic.

"We must, as far as practicable, aid all means of transport," Free said of the bridge problem. "This means that some concessions must be made on every side to facilitate the harmonious pursuit of different occupations."

A solution that would possibly solve both the channel and bridge problem, Free said, is a proposal to build a ship that could carry loaded barges. The barges could be unloaded at deepwater anchorages and moved under bridges and along shallow channels with a minimum of trouble.

The channel depth problem stems in a good part from the fact that foreign-flag ship owners—the prime operators of oversized ships—demand deeper channels so that they will be able to build larger ships. Such huge ships can save a shipper a dollar or so per ton.

By dredging and blasting deeper channels, the U.S. is, in effect, subsidizing the operations of the foreign-flag tanker and bulk operators to the detriment of the U.S.-flag fleet. A limitation on channel depths has already been advocated in the House Public Works Committee to prevent the government from spending more millions to satisfy foreign shippers.



Gonzalez



Kitchens

forward to spending his retirement years with his wife Celia, secure in the knowledge that the monthly SIU pension checks will protect his later years. Gonzalez sailed in the engine department, last shipping aboard the Robin Gray.

Unfair Labor Practices Increase NLRB Work Load

Unfair labor practice complaints have risen to the point where they now make up more than half the ever-rising work load of the National Labor Relations Board, according to the 29th annual report of the NLRB.

In fiscal 1964, a record total of 27,403 new cases of all kinds were filed with the board — 15,620 unfair practice charges filed by workers, union and employers, and 11,685 case involving representation elections.

Of the unfair practice cases, 68 percent were filed against employers, 32 percent against unions. The employers were accused in 10,695 cases, unions in 4,856.

The number of such cases has shown a steady rise over the years since 1948, when Taft-Hartley changes went into full effect. The increase is reflected in these NLRB figures for fiscal 1948, 1953, 1958 and 1964: Charges against employers, 2,553, 4,409, 6,068 and 10,695 for the years given; against unions, 749, 1,060, 3,192 and 4,856.

In 1948 the NLRB's work load was 66 percent representation cases and 34 percent complaint cases. In 1964 the load character was reversed — 57 percent complaint cases, 43 percent representation matters.

Except for the higher volumes, the NLRB said in a summary, unfair practice charges "have not shown marked change in character in recent years."

"Illegal discharge or other forms of discrimination against employees continued to be the principle charges against employers," the board noted, whereas the predominant charge against unions involved alleged restraint or coercion of employees in exercising their rights under federal labor law.

Other report highlights: Nearly 63 percent of the unfair practice cases closed in the period ending June 30, 1964, were

withdrawn or settled without formal proceedings.

- In 75 percent of the instances, cases where complaints had been issued were settled by agreement.
- The agency closed 26,715 cases during the year to leave 8,085 pending cases—688 more than the year before total.
- AFL-CIO unions filed 11,289

cases, individuals filed 6,643, other unions 5,937 and employers 3,534.

The agency said aggrieved workers were awarded \$3 million in lost wages—a 9 percent increase over the 1963 fiscal year.

Unions won 4,229 elections during the year but their margin—58 percent—was slightly below the 59 percent of the two preceding years

Sea-Land Fleet Expansion Launched With S.S. Ponce

ELIZABETH, N. J.—The S.S. Ponce, the latest addition to the SIU-contracted Sea-Land Service's trallership fleet has been delivered here for use in the line's regular sailings between New York and Puerto Rico. The Ponce is the first ship of Sea-Land's planned eight-vessel expansion program.

Sea-Land's latest trallership is the former containership Santa Leonor. The Ingalls Shipbuilding Corp. of Pasagoula, Miss. enlarged the vessel's 17½-container foot cells to carry the company's standard 35-foot trallers. Heavier cranes were also installed during the conversion work.

In addition to the Ponce, Sea-Land also has purchased the containership, Santa Eliana as another addition for its fleet. Following necessary conversion work, this vessel, like the Ponce, will carry 274 trallers. The company's future expansion plans call for the conversion of six C-4's which will have a capacity of 500 trallers each.

Sea-Land's fleet will be complete with the construction of four brand new ships. These new vessels are being built according to an arrangement between McLean Industries, owner of Sea-Land, and Litton Industries.

Improved Service

Sea-Land has announced that it is inaugurating improved service to Puerto Rico and the West Coast. Under the company's new plan, a ship will depart from New York to Puerto Rico every 10 days, and will continue from there directly to the West Coast. Previously, Sea-Land scheduled sailing every two weeks from Puerto Rico to New York, and then to Pacific ports.

The company has also announced that its West Coast-bound ships will call at Cristobal, Panama every 10 days. Sea-Land is continuing its twice-weekly sailings from New York to Puerto Rico.

IBU Adds Two Oldtimers To Pension List

Two more members of the SIU Inland Boatmen's Union have been added to the SIU's pension roster, their applications approved by the Seafarers Welfare Board of Trustees. The security of their retirement is guaranteed by the \$150 pension check which will arrive once a month, for the rest of their lives.

The two additional pensioners, who join the growing crew of SIU-



Licharowicz



McCullough

IBU members already receiving pensions, are Joseph G. Licharowicz, 65, and Alexander McCullough, 64.

Licharowicz joined the IBU in Baltimore, Maryland, where he sailed for Curtis Bay towing as chief engineer in the engine dept. Born in Maryland, he looks forward to spending the rest of his days relaxing in his Baltimore home with his wife Bertha.

McCullough joined the SIU in Philadelphia. He last sailed for the Delaware River Ferry Company, as a captain. A native of Philadelphia, he now resides in Wenonah, New Jersey with his wife, Eva.



Far Right Still Pouring Out Propaganda Over The Airwaves

A continuing barrage of paid propaganda has been bending the air waves of the nation to the extreme right. It blurs out its torrents of hate and confusion between the rock 'n' roll and rock-a-billy shows, and it does not appear to be slowing down.

Among the more super-frequent of the rightist radio shows are:

Twentieth Century Reformation Hour—30 minutes a day on 546 stations in 45 states and presided over by Reverend Carl McIntire. It mixes it's right-wing propaganda with religion.

Life Line—15 minutes a day on 325 radio and 69 television stations. The show is bankrolled by Texas oil millionaire H. L. Hunt, long a contributor to extremist causes.

America's Future — 15 minutes weekly on 365 radio stations in 48 states. It is sponsored by an outfit of the same name, whose board of directors includes two leaders of the notorious John Birch Society.

Howard Kershner — 15 minutes on 148 stations in 41 states. It is financed by the Christian Freedom

Foundation, a major rightist group that gets much of its funds from oilman J. Howard Pew, also a Bloher.

Dan Smoot Report—15 minutes weekly and sponsored by the John Birch Society. It is carried on 70 radio and 40 television stations.

Billy James Hargis—30 minutes daily on 55 radio and seven television stations. It's sponsored by Hargis' own Christian Crusade.

Though sponsored by different groups and presided over by different personalities, all the shows mentioned above share the same reactionary political creed. Their common line includes: opposition to trade unions, social welfare programs, the United Nations and public education; smears of government officials and other prominent

persons in our society, and an eagerness to brand anything or anyone that does not agree with them as subversive.

Offshore Oil Rigs Called Ship Hazard

HOUSTON — The offshore oil-drilling rigs that now clog vast areas of the Gulf of Mexico are doubling the dangers of navigation for deepsea ships, the merchant marine was warned at an oil industry conference here.

There are presently about 5,000 oil-drilling rigs in the Gulf. At least 1,700 of them are located in waters deep enough for sea-going ships. Their number is increasing at the rate of 500 a year, with most of the new rigs going into deeper waters.

Few, if any, are included on navigational charts. Further, the rigs are constantly on the move, searching for new oil fields. They can literally change position overnight.

Hitting a producing oil rig could cause a major sea catastrophe. A possible solution to the growing problem would be the marking of sea lanes through the oil rig areas.

Congressman Would Blacklist Ships Trading With Viet Reds

WASHINGTON—Angered by the failure of the U.S. State Department to put an end to the transportation of arms and supplies to Communist North Vietnam by shipowners from Free World nations, Representative Paul Rogers (D-Fla.) has demanded fast U.S. action to halt this growing trade.

The Florida congressman has introduced legislation into the House of Representatives to prohibit any foreign-flag ship which has traded with North Vietnam from U.S. ports. Representative Rogers has called upon the State Department to blacklist ship trading with the Hanoi government in the same manner in which foreign-flag ships trading with Castro's Red Cuba are blacklisted. Vessels appearing on this blacklist are forbidden from carrying U.S. government-generated cargoes.

Number Growing
In a speech to the House of Representatives last month, Representative Rogers said that 153 ships registered in Free World nations had made a total of 201 visits to ports in North Vietnam last year. He reported that trade by Free World cargo ships and tankers with North Vietnam has been growing during the first half of 1965.

Representative Rogers, who is a member of the House Merchant Marine Committee, said that he was informed by the State Department over a month ago that a full-scale study of the problem was in progress. He declared that 30 days later, the Department had failed to come up with any answers on how to get Free World nations from halting their shipowners



By Frank Drozak, West Coast Representative

Membership Gains For Calif. Labor

New reports from the California Department of Industrial Relations shows the impressive gains that organized labor made in the state last year. During 1964 California labor unions added 48,000 members to their rolls, the largest gain in eight years. According to an area breakdown, union membership in Los Angeles and Orange counties rose by 19,300 to an all-time high of 802,900. Unions in non-manufacturing industries added 21,400 new members during the year. Most of this increase occurred in construction, wholesale and retail trade, and government.

Unions in the San Francisco-Oakland area increased their membership by 12,100 or 2.6 percent over the previous year. Total union membership in the six-county area stood at the record figure of 480,900. Here again, nonmanufacturing industries accounted for most of the gain, as 10,100 workers became union members. Most of the increase took place in construction, wholesale and retail trade, miscellaneous services and government.

Union membership in the San Jose area registered an 8.6 percent rise, while San Diego proved to be the only area in the state where unions suffered a decline in membership.

The world's largest tanker, the SIU-contracted Manhattan, was host to Maritime Port Council members in Portland and Seattle. Port Council delegates in the two cities enjoyed the Manhattan's hospitality before she left for Pakistan with 100,000 tons of grain.

San Francisco

Jobs are really blossoming out on the shipping board in San Francisco, with all departments and ratings sharing in the exceptionally good activity. The shipping outlook is expected to remain good with the Ocean Dinny and Longview Victory expected to pay off and the Elizabethport, Alamar, Penmar, Los Angeles, Robin Hood, Steel Recorder and Ocean Evelyn all due for in-transit visits.

The job turnover has been so fast in San Francisco that several SIU oldtimers are coming in from

the outports. J. Granado, a steward department veteran, just showed up in the hall. R. L. Williams registered in the hall for an AB's slot, and before the day was over, shipped out for Vietnam.

Wilmington

Shipping activity has been fair during the last two weeks, but the outlook looks excellent during the coming weeks. The Western Clipper is due to pay off and crew up again, and five ships are expected to make in-transit visits.

Max Greenwald is in town to celebrate his anniversary with his wife, and is getting the best wishes of all the boys in the hall. Max just got off the Mount Vernon Victory where he sailed as chief steward and has nothing but high praise for the ship's SIU crew. Victor Egel told his friends in the hall that he is taking a short vacation after finishing a trip on the Los Angeles. Walter Lungren, who recently finished a six-month trip as chief pumpman on the Mount Washington, has been thinking out loud about heading for Las Vegas. After filling out his registration card, Walter told us that he would like a long vacation before shipping again.

Seattle

The dust is beginning to settle in Seattle after the city got a real shaking up a couple of weeks ago by a major earthquake. Five people lost their lives in the quake and several more were injured or hospitalized. The clean up and repair job is still going on around the city. The quake was quite a violent welcome to newcomers to the Pacific Northwest.

Shipping has been fair during the last few weeks. Payoffs during the period included the Overseas Rose, Antinous, Merrimac, Anchorage, Summit, Mount Washington, Seattle, Mankato Victory and the Transwestern.

Rafael R. Maldonado, one of the real SIU oldtimers in the area, is waiting for the first chief steward's job that comes across the board. Rafael's last ship was the Transhudson. Another SIU veteran is Warren Reck, who says he'll grab for the first group 1 deck job he sees when he gets his FFD slip. Warren has been in drydock since getting off the Alcoa Marketer.

Henry J. McCullough is another SIU brother who has had the misfortune to end up in drydock recently. However, he can't wait until next week rolls around when he'll get his FFD and can grab the first black gang job on a Far East run that comes along.

New Style Turnaround



On a recent visit to Seattle, the SIU-contracted supertanker Manhattan so impressed the Seattle Post-Intelligencer with its mammoth size that the newspaper made up and printed the above photo—comparing the size of the Manhattan with that of the famous Seattle Space Needle. The 106,658 deadweight ton vessel is the biggest U.S.-flag ship afloat, with a capacity of a million barrels of oil or 96,000 tons of grain. She is 940 feet long with a 132-foot beam, and fully loaded draws almost 50 feet of water. Photo above does not show her actual keel line.

LET 'EM KNOW!
Write TO THE LOG

Teenage Unemployment Sends Jobless Rate Up

WASHINGTON—The nation's jobless rate rebounded to 4.9 percent in April as the first ominous sign of predicted mass teenage unemployment jolted the job picture, the Labor Department reported.

The rise in the key seasonally adjusted jobless rate from March's 4.7 percent—the lowest point in seven and a half years—occurred as the influx of teenage jobseekers outweighed a big pickup in adult employment.

Enough teenagers used their Spring vacations from school in search of summer jobs to verify the repeated warnings of coming mass teenage unemployment. Labor Secretary W. Willard Wirtz recently reported to President Johnson that "a wave of teenage unemployment will hit us in June probably harder than ever before." He estimated 1 million or more youths would be seeking jobs.

While the jobless rates of adult men and adult women held steady in April, the rate of teenagers jumped to 15.2 percent from the March rate of 13.9 percent. The rate of men 20 to 24 years of age—those just out of teenage bracket—moved up to 7.1 percent from 6.3 percent in March.

Thus, with the coming wave of youthful jobseekers, some manpower experts view the 4.7 percent jobless rate of March as a low water mark which will not be seen again unless massive job-creating programs are adopted.

Employment soared by 900,000 to a total of 71.1 million in April, the Labor Department said. The rise was about 300,000 more than expected, reflecting a sharp expansion in the farm sector.

Non-farm jobs rose by 400,000 — the usual March-to-April change—to a total of 66.6 million, the report added. The farm sector accounted for 500,000 more jobs, rising to a total of 4.5 million. Over the long-term however, farm employment is trending downward.

Counted among the employed in April were 1.8 million non-farm workers on part-time for economic reasons. Seasonally adjusted, this part-time total was the lowest since March 1956, the report noted.

On the unemployment side of the picture, jobless totals declined by 200,000 to nearly 3.6 million. All of this decline occurred among adult workers, the Labor Department observed.

The jobless decline between March and April was less than expected, the report said, due to the rise in teenage unemployment.

The 4.9 percent jobless rate for April means 49 of every 1,000 persons in the labor force were actively seeking work and could not find it. The 4.9 percent rate compares to 5.4 percent for April a year ago.

AFL-CIO Scores Dirksen Amendment

Labor Raps Amendment To 1 Man, 1 Vote Ruling

The AFL-CIO urged Congress to preserve the "one man, one vote" principle by rejecting proposed constitutional amendments to allow a minority of voters to elect a majority of one house of a state legislature.

AFL-CIO Legislative Director Andrew J. Biemiller said amendments proposed by Senator Everett McKinley Dirksen (R-Ill.) and others would take away the "fundamental democratic right" of equal representation.

Biemiller told a Senate Judiciary subcommittee that a number of AFL-CIO state bodies had pioneered in the court battles for reapportionment of legislatures, and he gave an example of why fair apportionment is so important to workers.

Quoting from a letter by Missouri AFL-CIO President John I. Rollings, Biemiller recounted the defeat on Mar. 2 of a House bill which would have established a \$1-an-hour state minimum wage. Rollings gave this account in a letter to Missouri's congressmen and senators:

"The vote was 68 for and 83 against it. The 68 votes came from districts representing 2,676,935 while the 83 'no' votes came from areas that represented a population of 1,337,255. The supporters of this legislation numbered 15 less than the opponents, but yet represented twice as many people."

Biemiller told the Senate panel that failure of malapportioned legislatures to respond to the needs of a majority of the people has led "to a serious weakening in the role of the states in our form of government," which "is damaging to the vitality of the federal system and cries out for change."

Reapportionment is now proceeding under court orders, he noted, but the Dirksen amendment or its counterparts would enable states to "return to the 'rotten borough' practices of permitting 8, 12 or 20 percent of their people to elect enough legislators to control one house . . . and have a veto power over legislation desired by the majority."

Biemiller replied to the chief argument of supporters of the Dirksen amendment — that state legislatures should be modeled after Congress, with one house based on population and the other on counties or other geographical subdivisions.

Terming this analogy "a misreading of history," Biemiller pointed out that the United States was formed by an agreement of sovereign, independent states — members of a federation of equals.

But no state, he stressed, was formed by an alliance of counties.

No Real Right

"The counties did not create the states; they are creatures of the states . . . Therefore there is not, and there cannot be, any real right to geographical representation in a state legislature," he said.

Furthermore, he added, a study by the Advisory Commission on Intergovernmental Relations shows that "the original constitutions of 36 states required that representation be based completely, or almost so, on population." Until the

growth of big cities, most legislatures were apportioned in accordance with population standards.

Biemiller said the AFL-CIO "rejects the idea that Congress and the malapportioned state legislatures have any moral right to deprive citizens of their right to equal representation in legislative bodies."

He noted some proposed constitutional amendments would require that apportionment on a basis other than population be approved in a statewide referendum, and commented:

"We similarly reject the idea that a majority of the citizens of a state have any moral right to deprive other citizens, or indeed themselves, of their right to equal representation . . . Whenever this right is limited in any way, by that much is the vitality of the democratic society itself demeaned."

Biemiller told the subcommittee, headed by Senator Birch Bayh (D-Ind.), that labor recognizes no right of preference for any group when it comes to representation in the state legislature—"whether it be the worker, the business man or the professional . . . whether it be the city, the suburb or the open country."

If legislatures can't become responsive to the needs of the people, he cautioned, the role of the federal government "would necessarily proliferate to fill the void left by the states."

Lovely Mate, Full Crew



Seafarer Basil Undertajlo dropped by the New York Hall to pick up his vacation pay and brought the whole family along to see the sights. They are (l-r) Basil Undertajlo, his daughter Irene, 6, his wife Sybil, his sons Ivor, 3, William, 15, and Michael, 1. Brother Undertajlo is currently sailing aboard the *Erna Elizabeth*.

Four Southern Ports Planning Deep Channels

NEW ORLEANS—The three busy Mississippi barge terminals of Natchez, Greenville and Vicksburg are making plans to become deepwater ports able to handle ocean-going foreign commerce. A new 40-foot deep shipping channel is also being planned from the Gulf to Lake Charles, Louisiana.

Right now, only towboats and converted landing craft service the tri-city area of Natchez, Greenville and Vicksburg, Mississippi. After plans and work are completed on deeper navigational channels, however, the cities hope to attract deepsea shipping. When it comes, ocean shipping into the upstream Mississippi River ports is expected to complement and not replace the present barge activity.

Vicksburg is already the busiest river port in the Mississippi system, handling two million or more tons a year. Tonnage totals in the port over the last ten years went up by a whopping 60 percent. The boosts in Natchez and Greenville were almost as spectacular.

The long-range plans at Natchez call for the dredging of a 30-foot minimum draft port and expanded cargo handling facilities. Similar plans are under study in Greenville and Vicksburg.

Lake Charles

The new 40-foot shipping channel from the Gulf to Lake Charles is expected to get shipping booming again there, according to port

officials.

Despite the fact that cargoes moving through the port reached a record two million tons last year, the yearly increase has been surpassed by greater gains by other nearby Gulf ports. The new channel is expected to put Lake Charles on par with the growth of other ports in the area.

Activity in Lake Charles slowed down considerably in 1962 when the U.S. Air Force closed down the big Chennault Air Base. Local officials made a determined effort to bring in new industry and more shipping, however, and now that effort appears to be paying off.

In addition to being the chief port of entry for foreign cars coming into the south, the port has been handling an increasing amount of petroleum and chemical cargoes. The SIU-contracted Cities Service Company has a major facility here, as do other large chemical and petroleum producers.



MA Chief Cites Potentials

Radical Designs Suggested For Future Merchant Ships

NEW LONDON, Conn. — U.S. Maritime Administrator Nicholas Johnson called upon the American merchant marine to "step into the great well of opportunity" presented by recent breakthroughs in merchant ship design and cargo handling so that the nation can have a merchant fleet best adapted to its own needs.

Addressing the convention of the American Society of Mechanical Engineers here, Johnson said that the maritime industry now "stands at a critical point in its evolution." After thousands of years of very slow technological advances, the maritime industry has reached a point where it can make a dramatic leap forward, Johnson said.

He cited the potentialities of nuclear power and surface effect ships which can skim over the ocean waves at speeds of up to one hundred knots. The economics of surface effect craft are such, he said, that they would be attractive to the American economy. Because fuel and maintenance costs would increase proportionally because of the greater number of quicker trips possible, crew costs would repre-

sent a much smaller percentage of operating revenues needed. With such craft, Johnson said, "the pressure to reduce crews will virtually disappear."

"Moreover," the Administrator said, "it appears that such a vessel could be operated by the present merchant seamen if they were given appropriate training." Such ships should not be considered as "toys" or novelties by the maritime industry, Johnson warned. He said that "many thought rockets had nothing to do with business . . . until someone thought of the communications satellite."

He concluded by saying that the opportunities in maritime were "enormous" and that the maritime market was expanding. "This is an industry on the verge of developments so new and different that . . . a generation from now the carriage of general cargo by surface displacement ships very well may be obsolete," Johnson predicted.

Labor Readies Displays For Union Label Show

PITTSBURGH, Pa.—Labor's greatest public event of the year, the AFL-CIO Union Industries Show, is expected to attract hundreds of thousands of interested citizens when it gets under way here for a six-day run from May 21 to May 26 at the Pittsburgh Civic Arena.

Virtually all of the AFL-CIO affiliated unions will take part in the multi-million dollar show, exhibiting the goods and services contributed to the nation's economy by the more than 13 million members of the labor federation. The yearly exhibition is sponsored by the AFL-CIO's Union Label and Service Trades Department under the direction of Secretary-Treasurer Joseph Lewis.

Biggest Show Yet

The whole show will include more than 350 individual exhibits. It will be open daily from 1 P.M. to 11 P.M., with admission free. A highlight of the show will be the daily "giveaways of small appliances, household goods and food items made by union labor. In all, more than \$100,000 in gifts, souvenirs and prizes will be given away during the six days of the show.

AFL-CIO UNION-INDUSTRIES SHOW



PITTSBURGH CIVIC ARENA

MAY 21-26, 1965
1 P.M. TO 11 P.M. DAILY

★★★★★ FREE ★★★★★
•ADMISSION •PRIZES

UNION LABEL AND SERVICE TRADES DEPARTMENT, AFL-CIO



By Robert A. Matthews,

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

Questions on Overtime Answered

Several letters reached the Contract Department during the past few weeks which should be of interest to the membership. One question, from the Ship's Delegate aboard the Midland, deals with chipping paint in the upper pumproom of a tanker carrying grain.

Question: "When a tanker is under the grain contract, is the entire pumproom considered engine room spaces, the same as resistor houses? In other words, is it overtime for the deck department to chip and paint in the upper pumproom?"

Answer: Above the first grating, Seafarers can be assigned to work in these spaces without the payment of overtime. However, the pumproom below the top grating shall be considered as part of the engine department spaces.

Reference: Standard Tanker Agreement, Article IV, Section 12(c), fifth and sixth paragraphs, which reads as follows:

"It is agreed that in the handling of heavy equipment in the pumproom, such as cargo line valves and pumproom machinery, the deck department may be required to perform the rigging and it shall be the duty of the wipers and/or pumpmen to hook up and stow away the individual pieces.

The pumproom below the top grating shall be considered as part of the engine department spaces. If the Seafarers are assigned to work in these spaces, they shall be paid overtime, unless specifically provided elsewhere to the contrary."

The following request for a clarification was received from the deck delegate aboard the Afoundria:

Question: "Sea watches are set to sail at 1 p.m. The Mate used the watch on deck to secure the ship for sea. No call out to secure vessel for sea and four hatches had to be secured with tarps and booms pulled in. We are of the opinion that all hands are to be used when securing the vessel for sea."

Answer: All hands are to be used in the situation as described in letter.

Reference: Standard Freightship Agreement, Article III, Section 15.

This question about oiler's watch came in from the Ship's Delegate aboard the York:

Question: "This ship has a bulkhead between the engine room and fire room. If the oilers are kept on watch, can they get overtime for after 5 p.m. and before 8 a.m.?"

Answer: Yes. When a vessel is in port in excess of twenty-four (24) hours, sea watches shall be broken when the finished with engine bell is rung, and oilers working hours would then be 8 a.m. to 12 Noon and 1 p.m. to 5 p.m., Monday through Friday. Any work outside of these hours would be overtime for oilers.

Some other interesting questions we received were:

Question: "Let me know if installing gaskets in all the port holes on the ship is straight o.t. on watch and o.t. and a half off watch."

Answer: You are entitled to overtime on watch and overtime

and one-half off watch for performing this work.

Reference: Standard Freightship Agreement, Article III, Section 12 —Carpenter's Duties:

(a) Routine duties of the Carpenter shall include the following:

(a) 5. "Maintenance work such as repairing locks, installing port hole gaskets, fixing and fastening steel lockers, and all blocks." (a) 6 (c). "When members of the Deck Department are required by the officer-in-charge to perform regular work they shall be paid straight overtime for their watch on deck and overtime and one-half for their watch below."

Question: "Since we are not in harbor limits, being about five miles from land, how can sea watches be broken even though we are at anchorage discharging into another ship."

Answer: Sea watches can be broken under the circumstances outlined above.

Reference: Standard Freightship Agreement, Article II, Section 34, paragraph (b), which reads as follows:

"From the time the vessel is properly moored or anchored for the purpose of loading and/or discharging cargo, ballast, passengers, or mail; undergoing repairs; taking on fuel, water or stores; fumigation, lay up; awaiting orders on berth."

The Contract Department requests all Delegates aboard ship to submit repair lists as early as possible, rather than waiting until the ship pays off. By submitting these repair lists during the voyage—or at least prior to leaving the last port of call heading for the payoff port—the Union will be better able to get the necessary repairs done before the next voyage begins.

SIU Welfare, Vacation Plans

Cash Benefits Paid — March, 1965

	CLAIMS	AMOUNT PAID
Hospital Benefits	9,421	\$ 80,277.76
Death Benefits	40	91,927.07
Pension-Disability Benefits	699	104,850.00
Maternity Benefits	59	11,708.50
Dependent Benefits	1,112	145,641.26
Optical Benefits	1,018	14,678.50
Out-Patient Benefits	5,655	45,280.00
Vacation Benefits	1,359	434,760.37

TOTAL WELFARE, VACATION BENEFITS PAID THIS PERIOD... 19,363 \$929,123.46

The INQUIRING SEAFARER

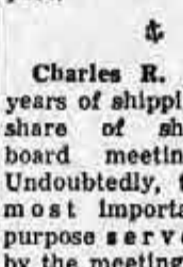
QUESTION: What is the most important purpose served by shipboard meetings?

John Johnson: Probably the most important function served by the shipboard meeting is the settling of beefs.



During the meetings we try to square away the disputes that arise during the trip. If that is not possible, then we refer the beef to the patrolman once we make port.

Charles R. Jackson: In my 35 years of shipping out, I've seen my share of shipboard meetings.



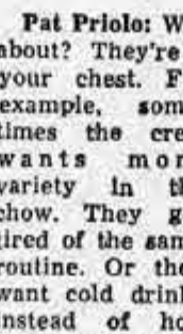
Undoubtedly, the most important purpose served by the meeting is that of straightening out beefs. Another essential function of the meeting is the election of delegates, one to represent each department.

Vincent Fallon: Shipboard meetings keep the ship running smoothly.



They help in establishing good relations between the crew and the licensed personnel. Many minor beefs are settled in this manner. It is always preferable to settle a beef through the meeting than having to resort to the patrolman in port.

Pat Priolo: What are meetings all about? They're to get things off your chest.



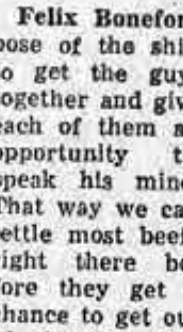
For example, sometimes the crew wants more variety in the chow. They get tired of the same routine. Or they want cold drinks instead of hot, when the weather is warm. They make their wants known at the meetings.

Candelario Ramos: The shipboard meeting is a really good way to accomplish the necessary repairs on board.



As for beefs, I've always believed that the person most capable of handling them is the port patrolman. He represents the union and is an expert in such matters.

Felix Bonfont: The basic purpose of the shipboard meeting is to get the guys together and give each of them an opportunity to speak his mind.



That way we can settle most beefs right there before they get a chance to get out of hand. The same goes for repairs.

SPAD

Seafarers Political Activity Report



New York State Republican Senators played follow the leader recently, lining up solidly behind GOP Governor Rockefeller to defeat an attempt by state Democrats to override the Governor's veto of a legislature-approved, statewide \$1.50 minimum wage.

One of the most dangerous legislative proposals before the Congress is the Dirksen amendment to overturn the Supreme Court's historic ruling that state legislatures must be apportioned on the basis of population.

LABOR ROUND-UP

In a decision of far-reaching implication for the Newspaper industry, the National Labor Relations Board has ruled that a Hearst employee lockout in Baltimore is illegal.

Zentner after the appellate court upheld District Judge Edward Weinfeld's decision that a resolution adopted by the AFM convention in 1963 restating the local's authority to collect work dues equivalents was binding on all locals and all members, including leaders as well as sidemen.

AFL-CIO President George Meany has nominated International Rep. Rudy Faupl of the Machinists as U.S. worker delegate to the International Labor Organization conference in Geneva, Switzerland, in June.

Hunter P. Wharton, President of the Operating Engineers, has urged President Johnson to draft a master plan for Mississippi flood control.

The American Federation of Musicians' right to collect dues from traveling members was upheld in a unanimous decision of the 2nd Circuit Court of Appeals.

"-3080, 3081 And Out!"



SEAWALL

The SIUNA-affiliated Democratic Union Organizing Committee, Local 777, deserves the congratulations of union members all over the nation for their decisive 2-1 victory over the Teamsters and gangster unionism in an NLRB election held in Chicago last week.

The Chicago cab workers proved that there is no substitute for a democratic union, run in accordance with the wishes of the membership.

This was the principal issue in the Hoffa-Glimco attempt to win over the drivers and garage mechanics of the Checker and Yellow Cab companies in Chicago.

The drivers and mechanics who make up DUOC's membership had the proof of their own experience to show them that there is no substitute for a union in which the members decide their own policy and elect their own leadership.

The 64 percent total vote racked up by DUOC Local 777 is a testament to the fact that the gangster controlled unionism typified by the Hoffa-Glimco crowd, is on the way out.

The entire trade union movement can be proud of the DUOC cabbies and garage men who fought hard for their right to run their

own union in a democratic way; casting aside those who would subvert the trade union movement for their own selfish ends.

One Man-One Vote

A constitutional amendment to short circuit the Supreme Court's historical one-man, one-vote decision is being actively pushed by Senator Everett Dirksen (R-Ill.).

The dangers of this maneuver are obvious. The Dirksen plan would permit the electorate in a state to give enlarged voting powers to some citizens and reduce the power of other persons in one house of the legislature.

It is with good reason that the AFL-CIO and liberal political organizations, along with some thoughtful conservative groups, strongly oppose the Dirksen amendment.

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Refuse To Provide Decent Wages, Conditions

Growers Cry For 'Braceros', But Won't Hire U.S. Labor

LOS ANGELES—The farm labor problem reached a new crisis point in California as the state's big farm operators increased their pressure on the U.S. Labor Department to let low-paid Mexican migrant workers return to the picking fields.

At the beginning of the year, Labor Secretary W. Willard Wirtz ended the importation of farm labor into the U.S. in an effort to provide jobs for Americans at decent wage rates. At once, the farm operators claimed that without the Mexican workers they would not be able to harvest their crops.

The latest barrage of operator propaganda is coming from the Salinas and San Joaquin farm belts, where the operators say they will not be able to get in the strawberry, asparagus and tomato crops with the available supply of native labor.

Sets Record Straight

Labor Department officials and the California AFL-CIO have thrown the lie back in the faces

of the farm lobby, however, AFL-CIO state president Thomas L. Pitts said that "no labor shortage has been proved to exist." "In fact," he said, "reports indicate that relief agencies are having trouble providing food and housing for the large numbers of workers currently awaiting jobs."

Pitts said that no foreign labor should be imported as long as there are 400,000 Californians out of work. He reiterated the fact that the farm interests would have no labor shortage problems—real or imaginary—if they were willing to pay decent wages and provide decent working conditions for U.S. farm laborers.

Pitts blamed the decline in the

tomato crop on the fact of a bumper harvest last year, and not on the shortage of labor. The growers themselves decided to limit the crop because of a potential market glut.

Growers Won't Help

To help solve the problem, Labor Secretary Wirtz had proposed a four-way panel, including representatives of management, labor, government and the public. The farm operators refused to sit down at the same table with organized labor, however.

Wirtz has now created a three-man panel to "make findings of fact and recommendations regarding applications for certification of foreign workers to California growers." As he established the panel, Wirtz again voiced his determination to end entirely the "bracero program," which allowed the importation of foreign farm labor.

He pointed out that so far no Mexicans have been imported, that labor shortages have not materialized, that agricultural wages have gone up and that working conditions have improved.

Medicare Pressure Grows; Even Doctors Now With It

WASHINGTON—As the House-approved Medicare bill began its journey through the Senate, where it is expected to be voted into law by June, an AFL-CIO spokesman noted that there are more and more physicians beginning to "see the advantage of Medicare."

AFL-CIO Social Security Director Nelson Cruikshank, speaking on the AFL-CIO radio program Labor News Conference, rejected the idea that doctors might hamper the Medicare program by failing to participate or cooperate with it.

"The standards of the medical profession are such," he said, "that doctors are going to render the care that is needed, even though they may still object to the method of payment." He added that past experience bore his contention out.

Cruikshank cited the American Medical Association's long and bitter campaign against Blue Cross, and the fact that when Blue Cross became a reality "there was no failure on the part of physicians to provide services." Later, he said, the doctors themselves created the Blue Shield system, which was patterned after Blue Cross.

Meanwhile, the Medicare bill came up for consideration by the Senate Finance Committee, where Secretary of Health, Welfare and Education Anthony J. Celebrezze voiced the Administration's backing for it. He asked for certain changes in the House bill that would make the method of payment for specialized medical services more efficient.

The bill also gained the support of Senate Whip Russell B. Long (D-La.), who opposed it at last year's session. In a complete turnabout, Long said that the present bill does not go far enough towards meeting the health needs of elderly Americans.

The need for the Medicare legislation was dramatically reinforced recently by the release of statistics by the American Hospital Association showing that hospital costs have risen 400 percent since 1946. Just 19 years ago, daily hospital costs averaged \$10. Today, similar costs average \$40 daily.

Cigarettes Called Harmful To Nuclear Sub's Interior

WASHINGTON—Hard working crewmembers aboard the U.S. Navy's nuclear submarines who look forward to a cigarette break now find that smoking has been branded doubly dangerous. Not only do the sailors risk endangering their health by smoking, but a Navy scientist has charged that cigarettes are imperiling the safety of submerged submarines.

Homer W. Carhart, a scientist in the Office of Naval Research, reported recently that smoking is the major cause of most of the carbon monoxide in the air of a submarine. Even though a device, called the catalytic burner, destroys the deadly monoxide, Carhart says that its existence is one

of the biggest problems in maintaining the proper mixture of breathable air in a submerged submarine.

The Habit

The problem of dealing with smoking is an especially aggravating one on a nuclear submarine which is designed to stay beneath the ocean's surface for periods of up to 60 days at a time. Navy researchers find the problem an especially hard nut to crack since

a large proportion of a submarine's 100-man (or more) crew are held captive by the cigarette habit.

Although crewmen on nuclear subs puff on, regardless of perils of polluting the air they breathe, the Navy knows better than to ban smoking during their underwater tours of duty. Dr. John P. Craven, chief scientist in the Navy's Special Project's Division, says that to ban smoking would cause psychological problems for the crews who must live in very confining quarters.

Dr. Craven reports that the Navy makes no attempt to screen smokers out of the ranks of potential crewmembers who will man the nuclear submarines. He said the only time smoking is banned on the atomic-powered subs is during experiments.

The Elite

Crewmembers of nuclear submarines are considered to be an elite group within the Navy, but their habits are similar to those of conventional seafaring men who sail above the surface. Observations indicate that submarine crewmembers do most of their smoking during watch changes and while the men are relaxing during motion picture screenings.

Carhart pointed out that cigarettes are by no means the only agent that pollutes the air of a submarine. Dangerous gases also are created by cleaning solvents, paint thinners, insulation compound gases and cooking gases.

Seafarer On Pension



Seafarer Percy J. Thornton (left) picked up his first \$150 regular monthly pension check recently from SIU Tampa port agent Jeff Gillette. Thornton, who makes his home in St. Petersburg, Florida, last sailed aboard the *Mayflower* in the steward department.

The Gulf Coast



By Lindsey Williams, Vice-President, Gulf Area

Delta Seeks More Africa Sailings

The West Gulf Ports Council of the Maritime Trades Department held its annual dinner recently at the Rice Hotel in Houston. Over 700 people attended including union delegates as well as management representatives from companies under contract to the SIU. Speakers at the affair included ILA president Thomas (Teddy) Gleason, State Supreme Court Judge Jack Pope and Hank Brown, president of the Texas State AFL-CIO.

The SIU Inland Boatmen's Union-contracted Sheridan Barge Corp. launched the newest addition to its fleet, the 350-foot ocean-going barge Kathleen Sheridan at ceremonies held at Avondale Shipyards in New Orleans. The new barge is built of welded steel and has a capacity of 13,000 short tons. It will be used in the dry bulk trade along the Atlantic and Gulf coasts.

The SIU-contracted Delta Steamship Lines has asked the Maritime Administration for permission to increase its sailings in the Gulf-West Africa service. Trade Route 14-2. The company is requesting authority to add 12 sailings to its scheduled 24 to West Africa for a total of 36 per year. If permission is granted, a Delta ship would depart for Africa every 10 days from the Gulf.

New Orleans

Shipping slowed down somewhat in the last two weeks, although activity continues at a good level. We expect an upturn in job calls in the coming weeks.

"Smokey" Schreiner is still hunting for that certain ship although time is running out on his shipping card. Bill Padgett is another brother who is patiently waiting for the right job in New Orleans. Bill left the *Alcoa Runner* when the longshoremen's strike tied her up in Norfolk. H. B. Cates is rarin' to go with the first pumpman's job

that hits the board. He last shipped on the *Del Norte*. Pete Peterson is making every call in the hope of finding a good bosun's job.

It was regular old home week on the fourth floor of the New Orleans PHS hospital recently. Among the prominent guests were Jimmy Swank, Raymond Vaughan, George Perdreauxville, Warren Gammons, Luis Franco, Angel Urti and Dalton Morgan. If you can't spare the time for a visit to your drydocked brothers, a few lines under a five-cent stamp will go a long way toward cheering their stay up on the fourth floor.

Mobile

Shipping has been on the slow bell in Mobile with several vessels in lay up. Activity may pick up in the coming weeks. The shipping slowdown has given some of the oldtimers in Mobile a chance to renew old acquaintances. J. C. Keel who is looking for a group one deck job recently piled off the *Mount Vernon Victory* which was making the grain runs to India. Keel says he would have liked to stay on the *Mount Vernon*, but she went into layup. He is taking advantage of his beach time to spend some time with his family at Atmore, Ala. Andrew Thompson is another deck veteran who swears by coastal tanker runs.

Another oldtimer who is looking for a group one engine slot is Hubert Johnson who usually ships as electrician. Johnson last shipped on the *Oceanic Wave*, but swapped for the electrician's job on the *Oceanic Cloud* when he was overseas. Carl Andrews is looking for a good FWT job on a Puerto Rican run, and is living across the bay in Fairhope until his number comes up. James Barnett is looking for a group two steward department job.

Houston

The shipping picture in Houston was moving slowly in the last few weeks. Among the familiar faces around the Houston hall recently was Marius Delprado who says he will take the first pumpman's or oiler's job that he sees. Marius recently got off the *Alcoa Mariner*. Norman Longtime reports that he thinks he's due for a change of weather and is trying to hunt up a good South American run. His last trip was on the *Producer* to Korea.

"Red" Trahan is catching up on local tv programming after his last trip on the *Bradford Island*. The boys around the hall swear that the only time he eats is between commercials. W. H. Thompson is all set to hop the first ship with an open steward's job going anywhere. His last trip was on the *Sacramento* which made a grain run to India.

The Tattoo, Taboo On Many Grounds, Fast Losing Favor

The tattoo, at one time both the badge of the working seaman and the pride of the European nobility, has today fallen into harsh disfavor. Condemned by Health Department officials, frowned upon by high ranking police officers, analyzed by psychiatrists and outlawed by the courts, the colorful art may be fading away like the old soldier, or rather the old sailor, that it is.

The New York Appellate Court, declaring that the unsanitary conditions under which tattooing is performed create a serious health hazard, recently outlawed further practice of the art in New York. It was proved that unsterilized needles con-



Old lithograph shows extreme to which tattooing was sometimes taken.

tributed to the spread of diseases, notably hepatitis.

Even seamen are deserting the tattoo parlors. The American sailor, to whom the tattoo was once literally the "mark" of his trade, is boycotting the

needle parlors in ever greater numbers.

But things did not always go so badly for the colorful skin ornament. Just a few years ago, the tattoo was as fashionable as, let's say, the wig is today. Winston Churchill's mother, Lady Randolph Churchill, was a bearer of the "gentle design"—as were a large number of her posh friends. England's Edward VII and George V both boasted numerous and elaborate tattoos. At one time, nearly every crown head of Europe, including Kaiser Wilhelm II and Nicholas II, sported tattoos. In those days, regal experts with the needle and ink were officially titled "royal tattooists."

The seafaring profession undoubtedly accounts for the vast majority of tattooed men in the United States. American sailors probably inherited the practice from their seafaring forefathers in the British Navy, who in turn picked it up in their voyages to the far east. It was passed along from generation to generation, the young apprentice copying the oldtimers. In time, it became as much part of the English Navy as grog, or the ship's flogging post.

As is to be expected, seafaring men have identified tattoos with a whole host of superstitions. Salts of the old navy believed that an enormous crucifix tattooed on the back was a sure-fire proof against flogging. It is still a common belief among sailors that a pig or a rooster on the left instep is a charm against drowning.

Gov't Team To Board Red Fishing Vessel

SIU Fishermen Win Probe Of Red Trawlers Off U.S. Coast

BOSTON—Acting on the request of the SIU-affiliated Atlantic Fishermen's Union, U.S. officials are taking a close look at the Russian fishing fleet which has been operating in large numbers off the New England coast. The Government officials are checking to see if the Soviets are living up to the regulations established by the 13-nation International Commission for the Northwest Atlantic Fisheries.

The U.S. team consists of two representatives of the U.S. Bureau of Commercial Fisheries and a Coast Guard officer. One of the

bureau men speaks fluent Russian. The team boarded a Russian fishing vessel at Halifax, Nova Scotia on May 5. Accompanying the U.S. party is a three-man Russian team that also includes an interpreter.

The U.S. officials are inspecting the activities of Soviet fishermen

as well as their factory-type processing ships and equipment. The inspection is being made under a reciprocal agreement with the Russians under which they are allowed to make inspection tours of American vessels. The purpose of the inspections is to determine how and where fish are caught in addition to the processing standards which are being used.

The tentative schedule of the inspection called for the two teams to board Russian vessels at Georges and Grand banks, and then to transfer at sea to the Coast Guard cutter *Acushnet* to begin a similar tour of U.S. fishing boats.

The Government group is scheduled to return to Boston aboard the cutter on May 20 where it will make courtesy visits of Coast Guard units and the Bureau of Commercial Fisheries new regional installation in Gloucester.

The international commission has had a problem for a long period determining how to enforce regulations, according to bureau headquarters in Washington.

"The Soviets have agreed to a bureau request to exchange officers in order to learn how regulations can best be enforced," a U.S. bureau spokesman stated.

Both Senator Leverett Saltonstall (R-Mass.) and Massachusetts Governor John A. Volpe have in recent weeks requested the government to investigate the importation of fish, climaxing a year-long battle by the Atlantic Fishermen's Union to bring a halt to Russian trawlers fishing in coastal waters off the U.S.



By Al Tanner, Vice President

and Fred Farnen, Secretary-Treasurer, Great Lakes

SIU-GLD Supports Oil Strikers

On Tuesday, May 4th, plant employees for Wyandotte Chemicals, in Detroit, members of the Oil, Chemical, and Atomic Workers, AFL-CIO, went on strike. Picket lines were located at Wyandotte's North and South plants. SIU-GLD indicated full support to the striking Wyandotte employees. From all indications, the strike is successful and complete support is being given by other AFL-CIO unions. Since the strike was called no SIU ships have called at the Wyandotte, Michigan location.

The *Speedy Marlene* and the *SIUNA*, having been laid up for the Winter months, will again be seen on the St. Clair River when operations at the Algonac Service Center resume on May 13th.

The boats are in the water, the Service Center has received a face-lifting, and boat operators and river patrolmen have been assigned. By the time this goes to press, the *Speedy Marlene* and the *SIUNA* will be in full operation, servicing all ships up and down bound on the St. Clair River.

The first Atlantic and Gulf deep sea ship, the *Hastings*, Waterman Steamship Company, arrived in Chicago on May 9th and paid off foreign Articles the following day. Except for a few beefs in the Deck Department, this was a clean pay-off. Robert Mull, Ships Delegate, did a terrific job during the voyage.

The *Hastings* will call at several ports here on the Lakes that include Milwaukee, Green Bay, Duluth, Detroit, and Toledo. Waterman Steamship Company has several scheduled sailings from the Lakes this year and we would like to take this opportunity to advise members to come to the Port of Detroit for immediate shipping.

CLEVELAND

The J. E. Ferris was the last ship to get away in this area, leaving Lorain on 5/5/65 with full crew that included this port's star porter, Harry Nally. Replacements are coming in already this early in the season.

Due to all the replacements sent at fitout, this port is slowly building up a new supply of members to use when the weather gets warm.

Back with us and waiting for a ship they would like to spend the season on are Omar Toler, Francis Baker, and Louie Stein.

This port is having its first heat wave, so maybe they won't have long to wait.

FRANKFORT

The MV *Viking* arrived in Frankfort on April 25th and began operating on April 28th, P. M. With the new horsepower in the *Viking*, the first trip was to Manitowoc from Frankfort in four hours and twenty minutes, tied up, making it the fastest Ann Arbor carferry.

The MV *Arthur K. Atkinson* had to go into drydock for immediate repairs, and while there will have its annual marine inspection.

DULUTH

Shipping in the Port of Duluth has been very good for the past

two weeks. We have a shortage of AB's as does every other port, but we have a fine supply of all other ratings at this time.

Ice conditions still prevail over most of the Duluth-Superior Harbor area and into the Lake.

The Chief Wawatam left St. Ignace on May 2 for the Manitowoc Shipyard where it will undergo extensive boiler repairs. While it is in the shipyard, the Mackinac Transportation Company will continue operations with the use of the old *Ann Arbor 3*, which has been cut down to a barge towed by the new tug, *Manistee*.

Two of our Ann Arbor carferry men have lost "arguments" with trains in the last few weeks. One of them, Gerald Fast, is in the USPHS Hospital for skin grafting. Clarence Smith, the other loser is convalescing and hopes to be able to return to his duties in another week or so.

ALPENA

Things are back to normal in regards to Huron Portland Cement strike. The membership of the United Stone and Allied Product Workers of America ratified their new one year contract at a special meeting on May 9. Huron Portland Cement Company will be able to resume operations at Huron Portland Dock as a result of this.

The vessel, *Cedarville*, of the Bradley Steamship Line was involved in a collision at the Straights of Mackinaw with a Norwegian vessel. As a result of the collision, the *Cedarville* was sunk with the loss of—at this date—three lives, seven missing, presumed dead, and twenty five survivors. This is the second vessel this company has lost in Great

(Continued on page 23)

Big Business Guns Blast 'Truth In Packaging' Bill

WASHINGTON—The Food and household products industries have begun to blast away with their "giant economy size" public relations guns at the consumer- and labor-supported "truth in packaging" bill now under consideration by the Senate Commerce Committee.

The bill, designed to end false and misleading packaging and labeling of consumer goods, drew sharp fire from industry spokesmen testifying before the committee. All echoed the line that the bill, if passed, "would be an insult to the intelligence of the American housewife."

Practices that would be forbidden by the bill include using phony catch phrases like "giant quart" or "big gallon." Manufacturers would also have to print the true size or weight of a product plainly on the front, and would be forbidden from so designing packages that they contain huge amounts of air or other fillers to make the package appear larger.

Advertising executives from such

large companies as Procter & Gamble and Scott Paper argue that American housewives and other consumers have a flare for reading through the small print on packages in supermarkets and judging whether containers hold as much a quantity of a product as its size would appear to indicate.

Claim Hardship

Testifying in favor of the bill was Commerce Secretary John T. Connor. He spoke for a modified version, however. Industry spokesman had also claimed in their presentation that a return to truthful and fair labeling and packaging procedure, would involve a financial hardship. Connor said that progress in the packaging field might be discouraged if producers were made to risk sums to develop new packages.

The industry spokesmen also cried hardship because the bill would end the practice of printing "cents off" on a product. Usually, such products sell for the same price as before the manufacturer printed the misleading "cents off" figure on the container.

The bill is expected to reach the Senate floor shortly after the hearings, chaired by Senator Phil Hart (D-Mich.), are completed.

Anti-Poverty War

(Continued from page 2)

new federal money will be welcomed by most communities," he commented, in view of their "limited resources" and the fact that the anti-poverty battle may be planned and guided by the federal government but must be waged locally.

He also detailed the relationship between the anti-poverty program and the need for federal action in other areas, such as the broadening of coverage under the Fair Labor Standards Act and a raise in the minimum wage to \$2 an hour.

Action in these areas would "bring a measure of justice to the poor whose plight is perhaps the most shameful—the working poor, fully employed in useful jobs, who earn too little to escape from poverty," he declared.

This group makes up a substantial number of those persons the anti-poverty program is designed to reach, he said.

Union Has Cable Address

Seafarers overseas who want to get in touch with headquarters in a hurry can do so by cabling the Union at its cable address, SEAFARERS NEW YORK. Use of this address assures speedy transmission on all messages and faster service for the men involved.



Meany Speaks At Building Trades Conference

Urges Labor Continue Fight To Achieve Legislative Goals

WASHINGTON—AFL-CIO President George Meany has urged a "people's lobby" to keep up the fight for labor's legislative program and "take nothing for granted" in seeking congressional support.

Meany said the outlook is "good" for labor's goals, including repeal of Section 14(b) of the Taft-Hartley Act and passage of a jobsite picketing bill. But he and other speakers at the legislative conference of the AFL-CIO Building & Construction Trades Department warned against any letup of effort.

The four-day conference, largest ever held by the department, was welcomed by President Johnson, Vice President Hubert H. Humphrey, Labor Secretary W. Willard Wirtz and congressional leaders from both parties.

Johnson Talk

Johnson, making a dramatic, unscheduled appearance to thank labor for supporting his foreign policy, pledged that "trouble abroad will never divert us from the task of building the Great Society at home." Repeal of Section 14(b), the President declared, "is important to you, and it is important to me."

Those who would "put off until another day" needed domestic programs "are just talking through their hats," Johnson said. "We are not going to put anything off."

The President said he has been working on the labor message he will send to Congress "in the next few weeks" and stressed: "We don't just send these messages up to Congress to be read. We send them to be acted upon and voted upon."

Before this session of Congress is over, Johnson predicted, it will have made its mark as "the most enlightened, the most progressive" in the nation's history.

Repeal 14(B)

The conference overflowed the huge 4,200-seat ballroom in the Hilton Hotel here and hundreds lined the walls as Department President C. J. Haggerty opened the session with a call for "prompt

Big Business Getting Bigger

WASHINGTON—Big Business is getting even bigger and at an astonishing rate, according to an analysis presented to the Senate's Antitrust and Monopoly Subcommittee by the Federal Trade Commission.

The FTC reported that the nation's 200 biggest corporations are growing so rapidly that they will control two-thirds of all corporate assets by 1975. The top 200 now control 54.6 percent of total business assets, a rise of 17 percent since 1950.

In the last 15 years, the 200 leading manufacturing firms have acquired 2,000 businesses with combined assets of about \$17.5 billion. The amount is nearly half that of the total assets of the next 300 corporations.

The FTC analysis was presented to back up the contention that fundamental changes are being made in the nation's economy by the increasing trend towards corporate consolidation. This trend, the FTC said, has serious effects on free competition.

and outright repeal of Section 14(b)."

Haggerty told the delegates, representing 3.5 million members of 18 affiliated unions, that agreement with industrial unions on details of a jobsite picketing bill means "there now is no reason for Congress to wait any longer to enact this legislation." The situs picketing bill is needed because a 1951 Supreme Court decision held picketing of a construction jobsite in a dispute with a subcontractor to be an illegal secondary boycott under the Taft-Hartley Act.

Much Needed

Haggerty called for correction "without compromise" of the "terrible inequity" of the denial of the vote to Negroes. He stressed the need for a higher minimum wage, broader coverage under the Fair Labor Standards Act, overtime improvements and a shorter workweek. The new cabinet Department of Housing & Urban Affairs, Haggerty declared, is "urgently necessary if we are to

plan properly in order to build wisely."

Meany said repeal of 14(b), which permits states to prohibit union shop agreements, would contribute to industrial peace. It would also, he noted, help raise living standards in the "right-to-work" states which now have "the lowest per capita income . . . the poorest schools . . . which pay a lesser share of federal tax . . . and get a greater share of federal help."

The jobsite picketing bill has "the united support of everybody in the AFL-CIO," Meany said, and "we expect this bill to pass."

"It looks like a good Congress," he observed. "It looks like a good record . . . But I would advise you to take nothing for granted." He asked the delegates to carry on their legislative work when they return to their home communities "because that is where the member of Congress is most responsive."

Improved Gulf Stream Charts To Aid Faster Ship Voyages

Science has finally charted a track along the edge of the Gulf Stream and built a device able to follow it, so that in the near future merchant ships will be able to ride a faster course across the Atlantic by taking best advantage of the currents.

The Woods Hole Oceanographic Institute has developed a device that enables a vessel to continuously follow the main axis of the Gulf Stream without ever going off course. This is no mean feat, considering the treacherous twists and turns of the Gulf waters.

The apparatus also enables scientists to achieve a better understanding of the ever-changing, meandering currents. This knowledge is important to such diverse enterprises as the pursuit of fish and the detection of submarines.

Profit Motive

At least one enterprising tanker captain is quietly using the equipment to ride the maximum current and outrun his competitors. He sails between the Gulf of Mexico and Maine. The Gulf Stream can add several knots to his north-easterly speed and subtract a similar amount on his return journey.

In the past, the typical way of tracing the stream was for a ship to zigzag across its edge, measuring the latter in terms of temperature change. The ship frequently "lost" the stream and spent wasted days seeking to find it again. Sometimes it picked up a detached eddy of warm water, thinking it was the stream itself. As with a river on shore, meanders are occasionally pinched off, leaving great pools of warm waters by the wayside.

The new device is towed a third of a mile behind the ship and is rigged with a V-fin that keeps it 650 feet below the surface. It reports continuously to the ship by wire, informing it of the water temperatures at that depth.

The system exploits the fact that the side of the Gulf Stream facing North America is marked by a

sharp temperature rise. At a depth of 650 feet the rise is unaffected by storms. Hence the ship can "feel its way" along the edge, simply by keeping its sensor in water of 60 degrees Fahrenheit.

Summer Expedition To Seek Legendary Northwest Passage

The notion of finding and opening the legendary Northwest Passage to maritime travel has tempted mariners for the last 400 years. This summer, a Canadian expedition will try to prove that it's possible. They will be working on the same premise that inspired the great

explorers from Columbus to Henry Hudson — that the shortest distance between two points is a straight line.

Before the Old World learned of the existence of the New, a few far-minded geographers circulated the idea that by sailing west across the Atlantic a ship could reach China and the Orient. Columbus sought to prove the theory, but discovered America instead. The geographers modified their idea in light of what Columbus found and began looking for a sea route through North America that would lead to the Pacific.

When Hudson first sailed up the river later named after him, he was searching for that route — the Northwest Passage. Finding it would have halved the distance from Europe to Asia and allowed for quicker, fuller commerce with the Orient. But Hudson was not destined to discover the Passage. The job waited for the great Norwegian arctic explorer Amundsen.

Amundsen Made It

Starting where many others had failed, Amundsen navigated the ice clogged route in a three-year trip, lasting from 1903 to 1906. His trip was so difficult, however, he



By Fred Stewart & Ed Mooney
Headquarters Representatives

Shipboard Meetings Are Important

Shipboard meetings are of the utmost importance to all Seafarers. It is at these meetings that SIU crewmembers hear reports on shipboard conditions, discuss beefs that have arisen during the trip, and learn of the latest news concerning their union. Thus, the successful operation of the Union depends heavily on the success of these meetings.

How these meetings are conducted is all-important, and knowing the rules sometimes can count for just as much in a Seafarer's life as knowing the skills his job calls for. Every Seafarer should become familiar with the standard meeting rules, so that he is fully competent at hitting the deck and chairing a meeting. A heads-up membership and a wide-awake crew is a guarantee of business in a truly democratic fashion.

Aboard ship, the presence of a quorum is no problem, inasmuch as all crewmembers not on watch attend the meeting. The meeting can be held on a fixed schedule or as necessary on a periodic basis to take care of the ship's routine business. Meetings should be held at the call of the ship's delegate or of a majority of the crewmembers with reasonable notice in any case. Orderly procedures are essential.

Special meetings should be called when any disputes between individuals or departments arise that cannot be settled by the departmental delegates. If the dispute is entirely within one department, a meeting of all hands in that department only should be called. The other departments and personnel on the ship should not be involved. The best procedure is to fix an hour at which the greatest majority of the crew is off duty.

Shipboard meetings are like all others, and need an agenda—an order of business—to keep things moving, and to avoid omitting necessary business. While the procedures at shoreside meetings may seem cumbersome, they are necessary where large groups get together. Ship's meetings can be less formal, but should include as a minimum the election of meeting officers, reports of delegates and committees, action on old and new business and a period of "good and welfare." This is a time to make suggestions, comment on action taken or just to let off steam.

Above all, at any meeting, recognize that the chairman is the fellow who should be conducting the meeting. Every member has a right to infringe on the rights of others. If everyone started sounding off at once every time a report or proposal is made, nothing would ever be accomplished. The making of a motion is the way to start discussion on any point of the agenda or any issue that arises aboard the ship.

After that, keep to the point, try to be brief, convince with facts and don't become personal in any discussion or debate. Engaging in personalities is the surest way to nowhere. Personal comments may draw a laugh, but they don't solve anything.

Seafarers are advised that should they be confined or transferred to a V.A. hospital, they should immediately notify the Port Agent in the nearest SIU Hall who will see to it that they receive the proper service and attention.

was dim about the prospects of opening up the Passage to merchant marine traffic. He wrote in his autobiography: "My successful voyage in the Gjoa (his ship) was the first Navigation of the Northwest Passage and remains today (1928) the only navigation of it. Indeed, it is most unlikely that anyone in the future will think it worth while to consider for a second in view of the fact that there were so many difficulties and dangers involved."

The second navigation of the passage came at the time Amundsen died. The St. Roch, a copper-clad and ironwood ship operated by the Royal Canadian Mounted Police, traversed the Passage in the same East to West direction Amundsen had taken. The St. Roch went on to make many crossings, and, in 1942, she became the first vessel to sail the Passage West to East. In later years, the U.S. Coast Guard Cutters Spar, Storis and Bramble did it during the course of a hydrographic survey. The last crossing of the Passage was made by the U.S. Navy nuclear submarine Sea Dragon in 1960.

This summer's expedition will seek to prove that in the warmer months the Northwest Passage could become an addition to the overworked Panama Canal. The vessel will sail from Vancouver to Frobisher Bay, going through Peel Sound and south of Victoria and King William Islands. The trip is expected to take about three weeks at a planned cruising speed of 15-16 knots. Fuel will be taken on at dumps set up about 1000 miles apart. Reaching the Atlantic, the ship will turn around and head back to the Pacific, taking a route through the Prince of Wales Straits between Victoria and Bank Islands.

If the expedition is successful, Alexander hopes to prove that the Northwest Passage can be regularly used by merchant ships operating between the east and west coasts of Canada and the United States during the late summer months. Additionally, it could open up the Canadian Northwest area to development, especially of the oil resources said to be there. It appears, then, that a 400-year-old dream is on the verge of becoming a reality in the very near future.

SEAFARERS PORTS OF THE WORLD



Ships approaching the port of Mombasa first round Mombasa Island. The harbor proper is usually crowded with all types of vessels from all over the world.



SIU contracted Robin Line ships like the Robin Gray are regular callers at the port of Mombasa.



The continent of Africa still teems with big game, and Mombasa taxidermists are busy experts of their trade.



Many sailing vessels still call at Mombasa, like the Dhows shown above. These vessels, displacing about 170 tons, have been bringing Persian Gulf traders to the East Coast of Africa for over 3,000 years.

MOMBASA

Mombasa, the principal port of the new nation of Kenya, is situated on a handsome, green-forested island. The anchorage at Kilindini is considered the finest natural deep-water harbor in East Africa. The small city (population 180,000) is the center for Kenya's export of coffee, tea and sisal, the nation's chief money-making crops. Kenya, which gained its independence in 1963, was formerly a part of the British empire. The British mark left on Mombasa is equalled by that left by earlier colonialists from Portugal and the Arab world.

Among the SIU-contracted vessels that call on Mombasa are those of the Robin Lines, like the Robin Gray.

Seafarers will find Mombasa a fascinating port of call. The dock area lies near the center of town along Kilindini Road. The gateway to the city is marked at one point by an arch made of giant elephant tusks. Buses to town are frequent and there are plenty of taxis. A good place to start off a shoreside visit is at the Wood Market. Here all sorts of souvenirs can be purchased from the street stalls. The best handicraft in this part of the world consists of ebony carved pieces, delicately fashioned by the local artisans. Ivory goods are also worth shopping around for.

On the opposite side of the island, about two miles from the docks, is Fort Jesus, built by the Portugese in the late 16th century to fight off Arab rebellions. The Fort now contains a museum and a prison. The Arabs managed to expel the Portugese in 1729, and the Old Town still retains a deep Near Eastern flavor. Between Fort Jesus and Salim Roads, the old quarter of the city is made up of narrow streets, bazaars and mosques. European-style architecture vies with Arab and African styles for attention. In this small area can be found representatives of almost all the races in Africa.

Between January and the early spring, the deepsea dhows arrive in port with cargoes from India and the Persian Gulf. The small sailing boats are manned by hospitable, but business-minded crews. Boats can be hired to visit the anchored dhows. Both goods and conversation are freely exchanged.

The Seamen's Club at the corner of Kilindini and Zanzibar Roads has a swimming pool and recreation room available for use. The recommended eating places in town include the Nelson, Salad Bowl, New Carlton Hotel and the Rex Hotel.

Adventurous Seafarers with a little time on their hands can join up with one of the frequent tours and safaris that go into the lion and elephant country. Kenya is a sportsman's paradise, offering unlimited types of game for shooting or fishing. The trend now is to shoot wild animals with a camera instead of a rifle.



Elephant ivory usually brings big prices in bidding by Asian ivory dealers. Most of the ivory sold at these Mombasa auctions finds its way to Hong Kong, a center of ivory carving.

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AFL-CIO Urges Fast Action On Senate Medicare Passage

With "pride" and "gratification," the AFL-CIO asked the Senate Finance Committee to give quick approval to a program labor has fought for over the years—health care for the elderly under social security.

AFL-CIO Social Security Director Nelson H. Cruikshank said the medicare bill passed by the House and now before the Senate committee would mark the biggest step forward in the 30-year history of the Social Security Act. It would also, he noted, enable the United States to catch up with "nearly every other industrial country in the world" in the field of health care.

Cruikshank made suggestions for improving the House bill—including payment under the basic hospitalization program of such hospital specialists as radiologists and pathologists. So did Health, Education & Welfare Secretary Anthony J. Celebrezze and most other witnesses testifying for the legislation. But the general tenor of the testi-

mony by medicare supporters was one of elation.

Cruikshank told the committee that the legislation's effects will be "felt in all generations ahead; and its most valued product will be human happiness."

He cited six reasons why labor "wholeheartedly" supports the bill:

- "It provides basic health benefits for the aged, financed through contributory social insurance.

- "It provides for contributions from general revenues toward health insurance coverage, without the imposition of a means test.

- "It provides substantial increases in cash benefits to social security recipients.

- "It provides adequate and equitable financing for both the broadening of existing social insurance programs and for the newly-inaugurated one.

- "It provides improved standards and broadened coverage for state programs of medical assistance for needy persons."

Among the groups urging that hospital specialist charges be included in the hospital program—rather than under the voluntary supplemental medical insurance

program which would pay only a portion of the cost—were the American Hospital Association and the National Medical Association, representing 5,000 Negro doctors.

Hiring Changes

(Continued from page 24)

persisted for six years, Gleason said, with a peak of 18,000 men needed only on Thursdays and Fridays. That means a minimum 6,000 unemployed workers available for work — "vastly disproportionate" to the need, the union head said.

A 1964 manpower report by the U.S. Department of Labor confirmed the ILA's claim of a manpower over supply, said Gleason. Under the contract recently signed with the New York Shipping Association, labor and management agreed to new procedures for mobility and a guaranteed annual wage, and both should operate the hiring halls which supply the labor, he declared.

Both the Waterfront Commission and the employers oppose the proposed legislation. The shipping association agreed in negotiations to join the ILA in getting the port register closed, but objects to the pending bill.

Plan Load Line Standards For 'Super' Ships

NEW YORK — Top representatives of the world's leading ship classification societies are meeting here in an effort to determine international load line standards for the giant supertankers of today that have made the old standards obsolete.

Present load line standards were established by an international convention in 1930 and do not cover ships of 700 feet or longer.

Andrew Neilson, chairman and president of the American Bureau of Shipping, explained that the increased number of supertankers, giant bulk carriers and specialized product ships—some of which are over 1,000 feet long—has necessitated a revision of international load line requirements.

Basically, the load line, or load waterline, is the line of immersion that marks the maximum draft to which a ship may be loaded safely under various conditions of classification, service or weather.

The lines, which may vary according to season, geography, salt or fresh water, are marked amidships on both sides of a vessel's hull. A ship cannot legally be loaded "below the marks" and is not considered seaworthy if loaded below allowable freeboard standards. Freeboard is the distance from the center of the loadline markings to the level of the main deck.

Load lines are popularly known as Plimsoll marks, in honor of Samuel Plimsoll who was instrumental in passage of legislation establishing load lines by the British Parliament in the 19th Century.

Societies represented at the week-long conference are: France's Bureau Veritas; West Germany's Germanischer Lloyd; England's Lloyd's Register of Shipping; Japan's Nippon Kaiji Kyokai; Norway's Det Norske Veritas; Italy's Registro Italiano Navale; and the American Bureau of Shipping.

David B. Bannerman Jr., a vice president of the American group, will be chairman at the opening session.

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

By Sidney Margolius

Businessmen Love Big Spending Teen-Agers

Businessmen currently are stepping up their efforts to sell teen-agers everything from cosmetics to cars. With the teen-age population increasing at the rate of 800,000 a year, and now over 23,000,000, businessmen see today's teen-agers as an expanding group with literally billions to spend.

Moderate-income families ought to know about the advertising and selling drive aimed at teen-agers because it can lead to (1) money waste and (2) family discord.

The fact is, teen-agers have become a seriously-exploited group, manipulated by disc jockeys, record companies, advertising agencies, retailers and manufacturers for their own merchandising purposes. Although teen-age girls comprise 11 per cent of the female population, they already do 23 per cent of all spending for cosmetics and toiletries, marketing expert Patricia McColl recently reported in *Drug Trade News*.

The girls now spend about \$450,000,000 a year for cosmetics and toiletries. Stores now even sell "his and her" colognes so youngsters going "steady" can wear the same fragrance. Boys, too, are becoming heavy spenders for such toiletry products as hair creams, acne and other skin products, shaving needs and lotions, mouth wash and deodorants. The president of one department-store chain even recently advocated setting up special toiletries departments for boys like the beauty bars for girls many stores have.

When it comes to records, teen-agers now are considered the biggest buyers, spending an estimated \$700,000,000 a year. It has become commonplace for a teen-ager to spend \$6 for a Beatle album. Teen-agers also have become big customers for record players, transistor radios (including very-expensive ones), tape recorders, hair dryers and cameras, let alone clothing and the traditional sports equipment. Even sports goods has become a bigger expense with the trend to such sports as skiing which require costlier equipment.

Auto Industry Exploits Trends

The auto industry now also regards teen-agers as a major market, not only because many of the older teen-agers themselves buy cars, but because they also influence their families' car buying. The success

of such recent sporty models as the Mustang is attributed to their popularity with teen-agers.

Of even more concern is that the whisky and beer industries are finding teen-agers an increasing market.

One result of the pressure on teen-agers to spend freely is that the money they need for advanced education is diverted. Too, family discord often results when teen-agers want to be on a par with other youngsters in clothing, recreation and other spending, but the family income is limited. Another result is that teen-agers enter marriage with little training in money management, and money problems are very noticeable in young marriages.

Both family service agencies and church organizations have become concerned about commercial influences on today's youngsters, and the need to teach them values.

Sometimes the pressures on teens reach serious proportions. For example, Children and Family Service of Youngstown, Ohio, reports that salesmen there are very active among boys just prior to graduating from high school. The salesmen impress upon the boys the necessity for giving their about-to-graduate girl friend a diamond for which the youngsters then pay and pay, reports Luna E. Kenney, Executive Director.

A 19-year-old girl came to the agency with a number of problems, including debts. Just before graduating, she had followed the local custom of buying silver, crystal, dishes and kitchenware even though she had no boy friend and no prospects of marriage. Now she was having trouble meeting the installments.

Sometimes parents may need to get together through their PTA's, or informally, to restrain expensive local customs affecting children. In one Western city where costs of going to the high school prom had reached \$50, parents got together and set a limit of \$20, Mr. Thompson reports.

Father and mother also need to keep in communication with each other about their children, and avoid any independent giving without telling the other parent. This sometimes happens because of a parent's own emotional needs, or to win a child's affection.

SIU Clinic Exams—All Ports

EXAMS THIS PERIOD: March 1 - March 31, 1965

Port	Seamen	Wives	Children	TOTAL
Boston.....	8	0	1	9
Baltimore.....	140	32	24	196
Jacksonville.....	32	0	0	32
Houston.....	223	19	4	246
Mobile.....	80	9	3	92
New York.....	417	31	33	481
Philadelphia.....	70	26	9	105
Tampa.....	12	1	2	15
New Orleans.....	374	13	8	395
TOTAL.....	1,356	131	84	1,571



By Joseph B. Logue, MD, Medical Director

New Medical Opinions On Breast Cancer

Simple surgery may be just as effective in the treatment of breast cancer as the complicated surgical procedures preferred by most physicians as reported in *Health Bulletin*. That is the opinion of an increasing number of researchers who have compared survival rates of patients having only the afflicted organ removed with those in which the organ plus surrounding tissue was removed. In most cases the rates of cure for both groups were identical. Dr. George Crile, Jr., of the Cleveland Foundation reported recently that in his own study "the survival rates of patients treated by simple operations has been six per cent higher than those treated by radical ones."

Perhaps the most stinging attack on the medical profession's preference for drastic removal of tissue came recently from Dr. Edward F. Lewison. Writing in the *Journal of the American Medical Association*, the Johns Hopkins Hospital researcher said of the radical type of operation that "despite its world-wide acceptance and the performance of this

standardized operative procedure by increasingly well-trained surgeons, it is disconcerting indeed to note that the breast cancer mortality rate has not yet reflected our ever-improving surgical skill."

Dr. Lewison backs up his conclusion with numerous reports which make the same point. For example, he cites a recent study by Drs. S. S. Smith and A. C. Meyer showing a five-year survival rate of 54 percent for patients treated by simple mastectomy and a five-year survival rate of 53 percent for patients treated by radical mastectomy. Similar results were obtained from a study in Copenhagen and also from Dr. Lewison's own investigations. The time is ripe for a "rigidly controlled clinical trial of equivalent therapeutic techniques in the surgical treatment of breast cancer," Dr. Lewison concluded.

Another argument against drastic breast surgery was presented at the 58th annual meeting of the Southern Medical Association. Dr. Benjamin F. Byrd, Jr., associate clinical professor of surgery at Vanderbilt University School of Medicine, said that the pain and discomfort patients experience after "super" operations is not worth the dubious benefits. Directing his attack at the use of radical mastectomy in the aged, he said that cancer specialists have repeatedly shown that, beyond 70 years of age, simple mastectomy offers better survival in years than does radical surgery. There is "very little evidence that the risk accompanying so-called stage I cancer of the breast justifies the mortality of 'super' operations," Dr. Byrd added.

Dr. George Crile, Jr., in a report to the Cambria County, Pennsylvania, Medical Society mentioned a long list of side effects and inconveniences following radical mastectomy. He says that bizarre alterations of this operation have resulted in so much removal of the skin that skin grafting was necessary in many cases. "Now, all of this would have been worthwhile had the results in terms of improvement of the five-year survival rates... or improvements in terms of the death rate per hundred thousand women affected by breast cancer been modified." However, the sad fact is that "these rates have not changed," Dr. Crile concluded.

ANNUAL REPORT

For the fiscal year ended November 30, 1964

SEAFARERS WELFARE FUND

17 Battery Place, New York, N.Y. 10004

to the

SUPERINTENDENT OF INSURANCE

of the

STATE OF NEW YORK

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

EXHIBIT B-1

SUMMARY STATEMENT OF ASSETS AND LIABILITIES

As of November 30, 1964

(Name of plan) Seafarers Welfare Fund

(Address of plan's principal office) 17 Battery Place, New York, N.Y. 10004

ASSETS*

	Column (1)	Column (2)	Column [†] (3)
1. Cash		843,960.92	
2. Bonds and debentures			
(a) Government obligations ...	796,407.58		
(b) Nongovernment bonds	2,115,200.00		
(c) Total bonds and debentures ..	2,911,607.58		NOT
3. Stocks			APPLICABLE
(a) Preferred	—0—		
(b) Common	1,174,983.02		
4. Common trusts	—0—		
5. Real estate loans and mortgages ...	—0—		
6. Operated real estate	—0—		
7. Other investment assets, U.S. Treasury Bills	294,606.00	4,381,196.60	
8. Accrued interest paid on investments ..			
9. Prepaid expenses			
10. Other assets			
(a) See Attachment	16,086.13		
(b)			
(c)		16,086.13	
11. Total assets		5,241,243.65	
LIABILITIES AND FUNDS			
12. Insurance and annuity premiums payable			
13. Reserve for unpaid claims (not covered by insurance)			
14. Accounts payable. See Attachment ..	6,574.56		
15. Accrued payrolls, taxes and other expenses	—0—		
16. Total liabilities		6,574.56	
17. Funds and reserves			
(a) See Below	2,407,789.00		
(b) Fund Balance	2,826,880.09		
(c)			
(d) Total funds and reserves ...		5,234,669.09	
18. Total liabilities and funds		5,241,243.65	

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

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

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

Item 17 (a) Reserve for welfare benefits for pensioners and their dependents—\$2,407,789.00

EXHIBIT B-2

SUMMARY STATEMENT OF RECEIPTS AND DISBURSEMENTS

As of November 30, 1964

(Name of plan) Seafarers Welfare Fund

(Address of plan's principal office) 17 Battery Place, New York, N.Y. 10004

RECEIPTS

1. Contributions		
(a) Employer	5,464,854.95	
(b) Employees		
(c) Others (Specify)		
2. Interest, dividends, and other investment net income	179,138.85	
3. Gain (or loss) from disposal of assets, net		
4. Dividends and experience rating refunds from insurance companies		
5. Other receipts		
(a) Interest on delinquent contributions	5,654.97	
(b) Equipment and office improvement rentals	36,573.11	
(c) Miscellaneous	3,845.42	46,073.50
6. Total lines 1 to 5, inclusive		5,690,067.30

DISBURSEMENTS

7. Insurance and annuity premiums paid to insurance companies for participants benefits		—0—
8. Benefits provided other than through insurance carriers or other service organizations		4,273,689.43
9. Administrative expenses		
(a) Salaries (Schedule I)	367,167.14	
(b) Fees and commissions	60,734.82	
(c) Interest	—0—	
(d) Taxes	16,098.37	
(e) Rent	24,875.62	
(f) Other administrative expenses	176,115.15	644,991.10
10. Other disbursements		
(a) See Attachment	57,251.59	
(b)		57,251.59
11. Total lines 7 to 10, inclusive		4,975,932.12
12. Excess (deficiency) of receipts over disbursements (line 6, less line 11)		714,135.18

RECONCILIATION OF FUND BALANCES

13. Fund balance at beginning of year	2,740,582.91
14. Excess (deficiency) of receipts over disbursements (line 12)	714,135.18
15. Other increases or decreases in funds	
(a) Net increase or decrease by adjustment in asset values of investments increase in Reserve for Welfare Benefits for Pensioners and their Dependents	(627,838.00)
(b)	
(c)	(627,838.00)
16. Fund balance end of year	2,826,880.09

SEAFARERS WELFARE PLAN

ATTACHMENT TO ANNUAL REPORT — FORM D-2

NOVEMBER 30, 1964

Item No.

1. Seafarers Welfare Plan is identified with various Atlantic, Gulf Coast and Great Lakes steamship companies, tugboat and dredging operators who have collective bargaining agreements with the Seafarers International Union of North America, Atlantic, Gulf, Lakes and Inland Waters District, the Inland Boatmen's Union of the Seafarers International Union of North America, Atlantic, Gulf, Lakes and Inland Waters District, and the Seafarers International Union of North America, Great Lakes District.

5B Classes of Benefits Provided

Death	Sickness and Accident
Hospital	Medical Examination Program
Maternity	Blood Transfusions
Optical	Surgical
Medical	Special Therapeutic Equipment
Burial Plots	Blood Bank
Rehabilitation	Rehabilitation Therapy

EXHIBIT B-1—Item 10—Other Assets

Investment in Stock of Wholly-Owned Corporation (At Cost)	\$ 2,000.00
Miscellaneous Receivables	8,827.13
Deposits	259.00
Capital Donated to Wholly-Owned Corps.	\$476,293.70
Less: Reserve for Donated Capital	471,293.70
Fixed Assets	
Furniture and Fixtures—New York	375,531.18
Furniture and Fixtures—Detroit	8,623.18
Medical and Safety Program Facilities	
Brooklyn, New York	93,502.92
Puerto Rico	64,013.31
New Orleans, Louisiana	45,766.05
Baltimore, Maryland	46,346.07
Furniture and Fixtures—Blood Bank Program, N.Y.	558.78
Equipment Outposts	1,181.43
Cemetery Plots	887.50
	636,410.42
Less: Reserve for Fixed Assets	636,410.42
	—0—
Total Other Assets	\$16,086.13

Item 14—Accounts Payable

Payroll Taxes Withheld	\$ 5,568.63
Accounts Payable	1,005.93
	\$ 6,574.56

EXHIBIT B-1 — Statement of Significant Unrecorded Assets and Liabilities

ASSETS	
Contributions Receivable—Note	\$1,335,296.70
Interest Receivable on Bonds	41,612.68
Miscellaneous Receivables	30,314.27
	\$1,407,223.65
LIABILITIES	
Incurred Benefits Payable	\$ 326,753.89
Administrative Expenses Payable	34,446.56
	\$ 361,200.45

Note: Included herein are delinquent contributions in the amount of \$418,057.71 due from various companies as principals for their own vessels or as agents for other companies. Attorneys for the Plan have instituted suits libeling various vessels under the control of the companies and the parties involved are presently engaged in bankruptcy or admiralty proceedings.

(Continued on page 18)

ANNUAL REPORT

(Continued from page 17)

EXHIBIT B-2—Line 8 and Page 2—Item 7

Benefits provided other than through insurance carrier or other service organization. Cost of Benefits Paid	\$4,219,140.03
Cost of fixed assets acquired for purpose of providing specific benefits	54,549.40
	\$4,273,689.43

EXHIBIT B-2—Line 10—Other Disbursements

Trustees Meetings	\$ 7,300.36
Travel Expenses	7,585.22
Furniture, Fixtures and Equipment	29,146.73
Maintenance of Real Estate	13,219.28
	\$ 57,251.59

ANNUAL REPORT OF THE

SEAFARERS WELFARE FUND

STATE OF New York }
 COUNTY OF New York } ss.
 and

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

Employer trustee:
 Max Harrison Subscribed and sworn to before me this
 26th day of April, 1965

John J. Raguseo
 JOHN J. RAGUSEO
 NOTARY PUBLIC, State of New York
 No. 29-682295
 Qualified in Nassau County
 Cert. filed in Nassau Co. & N.Y. Co.
 Commission Expires March 20, 1968

Employee trustee:
 Al Kerr

ANNUAL REPORT

For the fiscal year ended November 30, 1964

SEAFARERS PENSION FUND

17 Battery Place, New York, N.Y. 10004

to the

SUPERINTENDENT OF INSURANCE

of the

STATE OF NEW YORK

The data contained herein is for the purpose of providing general information as to the condition and affairs of the fund. The presentation is necessarily abbreviated. For a more comprehensive treatment, refer to the Annual Statement, copies of which may be inspected at the office of the fund, or at the New York State Insurance Department, 123 William Street, New York, N.Y. 10038

EXHIBIT B-1

SUMMARY STATEMENT OF ASSETS AND LIABILITIES

As of November 30, 1964

(Name of plan) Seafarers Pension Plan

(Address of plan's principal office) 17 Battery Place, New York 4, NY.

ASSETS*

	Column (1)	Column (2)	Column* (3)
1. Cash		120,049.37	
2. Bonds and debentures			
(a) Government obligations	251,785.00		
(b) Nongovernment bonds and notes	3,226,052.77		
(c) Total bonds and debentures	3,477,837.77		Not Applicable
3. Stocks			
(a) Preferred	511,307.86		
(b) Common	3,510,617.55		
4. Common trusts			
5. Real estate loans and mortgages	284,935.21		
6. Operated real estate			
7. Other investment assets, U.S. Treasury Bills	193,131.13	7,977,829.52	
8. Accrued interest paid on investments		3,986.46	
9. Prepaid expenses			
10. Other assets			
(a)			
(b)			
(c)			
11. Total assets		8,101,865.35	

LIABILITIES AND FUNDS

12. Insurance and annuity premiums payable	
13. Reserve for unpaid claims (not covered by insurance)	
14. Accounts payable	
15. Accrued payrolls, taxes and other expenses	
16. Total liabilities	
17. Funds and reserves	
(a) Reserve for future benefits and expenses	8,101,865.35
(b)	
(c)	
(d) Total funds and reserves	8,101,865.35
18. Total liabilities and funds	8,101,865.35

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

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

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

EXHIBIT B-2

SUMMARY STATEMENT OF RECEIPTS AND DISBURSEMENTS

For Year Ending November 30, 1964

(Name of plan) Seafarers Pension Plan

(Address of plan's principal office) 17 Battery Place, New York, N.Y. 10004

RECEIPTS

1. Contributions		
(a) Employer	3,926,148.00	
(b) Employees		
(c) Other (Specify)		
2. Interest, dividends, and other investment net income	245,272.49	
3. Gain (or loss) from disposal of assets net	9,995.04	
4. Dividends and experience rating refunds from insurance companies		
5. Other receipts		
(a)		
(b)		
(c)		
6. Total lines 1 to 5, inclusive	4,181,415.53	

DISBURSEMENTS

7. Insurance and annuity premiums paid to insurance companies for participants benefits		
8. Benefits provided other than through insurance carriers or other service organizations	1,095,472.88	
9. Administrative expenses		
(a) Salaries (Schedule 1)	51,539.41	
(b) Fees and commissions	26,615.25	
(c) Interest		
(d) Taxes	2,143.70	
(e) Rent	3,739.31	
(f) Other administrative expenses	53,084.04	137,121.71
10. Other disbursements		
(a) Trustees' meetings expenses	6,056.10	
(b) Traveling expenses	672.94	6,729.04
11. Total lines 7 to 10, inclusive		1,239,323.63
12. Excess (deficiency) of receipts over disbursements (line 6, less line 11)		2,942,091.90

RECONCILIATION OF FUND BALANCES

13. Fund balance at beginning of year	—0—	
14. Excess (deficiency) of receipts over disbursements (line 12)	2,942,091.90	
15. Other increases or decreases in funds		
(a) Net increase or decrease by adjustment in asset values of investment		
(b) Net increases in reserve for future benefits and expenses	(2,942,091.90)	(2,942,091.90)
(c)		
16. Fund balance end of year	—0—	

ANNUAL REPORT OF THE

SEAFARERS PENSION FUND

STATE OF New York }
 COUNTY OF New York } ss.
 and

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

Employer trustee:
 Max Harrison Subscribed and sworn to before me this
 26th day of April, 1965

John J. Raguseo
 JOHN J. RAGUSEO
 NOTARY PUBLIC, State of New York
 No. 29-682295
 Qualified in Nassau County
 Cert. filed in Nassau Co. & N.Y. Co.
 Commission Expires March 20, 1968

Employee trustee:
 Al Kerr

Pigeon Passengers



Seafarers Leon Tekot (left) and Frank Pasaluk hold two "passenger" pigeons who hitched a round trip ride aboard the Geneva on the vessel's Delaware to Canada run. Bosun Pasaluk and A. B. Tekot took good care of their feathery guests, releasing them when the pilot came aboard at the Delaware Station. While in passage, the birds feasted on special dishes prepared for them by chief steward, Antonio Alfonso.

From the Ships at Sea

One of these days, and it won't be long, Seafarers will be ordering their ship-board menus, just as they do in port. It will not be unusual to hear one choosy sailor asking for beef stroganoff, another for steak, another for chicken in wine sauce, his mate for veal parmigian, and so on down the line. And, what's more, each will receive his choice plate in less than three minutes. It's all part of a tentative chow study jointly conducted by the SIU and several union - contract-ed companies.

"We're experimenting with pre-prepared, frozen entrees," says D. P. Eldemire aboard the Steel Advocate (Isthmian), one of the vessels participating in the tests. "Pre-prepared, frozen entrees enable the galley to serve a greater number of dishes cheaper, faster, more efficiently and with less trouble than ever before. Up to forty different entrees can be stored in the freezer and made immediately available, according to the varying tastes of the crew. And the same goes for side dishes, pastries and sandwiches. The program is going real well," announces brother Eldemire. "The chow is excellent and we recommend a continuing study to determine the best brands of frozen foods and the best methods and equipment for preparing them."



Eldemire

when men were men and glasses were crystal."

Tom Gordon of the Steel Recorder (Isthmian) reports that a message sent to the White House urging retention of Under Secretary of Labor John F. Henning, received a quick reply from Labor Department representative John B. Clinton, thanking the crew for the benefit of their views. Brother Gordon urges fellow-Seafarers to follow the example of the Steel Recorder crew. "Write to your Congressmen and Senators," he says. "Let them know how you feel on issues that are important to the maritime industry and to you personally."

An investigation was launched last week aboard the Globe Carrier (Maritime Overseas) to get to the bottom of those flying saucer rumors that have been circulating from deck to deck ever since the ship left port. Ship's delegate John Flood, who was elected to head the investigating committee, turned in the following report: "The reports of flying saucers aboard ship are completely unfounded and false. The unidentified flying objects that have been plaguing crewmembers, causing them to duck and dodge as they go about their duties, are not saucers at all. They are pastries. These baker's concoctions are so light and fluffy that, unless firmly anchored to the table, they take wing and float about the vessel, causing great consternation among the crew."



Flood

It's a case of the tea kettle calling the coffee pot black—at least too black to brew tea in. The "we'd sooner Lipton" contingency aboard the Spitfire (General Cargo) insists that once an urn is used for boiling coffee, it's no good for anything else. "The coffee-klatch gang is getting privileged treatment," complains ship's delegate H. S. Christensen, "and we're demanding equal time and separate facilities." "Ditto for us," piped up a hot chocolate lover who prefers to remain anonymous. "Even though we're a minority, we have our rights." "Well," sighed a resigned steward in the back, "it looks like the Spitfire will be carrying a three-urn galley."

Nowadays, everything is made of plastic—from the new face on your favorite movie star, to that "bullet-proof, jet-age, invisible plastic shield" that proves invulnerable to baseballs and machinegun slugs on T.V. commercials. But when the plastic craze takes to the sea and boards the dining tables, it's time for Seafarers to draw the line. "We've put our collective foot down," says Eugene A. Stanton, ship's delegate aboard the Transorip (Hudson Waterways.) "We've served notice that plastic table service must go. We're out to bring back the good old days



Stanton

The crew aboard the Los Angeles (Sea-Land) has been spending their off-duty hours at the ping-pong table, lounging in the reading room, working-out in the gym, or catching the latest rerun on T.V. The ship's recreation facilities have been placed at the disposal of the crew. According to delegate Leo Bruce, the boys are whipping themselves into shape—toning up those physical and mental muscles. "By the time we hit port," says brother Bruce, lighting a cigarette and laying his billiard cue aside, "we'll be in pretty fine condition. Those shoreside gals are sure in for a treat," he added, casually hefting a barbell. "You know the old saying, all work and no play..."



Bruce

Delegate B. Tippens, sailing aboard the Topa-Topa, reports that the Captain was so well satisfied with the work and behavior of the crew that he commended all on board for their efforts, expressing special appreciation for a job well-done by the steward department. "All and all, it was an excellent voyage," the captain is reported to have declared.

Speaking on behalf of the entire crew on board the SS Manhattan (Hudson Waterways), delegate L. P. Hagmann extends a hearty vote of thanks to Captain Redding for the Captain's special consideration and his expert treatment of a crew member who became ill during the voyage.

Delegate Alfred H. Anderson reports that Seafarers aboard the Steel Designer (Isthmian) participated in a real-life fire rescue drill. Receiving a distress signal from a Lebanese freighter, the Steel Designer turned about in mid-course and raced to the disaster scene. When they arrived, the freighter was still afloat, but engulfed in flames. Fortunately the crew of the burning vessel had already been picked up by a ship that was in the immediate area. "Seeing something like that at first hand really teaches you a lesson about the dangers of fire at sea," says brother Anderson.

Roger Hall, Meeting Secretary aboard the San Francisco (Sea Land), reports that the men have requested fans to keep things moving coolly in the crew pantry.



Anderson

STEEL VENDOR (Isthmian), April 4 — Chairman, Wilard Mulling; Secretary, Fred Shaia. Ship's delegate reported that everything has been running smoothly so far, \$1.85 in ship's fund. Motion made to have all companies issue American money in all foreign ports, before arrival. If ship is in port for more than five days, the captain should go to customs and get permission to issue American money. An amendment to

to have drinking fountain in mess-hall moved to passageway due to its being a safety hazard. Ship's delegate to discuss with captain the possibility of having starboard compressor repaired due to its being excessively noisy during meal hours. \$2.00 in ship's fund.

TRANSINDIA (Hudson Waterways), April 25 — Chairman, Joe Crowley; Secretary, Boyd H. Amsberry. \$23.50 in ship's fund. One man short in steward department. All members interested in retirement pay. Vote of thanks to the chief electrician for fixing washing machine. Vote of thanks to the steward department for doing a good job.

IBERVILLE (Waterman), May 2 — Chairman, J. W. Allan; Secretary, J. W. Singer. Ships delegate reported that all is well, \$8.75 in ship's fund. Some disputed OT in deck department. Motion made that due to constant rise in cost of living and failure of headquarters to promote a raise in wages, for a long time, eliminate assessments for A.O.A. and G.F. in order to release members from financial burdens.

AMES VICTORY (Victory Carriers), April 18 — Chairman, S. McCormick; Secretary H. T. Andersen. No beefs reported by department delegates.

PILOT ROCK (Columbia Steamship), May 4 — Chairman, George Brady; Secretary, G. W. Luke. One man hospitalized in Port Suez, Egypt. One man missed ship at Port Arthur, Texas. Vote of thanks to the captain and his officers for the prompt attention to hospitalized crewmember. Vote of thanks to the steward department. Everyone is getting fat.

YORKMAR (Calmar), May 2 — Chairman, G. M. Wright; Secretary, W. L. Glogg. One man in deck department left ship in Panama due to death in family. Some disputed OT in engine department. Beef about food not being prepared properly. Steward to check preparation of food.

HENRY STEINBRENNER (Kinsman), April 25 — Chairman, Leon Striba; Secretary, None. Request that the patrolman meet the ship in regards to squaring away a few beefs. Request made that new contract spell out the vacation pay as does the deep-sea contract. Brother R. C. Rutherford, steward on board should be awarded a medal for being one of the cleanest and most accommodating cooks on the Great Lakes.

HENNEPIN (Redland), April 24 — Chairman, Ben Sprague; Secretary, D. F. Siedlecki. \$8.00 in ship's fund. OT slips to be turned over to patrolman by deck department. Everything is fine and dandy in the engine and steward departments.

DIGEST of SIU SHIP MEETINGS

above motion: Should certain laws be in conflict with this motion, then the American Consul in that port should be contacted. Voluntary contributions accepted for ship's fund.

MT. WASHINGTON (Victory Carriers), April 28—Chairman, Peter F. Patrick; Secretary, Charles D. Phillips. One man missed ship and two went to hospital in Bahrain. No beefs and no disputed OT.

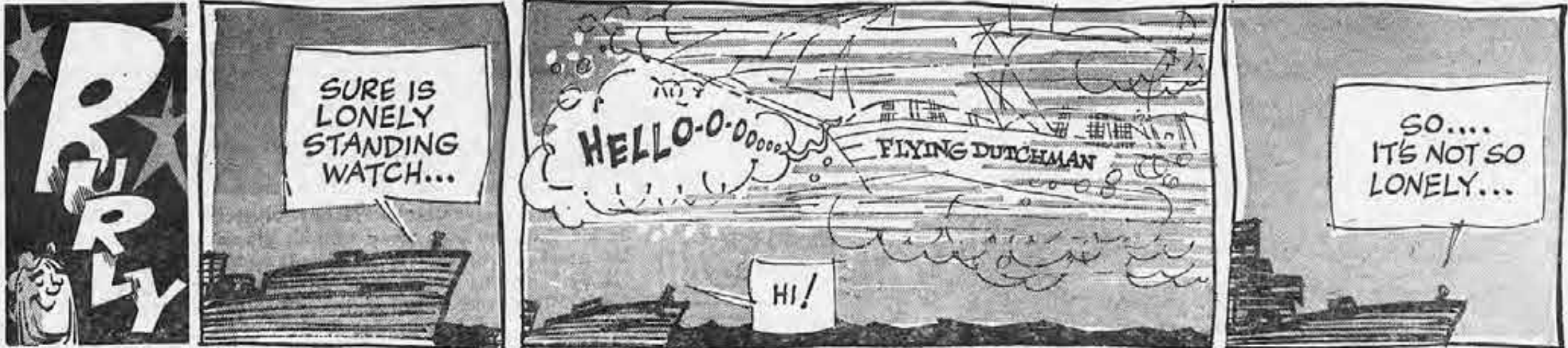
GLOBE CARRIER (Maritime Overseas), April 25—Chairman, H. Smith; Secretary, W. F. Barth. Ship's delegate reported that everything is running smooth. Motion made that the LOG publish all the aims of the negotiating committee.

TRANSEASTERN (Transeastern), May 3 — Chairman, Darley Milburne; Secretary, Arnold Michael. \$14.80 in ship's fund. Disputed OT in engine department. Vote of thanks to the steward department for a job well done.

STEEL DIRECTOR (Isthmian), May 2 — Chairman, Farrand; Secretary, Luis Malta. No beefs reported by department delegates. Motion made that each man donate \$1.00 to ship's fund. Request made for more milk aboard.

MONARCH OF THE SEAS (Waterman), May 8 — Chairman, Edward Morris, Jr.; Secretary Brown Huszar. No beefs reported by department delegates. Crew requested to dump garbage in chute and not on deck. Vote of thanks to the steward department.

STEEL CHEMIST (Isthmian), May 2 — Chairman, H. Orlando; Secretary, V. Torregrossa, Jr. Vote of thanks to Shaky for repairing TV antenna. Motion made to have ship sprayed to get rid of roaches. Motion made



Seafarer Declares Danes Are A Sailor's Best Friend

Seafarer William J. McNeely hasn't exactly lived a life filled with unusual adventures, but he has been just about everywhere a vessel can go. And don't forget, he points out, what might seem like adventure to a land-dweller, is all in a day's work to the average Seafarer.

"A working seaman," he says, "learns to take storms and other sea perils in his stride. Coping with danger is just another part of his job."

Travel is another story. According to Brother McNeely, the wanderlust of the sailor is never satisfied and each new voyage has a glamor of its own.

"There's something new and different in every port," he says. "In a way, each time you ship out is like the first time."

Of all the countries he has visited, he is most impressed with the Scandinavian nations.

"Especially Denmark," he insists. "I think that it's probably the cleanest country in the world. You can't even find a match stick on the street. The Danes take a great pride in the condition of their homes, their streets and their cities."

"The job that they've done rebuilding and maintaining their country since World War II is

amazing. They've re-created a nation out of ruins.

"And the people are among the most courteous and relaxed I have ever seen. They treat a visiting American like a long-lost friend or member of the family. I have never been made to feel so much at home as I have in Denmark."

"I think we can all take a few lessons from the Danes," McNeely adds.

A chief steward, McNeely has sailed since 1943, joining the SIU in 1946.

SIU Is Tops

"This SIU is absolutely the best," he declares. "I've raised three children on what I've earned since I signed on with the SIU. I could have never done it without the Union. And I don't have to worry about the future—old age and medical expenses. The Seafarer's Welfare Plan will handle that for me."

Before sailing, brother McNeely had been a chef, working for various industrial concerns in Baltimore, his home town.

"But I'll take sailing over working shoreside," he explains, "because the sea is the only place to make a really good living. The job

is always there and the money is always good."

During his off hours, McNeely has no special hobbies, but he does enjoy reading good western stories.

"You know," he says with a grin, "a Seafarer feels right at home with a good western yarn. He has no trouble identifying with the western hero who moves from town to town just like a seaman sails from port to port."

Now 56 years old, McNeely has no immediate plans to retire.

"I like the sea," he says. "I don't want to retire. I prefer to keep working and remain active."

Brother McNeely is a man who enjoys his occupation. "I take particular pride and pleasure in cooking at sea," he says, "especially in putting together extra-special fancy meals. And the crew just loves it," he adds.



McNeely

OLD-TIMER



DON'T JUST TOSS OILY AND GREASY RAGS ASIDE WHEN THROUGH WITH THEM —

THEY SHOULD BE DEPOSITED IN A METAL CONTAINER. PLAY IT SAFE—AVOID THE CHANCE OF STARTING A FIRE.



Seafarer Recalls Fiery Battles He Fought In And Out Of Ring

Retired Seafarer Charlie Haytcher, an ex-boxer, was reminiscing the other day and recalled some tough fights he's had in the ring and out.

Haytcher is on pension now, drawing disability benefits resulting from serious injuries

he suffered to his hands while fighting a fire aboard the dredge King Cole, which is under contract to the SIU's Great Lakes Tug and Dredge Region.

"I was sailing in the engine department," Haytcher recalled. "Suddenly, one of the King Cole's oil burners backfired, knocking me to my knees and engulfing me in a downdraft of flame. You know," Haytcher admitted with a grin, "I even had my dukes up."

The next few minutes were hectic. Haytcher's jacket had caught fire, forcing him to beat out the flames with his hands. "For a second," he said, "it looked like the final K.O."

Turning off the feed pump, Haytcher went after the assorted rags and other burnables scattered around the boiler room, stamping and beating out fires with his hands and feet.

"It was a rough bout," he said, "and I can truly say that I'm lucky I won."

Haytcher was rushed to a hospital in a police ambulance. His hands were so badly burned that they required skin grafts.

In March, 1965, Haytcher finally retired, drawing disability pension benefits as a result of the burns he received while heroically fighting the King Cole blaze.

Fire-fighting is not the only kind of battling that brother Haytcher is familiar with. Back in his teens he first put up his dukes as a featherweight in the old Golden Watch Competitions of the Cleve-

land Athletic Club. The next time he entered the ring he went in as a serviceman, boxing in the American Expeditionary Force competitions of 1918 in Paris.

Fought The Finest

"I fought some pretty good boys in my time," he recalls. "In fact, I knocked out Mike Dundee right before Mike fought Johnny Kilbane. I should have been featherweight champ of the AEF."

Haytcher joined the SIU in Cleveland where he makes his home with his wife Anna.

"The SIU is tops with me," he says. "And that pension is going to make all the difference. I can relax for the rest of my days."

Brother Haytcher will spend many of those days thinking back to his past glories in the ring. "Memories of those days are my happiest possession," he confesses.

Pension Benefits Bring Thanks

To the Editor:

The day I received my first pension check was a very great day in my life. As a member of the SIU, I can truly say that this Union is absolutely

when their working days are over. May God bless you, all and smooth sailing.

Percy J. Thornton, T197

Thanks Crew For Aid

To the Editor:

When I received a wire informing me that my dad was about to die, we were in the South China Sea headed for the Phillipines, aboard the SS Transeastern.

When the crew found out, 100% of them chipped in, contributing an amount that more than made up my air fare home.

This meant more to my family and myself than I know how to say. We want the men and union brothers aboard the Transeastern all to know how much we appreciate it.

I am very proud to be a member of the SIU. There isn't a finer bunch of people in any organization.

All I can say is thanks again.

E. D. Thompson

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.

tops in my estimation. It is a wonderful thing for a man who has worked all his life to know that when he retires his later years are taken care of. This is what the SIU pension means to me. I thank God that I belong to a Union that cares enough about its members to see that they are not forgotten

LOG-A-RHYTHM:

Moods of Peace

By Henri Percikow

When listening,
To the cry of birds,
Echoing from green lit tree
My heart is strummed with joy.

When water beads
Drum arid earth,
Feeding root
Life will flood my heart.

When pumpkin moon,
Slips under veil
In crystal knobbed sky
Magic sweeps my heart.

When men bow in prayer
Blessing life,
My heart throbs like a bell,
Pealing for Peace.



Seafaring ex-boxer Charles "Happy" Haytcher recently hung up his seafaring togs along with his gloves to retire on an SIU pension. Above, Happy (r) puts up his mitts to receive his first pension check from Cleveland port agent Tom Gerity. Haytcher sailed in the SIU Great Lakes Tug and Dredge Region.

Editor,
SEAFARERS LOG,
675 Fourth Ave.,
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Haul Away, Joe



Seafarers Joe Dunn and Demetris Mastrotonis haul away on lines and tighten up ship as Steel Voyager prepared to dock in New York recently. The seafarers both A.B.'s, looked forward to spending some time out on the town after the Voyager hit port.

Seafarers Button Up Ship In Tight Concrete Topcoat

Finding themselves in a difficult situation, enterprising crewmembers aboard the SIU-contracted Delaware (Meadowbrook Trans.) reached into their bag of tricks and came up with some concrete answers to some awfully leaky problems. The Delaware, on a grain run

to India, ran into a series of bad storms that ruptured plates and punched holes throughout the ship's structure. Undaunted, the crew plugged the openings as fast as they appeared, using batches of raw concrete that they whipped together from cement stores normally carried to safeguard the hold from chain pipe leakage.

"My mates are probably the best mixing crew to sail the seven seas," says Bosun Chuck Hostetter, "and I've got the hard facts and callouses to prove it."

"It all started," continues brother Hostetter, "when we signed aboard the Delaware at Swan Island Shipyard, Portland, Oregon. The yard workers were fitting the ship out for a grain run to Madras, India. When they finished, we went up river and loaded the grain. We sailed the 14th of February.

storm and our troubles would start all over again.

"Then the Deck—Deck Maintenance Charles Volk—and I started looking for holes in the deck. When we got forward of the house we found two big ones on the foc'sle head near the reefer machinery space.

"We cemented those and then Deck yelled over to me, 'I see another one.' I said, 'I see two.' Deck said, 'I see three more.' I said, 'mix some cement.'

"Eleven holes later, we took a coffee break.

"Well, we bailed water till we looked like fountainheads. Finally we got to Singapore and fair weather.

"I still wish we had a portable pump and a cement mixer on board. I mentioned this to the captain, and he agreed that we needed both.

"And how right he was. Because next we tore out the overhead wood and insulation in one reefer box and saw the sun shining brightly overhead.

"Mix some cement, Deck!"

"Now I know why they packed us up with 65 bags of cement," commented Deck, a little on the bitter side.

"Hey Chuck," interrupted steward Dick Simpson, "my dry storeroom is full of water."

"I answered that if it was full of water it couldn't be a 'dry' storeroom. Then I thoughtfully added; 'Deck! mix some more cement.'

"The steward mentioned that they didn't teach him anything in the upgrading program about storerooms full of water.

"Hah! They should have, I said.

Broken Glass

"Just imagine being awakened at two A.M. in the morning by three well-drenched messmen — one with a cut foot and the other two yelling: 'Hey, bosun! come quick. Our porthole glasses are all broken out.'

"That's exactly the way it happened. So I figured I might as well get up and check all the other ports and glasses. I did, and found that 19 more were cracked or broken.

"Hey, Bosun," yells A. B. Jarvis, "the old man wants you topside right now."

"Hey, bosun, we have a small leak over the wheelhouse and it's

running down onto the radar set. See if you can find it and patch it up."

"Running all over, huh? Small leak and it's running? 'Mix some cement, Deck!'

"Twenty holes later... Sure wish we had a portable cement mixer.

Ship's Damage

"Well, we finally made it to Madras and because of the strike back in the States we were the only American ship there with grain. We discharged all our cargo and the company flew out an engineer to look over the ship's damage. He found a plate opposite the chain locker cracked and a plate ruptured in the inner bottom tank, a fuel tank under the #1 hold.

"There went 25 bags of cement, and wasn't my Deck Maintenance glad to see that cement go. I caught him looking down into the #1 hold, muttering: 'use it all, damn it, use it all, all of it, use it all!'

"Now I wonder what he could have been talking about.

"Then the anchor windless went out and we found a big hole in the bottom of the casing. 'Mix up some more cement, Deck!'

"I sent A. B. Jim Loe aft to paint a vent on top of a mast house, but Jim couldn't find the vent. It had fallen through into the #4 hold. 'Mix some cement, Deck!'

"Next we went up to Eilat, Israel to load pot ash for Korea. Now we are nearing Singapore for a fuel-up on our way to the Japan Sea. 'Mix some cement, Deck!'

"The mate wants to chip the cabin deck in Korea, but Deck doesn't think it's safe — besides, we're running short of cement.

Cement Mixers

"The compass, telegraph, gyro stand and voice tube atop the wheel house are all cemented up, and looking good. By now, Deck and I could get a job with any cement company in the world. We're experts.

"We just finished overhauling the lifeboats and are heading for the Japan Sea. I asked Deck if he wanted to seal each lifeboat with a bag of cement. No cement—oops, I mean no comment.

"Deck, mix another batch. Boy, I sure wish we had a portable cement mixer."

Notify Union On LOG Mail

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

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

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

Terrible Storm

Once outside the Columbia River, we hit on into a beautiful

but terrible storm. The next day, the ship was down by the head. At first I thought the cement must have come out of the chain pipes and filled the chain locker and fore peak. The captain

turned about so that my deck man, Charles Volk, and myself could get forward to take a look. The cement was holding well and the fore peak top was still closed.

"We opened the fore peak for a look-see, and found the chain locker full of water. Since the lower fore peak tank was empty, we went down and cut a hole in the bottom of the chain locker and let the water drain into the fore peak tank, figuring that the engineer could pump it out.

"We sure could have used a portable pump, but there was none on board.

"Next we tried to siphon the water out. No luck. Then, one by one, we tried all the time-honored and proven methods, but none would work.

Cream of Wheat

"Finally, we went into the reefer boxer in the No. 1 hold. Luckily all the doors had good gaskets. Otherwise, by the time the water was through down there, No. 1 lower hold would have been full of Cream of Wheat—not dry grain.

"I called all hands and we started bailing the water out with buckets.

"We bailed water for 14 days and 14 nights. Every time we'd get those boxes dry, we'd hit another



TRANSEASTERN (Transeastern), March 21—Chairman, W. Dauley; Secretary, M. K. Arnola. Ship's delegate reported everything running smoothly. No disputed OT reported by department delegates. Motion made that if steward department is cut down on provisions ordered by the Captain it is to be brought to the attention of the ship's delegate or department delegates before leaving port.

SEATRAN GEORGIA (Seatrains Lines), April 8—Chairman, Herbert C. Justice; Secretary, J. F. Dickerson. Ship's delegate reported three day's subsistence due on next pay-off. Deck department reported some disputed OT. Steward department reported two

Vote of thanks extended to Sam McDonald, baker.

BIENVILLE (Sea-Land), April 28—Chairman, R. Aguiar; Secretary, D. G. Chafin. Ship's delegate reported that some repairs have been completed and the rest will be taken care of later on. \$15.10 in ship's fund. Brother Robert DiSarno was elected to serve as new ship's delegate. Vote of thanks to the retired ship's delegate for a job well done.

DEL SUD (Delta), April 23—Chairman, Paul Turner; Secretary, Harold Crane. \$5.30 in ship's fund. No beefs reported by department delegates. Brother H. Crane was elected to serve as new ship's delegate. Vote of thanks to Brother M. Dunn for job well done.

ROBIN SHERWOOD (Robin), April 18—Chairman, David P. Manafe, Secretary, W. I. Bennerson. No beefs reported by department delegate. Union to be contacted regarding shore leave in Ascension Island. Vote of thanks to the steward department.

STEEL VOYAGER (Isthmian), April 24—Chairman, James M. Hand; Secretary, John D. Galloway. Brother John Galloway was elected to serve as ship's delegate. Few hours disputed OT in deck department.

AZALEA CITY (Sea-Land), April 22—Chairman, Lou Cevette; Secretary, John Johnson. Ship's delegate reported that there is some disputed OT re delayed sailing. Vote of thanks extended to the steward department.

MORNING LIGHT (Waterman), March 20—Chairman, Ernest Newhall; Secretary, John Kucharski. Ship's delegate reported that ship is clean with no beefs. Vote of thanks extended to the entire steward department for a job well done.

DEL RIO (Delta), April 25—Chairman, Radich S. Tony; Secretary, A. Tolentino. Everything is running smoothly in each department. Vote of thanks extended to Brother Rigby Walter resigning ship's delegate. Brother A. Abner was elected to serve as new ship's delegate.

DELAWARE (Meadowbrook), April 11—Chairman, F. L. Jarvis; Secretary, A. Yarborough. Brother F. L. Jarvis was elected to serve as ship's delegate. No beefs or disputed OT reported by department delegates.

GLOBE PROGRESS (Maritime Overseas), April 25—Chairman, Claude Duval; Secretary, Nicholas Hatgimios. Some disputed OT in deck department, otherwise everything is O.K. Brother Julian Wilson was elected to serve as ship's delegate. Vote of thanks to all delegates and to the entire steward department for wonderful food and a job well done.

DE SOTO (Waterman), April 25—Chairman, Walter W. LeClair; Secretary, J. F. Castronever. Ship's delegate reported that everything is running smoothly so far. Discussion about contacting Union about single room for day men, and watch foc'sle for deck department. Vote of thanks to the steward department for the fine meals, good cooking, preparing and service.

FLORIDA STATE (Everglades), April 30—Chairman, V. C. Smith; Secretary, Antonio Gonzalez. Discussed disputed OT. No beefs reported.

J. L. REISS (Reiss), May 7—Chairman, Thomas E. Brown, Sr.; Secretary, George Bedkin. Brother Robert Wagner was elected to serve as engine delegate. Suggestion that linen hours be posted and to stop issuing such during meal hours.

DIGEST of SIU SHIP MEETINGS

men missed ship on sailing from Texas City, Texas. Brother Carlos Rocafort was elected to serve as new ship's delegate. Vote of thanks to steward department for job well done. Vote of thanks to Brother Ed Lanier, former ship's delegate for job well done.

COMMANDER (Marine Carriers), March 15—Chairman, T. Drzewicki; Secretary, R. E. King. Ship's delegate reported delayed sailing in Norfolk due to engineers and Coast Guard. Payoff held up due to beef on monthly pay. No disputed OT reported by department delegates. Please pick up cups when finished and keep feet off chairs.

PANOCEANIC FAITH (Pan Oceanic Tankers), March 28—Chairman, Kenneth Collins; Secretary, Kenneth Collins. Ship's delegate reported no beefs; all going smooth. Brother M. J. Berry was elected to serve as new ship's delegate. All departments to see department delegates before going to see ship's delegate accepted. No disputed OT reported by department delegates. Ship's delegate to see Captain about repairs.

YORK (American Bulk Carriers), March 28—Chairman, Edward Clifton; Secretary, Seymour Heinfing. Brother Heinfing was elected to serve as ship's delegate. No beefs were reported by department delegates. Voluntary donation of fifty cents requested in order to start ship's fund.

MONARCH OF THE SEAS (Waterman), April 18—Chairman, Edward Morris, Jr.; Secretary, Brun Huszar. No beefs reported by department delegates. Brother Morris was elected to serve as new ship's delegate. Discussion on pension benefits—to have \$250 a month for 20 years with the Union and 15 years seetime.

OCEAN EVELYN (Maritime Overseas), March 21—Chairman, M. D. Green; Secretary, J. F. Austin. Vote of thanks to the deck and engine departments for keeping the pantry and messroom clean. Fine ship and fine crew. Everything is running smoothly.

MANHATTAN (Hudson Waterways), April 10—Chairman, Sam W. McDonald; Secretary, L. P. Hagmann. No beefs reported by department delegates. Vote of thanks given to Captain Redding for the treatment given to one sick brother during the trip.

SIU ARRIVALS and DEPARTURES

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

Remedios Atizado, born March 6, 1965, to the Roy G. Atizados, Seattle, Wash.

Joseph Trimmer, born March 18, 1965, to the David Trimmers, Buffalo, New York.

Suzanne Jacobs, born February 18, 1965, to the Harvey M. Jacobs, Algonac, Mich.

Rosaleen Carlin, born March 31, 1965, to the Michael Carlins, New York, New York.

Fernando Gonzalez, born March 9, 1965, to the Antonio Gonzalez, Playa Ponce, P.R.

Matthew Schaad, born November 18, 1964, to the John Schaad, Detroit, Mich.

Kathy DeLong, born October 9, 1964, to the John DeLongs, Lumberton, N.C.

Lis Ann Pojorely, born March 12, 1965, to the Nick Pojorely, Staten Island, N.Y.

Dawn E. Tucker, born March 21, 1965, to the Donald G. Tuckers, Highland Park, Mich.

Danny Ray Daniels, born March 3, 1965, to the Masceo E. Daniels, Belhaven, N.C.

Christine Caron, born March 29, 1965, to the Richard Carons, River Rouge, Mich.

Martin Joseph Oro, born April 1, 1965, to the Anthony J. Oros, New York, New York.

Barbara Gilmore, born November 7, 1964, to the David C. Gilmores, Dunn, N.C.

Madeline Bonafont, born April 1, 1965, to the Carmelo Bonafonts, Yabucoa, Puerto Rico.

Guy E. Mitchell, born March 17, 1965, to the Jon E. Mitchells, Houston, Texas.

Jack Massey, born February 26, 1965, to the Jack Masseys, New Orleans, La.

John Jeffery Frownfelters, born February 4, 1965, to the John Frownfelters, Marrero, La.

Mark Neal, born March 6, 1965, to the Wayne Neals, Baytown, Texas.

Bessie Clarke, born March 1, 1965, to the Elmer Clarkes, Wilmer, Ala.

Morris Broxson, born January 10, 1965, to the Lowell L. Broxsons, Vidor, Texas.

Charla Joy Whiteside, born March 19, 1965, to the Hershel M. Whitesides, Port Aransas, Tex.

Tony Dean Barrow, born March 25, 1965, to the Gerals Barrows, Vanceboro, N.C.

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

Falemino Palume, 68: Brother Palume died of natural causes on April 5, 1965 in Bellevue Hospital, New York. A member of the union since 1942, he sailed in the deck department. He is survived by his grandchild, Kalsom Binti Abdul Rahman. Place of burial was the Heavenly Rest Cemetery, Hanover, New Jersey.

Jay C. Jackson, 44: Brother Jackson died of pneumonia on March 14, 1965 in Arlington General Hospital, Arlington, Washington. A member of the union since 1958, he sailed as an engineer. He was buried in Fort Worth, Texas and is survived by his wife Olive.

Mariano B. Polpollo, 69: Brother Polpollo succumbed to heart disease on March 15, 1965 in his home at 1940 N. Rampert Street, New Orleans, Louisiana. A member of the union since 1942, he sailed as a bosun in the deck department. No beneficiary to his estate has been named. He was buried in St. Vincent de Paul No. 2 Cemetery, New Orleans, Louisiana.

Edward H. Denchy, 45: Brother Denchy succumbed to liver disease March 15, 1965 in the Nazareth Hospital, Philadelphia, Pa. A member of the SIU since 1943, he sailed as bosun. He is survived by his sister, Mrs. Sophie Lanard. Burial was in St. Casimirs Cemetery, Shenandoah, Pennsylvania.

Mike P. Martinovich, 51: A disease of the liver proved fatal to Brother Martinovich on March 20, 1965 in the New Orleans USPHS Hospital. A member of the deck department, he joined the union in 1961. He is survived by his sister Mary Hornback. Place of burial was the United Serbian Cemetery, Los Angeles, California.

James Edward McGuffoy, 68: Brother McGuffoy died of heart disease on March 27, 1965 in the USPHS Hospital, Galveston, Texas. A member of the union since 1938, he sailed as a deck engineer. He is survived by his wife Ruby. Place of burial was Forest Lawn Memorial Park Cemetery, Beaumont, Texas.

Lee R. Wilkins, 60: Brother Wilkins died of heart disease on March 25, 1965 in Philadelphia, Pennsylvania. A member of the union since 1941, he sailed in the steward department. He is survived by his wife, Lena Wilkins. Place of burial was Roxanna Cemetery, Roxanna, Delaware.

Joseph William Stocker, 82: Heart failure proved fatal to brother Stocker on March 15, 1965 in the New Orleans USPHS Hospital. A member of the union since 1940, he sailed in the steward department. Surviving is his nephew, Dennis Kazenas. Place of burial was St. Patricks #3 Cemetery, New Orleans, Louisiana.

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.

Schedule of Membership Meetings

SIU-AGLIWD Meetings

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

New York	June 7	Detroit	May 14
Philadelphia	June 8	Houston	June 14
Baltimore	June 9	New Orleans	June 15
Mobile	June 16		

West Coast SIU-AGLIWD Meetings

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

Wilmington	San Francisco	Seattle
May 17	May 15	May 21

Great Lakes SIU Meetings

Regular membership meetings on the Great Lakes are held on the first and third Mondays of each month in all ports at 7 PM local time, except at Detroit, where meetings are held at 2 PM. The next meetings will be:

Detroit	May 17—2 P.M.
Alpena, Buffalo, Chicago, Cleveland, Duluth, Frankfort,	May 17—7 P.M.

SIU Inland Boatmen's Union

Regular membership meetings for IBU members are scheduled each month in various ports. The next meetings will be:

Phila.	June 8—5 P.M.
Baltimore (licensed and un-licensed)	June 9—5 P.M.
Houston	June 14—5 P.M.
Norfolk	June 10—7 P.M.
N'Orleans	June 15—5 P.M.
Mobile	June 16—5 P.M.

RAILWAY MARINE REGION

Regular membership meetings for Railway Marine Region-IBU members are scheduled each month in the various ports at 10 AM and 8 PM. The next meetings will be:

Jersey City	June 14
Philadelphia	June 15
Baltimore	June 16
Norfolk	June 17

GREAT LAKES TUG AND DREDGE REGION

Regular membership meetings for Great Lakes Tug and Dredge Region IBU members are scheduled each month in the various ports at 7:30 PM. The next meetings will be:

Detroit	June 14
Milwaukee	June 14
Chicago	June 15
Buffalo	June 16
†Sault Ste. Marie	June 17
Duluth	June 18
Lorain	June 19

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

Cleveland	June 19
Toledo	June 19
Ashtabula	June 19

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

United Industrial Workers

Regular membership meetings for UIW members are scheduled each month at 7 PM in various ports. The next meetings will be:

New York	June 7
Baltimore	June 9
Philadelphia	June 8
†Houston	June 14
Mobile	June 16
New Orleans	June 15

* Meetings held at Labor Temple, Newport News.
† Meeting held at Labor Temple, Sault Ste. Marie, Mich.
‡ Meeting held at Galveston wharves.

SEAFARERS IN DRYDOCK

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

USPHS HOSPITAL SEATTLE, WASHINGTON E. A. Ainsworth R. W. Bunner F. X. Donovan John M. Cogley	USPHS HOSPITAL GALVESTON, TEXAS G. P. Anderson M. O. Brightwell Jack D. Brock Charles Copeman Leon C. Harper Joseph S. Hilton E. J. Kocanovski Paul M. Landry John B. Lundberg	USPHS HOSPITAL NORFOLK, VIRGINIA John Armstead Benjamin Cray L. C. Daniels Thomas M. Gower	USPHS HOSPITAL STATION ISLAND, NEW YORK Ahmed Ahmed Rocco Albanese Ben Allen Paul Bates Conway Beard E. J. Boles Herbert Burgess George Meltzer Robert Carey Michael Cekot Micuel Cleary David Collins Dan Courney Thomas Cox James Cronin E. Cuenca Fernando Dacanay Leahman Denton Herbert Dierking Christopher Elliot James Farr Dominick Fois S. Friedman Ramon Galarza George Gibney	USPHS HOSPITAL WASHINGTON, D.C. Charles W. Lane R. H. Shaffner B. Spear	USPHS HOSPITAL NEW ORLEANS, LOUISIANA Riley F. Beech Howard A. Bergine Carvel Breidove Jimmie M. Carlos Joseph Carr Jack Chermie Joseph C. Childress Mallory Coffey R. E. Cumberland Fred P. Daugherty Harry D. Emmett Marshall Foster Jack H. Fowler Luis G. Franco Clayton Frost James E. Gamble W. R. Gammons Eric N. Gromberg Stanley L. Guice Timothy R. Holt F. L. Hauck Leon Mead Hinson Frank Jones Wesley J. Lewis	USPHS HOSPITAL WASHINGTON, D.C. James Xidas George H. Moore Ed. Czosnowski William Nickel L. J. Di Angeles Frank Ortiz N. J. Duhadaway J. P. Pendergrass Edmond F. Falling Narch Krzywda Philip Jeffers Claude M. Sturgis Eric Johnson Joseph A. Wehe Alfred H. Laver Joseph X. Wherity Chester M. Miller	USPHS HOSPITAL FORT WORTH, TEXAS Benjamin Delbler Abraham Mander Abe Gordon Max Olson Thomas Lehay Joseph Thibodeaux	SAILORS SNUG HARBOR STATION ISLAND, NEW YORK Daniel Gorman William Kenny Alberto Gutierrez Thomas Lowe Edwin Harriman Harry MacDonald Thomas Iskasen	ST. VINCENT'S HOSPITAL GREEN BAY, WISCONSIN Percy Johnson	US SOLDIERS HOME HOSPITAL WASHINGTON, D.C. William Thomson	CENTRAL ISLIP STATE HOSPITAL CENTRAL ISLIP, NEW YORK Charles Rozza	USPHS HOSPITAL MEMPHIS, TENNESSEE James McGee	VA HOSPITAL HOUSTON, TEXAS Thomas Manion	VA HOSPITAL WEST HAVEN, CONNECTICUT Paul Kolesnick	VA HOSPITAL HINES, ILLINOIS Oscar Kvaas	VA HOSPITAL LONG BEACH, CALIFORNIA Raymond Arsenault	VA HOSPITAL ANN ARBOR, MICHIGAN Robert Asbahr
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Great Lakes Column

(Continued from page 13)

Lakes mishaps in six and one half years.

Our blood bank has come up since the last report. We now have 34 pints on hand.

CHICAGO

Shipping here, as in all ports of the Great Lakes, is booming and we are just able to stay one jump ahead of the Registration Board. It is not expected to ease up in the near future.

A recent report from the U. S. Public Health Service says that as of this Friday, May 14th, all sea-

men will be transferred from the Chicago USPHS Hospital to a Veterans hospital. The Chicago USPHS will be used specifically as an out patient service and where men will be referred from this service to the Veterans Administration hospitals.

BUFFALO

With shipping in full swing, the Hall is a pretty quiet spot now except for those who stop in to see us when in port. We are hopeful that some rated men will come along from other ports in hope of shipping out. We will have openings from time to time.

PERSONALS and NOTICES

Thaddeus J. Laboda

Please contact your sister Marion immediately at 614 East Long Street, Ville Platte, Louisiana 70586.

Ben Cooley—Louis V. Coffey

Please contact Cliff Mainer's aboard the SS Monarch of the Seas.

James Lennon

You are requested to contact Camilo Taboas in Puerto Rico at the following address: Camilo Taboas, Americo Salas, 1453, Stop 21, Santurce Puerto Rico.

Henry O. Cooper

You are asked to contact your sister Mrs. William P. Vaught Sr., at 929 Stewart Street, West Chesapeake, Chesapeake, Virginia 23506.

Jack Brock

You are requested to contact your wife at P.O. Box 30531, New Orleans, Louisiana.

Carmelo Murphy

Please contact your wife immediately!

Lawrence Roy Edwards

You are asked to contact your sister Mrs. Violet Savanick at 13309 Clifford Ave., Cleveland, Ohio.

Gus Janavaris

You are asked to contact your old shipmate (on the Lawton B. Evans, June 1944) Michael A. Drozda at RFD No. 1, Butte, Montana 59701.

Ray Kroupa

Please contact Robert Ingram at 1303 W. 103d Street, Los Angeles 90044, California.

Calvin Gene Durham

You are asked to contact Mrs. Evans at 4615 South 170 Street, Seattle 88, Washington.

Bobby E. McMichael

You are requested to contact your parents at 441 Newman Street, Hattiesburg, Mississippi. They have important papers for you.

Robert G. Powell

You are requested to contact your wife at 5447 Potter Street, Pittsburgh, Pennsylvania.

Thomas Walker Jr., Antonio Saliva Your gear has been placed in the locker at Erie Basin Terminal, Isthmian Lines.

Howard J. Credeur

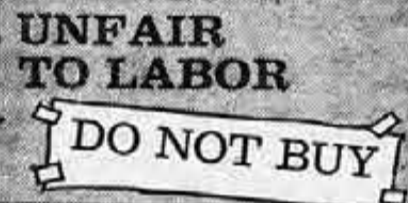
Anyone having information as to the whereabouts of Howard J. Credeur, PB-61448, is requested to contact Mrs. Mary Credeur at 832 Milton Avenue, Baltimore 24, Maryland.

NEW EVERY THREE MONTHS

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

YOUR

SIU SHIP'S LIBRARY



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

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

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

Eastern Air Lines (Flight Engineers)

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

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

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

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

Kingsport Press "World Book," "Childcraft" (Printing Pressmen) (Typographers, Bookbinders) (Machinists, Stereotypers)

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



A standard collection net, brimming with samples of sea life from the Indian Ocean, is hauled aboard the SIU-manned **Anton Brunn** (Alpine Geophysical) during its recent two-year expedition. By analyzing samples such as these, scientists aboard the research vessel were able to find where commercial fisheries could be located to feed the hungry populations of India and Africa.

SIU Vessel Makes Rich Seafood Find

WASHINGTON—Two new areas of the Indian Ocean rich in fish and other forms of seafood have been discovered by scientists aboard the SIU-contracted **Anton Brunn** (Alpine Geophysical), according to the National Science Foundation. News of the discovery means that the hungry populations of Asia and Africa might find an important source of protein through the research efforts of the **Anton Brunn's** scientists.

The **Anton Brunn** recently returned to its home port in Norwood, N.J. after a two-year expedition in the Indian Ocean sponsored by the National Science Foundation. Seafarers aboard the research vessel described highlights of the long trip in the Feb. 5, 1965 issue of the LOG.

Scientists who were part of the expedition have reported that their research indicates that large untapped fisheries exist near Delgoa Bay, Mozambique, and off Formosa north of the Mozambique channel.

Second Discovery

This is the second time that the **Anton Brunn's** scientific expeditions have been responsible for discovering previously unknown fisheries in the Indian Ocean. Acting on a report made by scientists on the SIU-manned ship in May, 1964, experts from the U. S. Bureau of Commercial Fisheries found a fishery extending for several hundred miles off the coast of Muscat and Oman, two small protectorates on the coast of eastern Arabia. It was discovered that these fisheries contained large

numbers of bottom fish and crabs.

The **Anton Brunn's** scientists report that the new fisheries contain large concentrations of red shrimp and lobster in the area off Delgoa Bay, and large-size shrimp from the waters near Formosa Bay.

Researchers from the **Anton Brunn's** expedition say that the Delgoa Bay shrimp are a small, red, fairly soft-fleshed species which are fished off the coast of Florida. Since they are caught at depths of 1,350 feet, refrigeration and special processing will be necessary to successfully market them.

Big Shrimps

Reports of the shrimp off the Formosa Bay area indicate that they are of impressive size, running about six or eight to the pound. They can be caught at depths of 750 feet, and should be marketed with no problem, the scientists declare.

Alpine Geophysical Associates is currently re-equipping and overhauling the **Anton Brunn** which was formerly the presidential yacht, **Williamsburg**. The research vessel made nine major trips during its two-year Indian Ocean expedition, traveling over 72,000 miles. Seafarers on board also chalked up a record of their own—in the 24 months of the expedition, there wasn't a single beef of any kind on board.

Senators Bartlett, Mailliard, Urge Building Program

Bill Would Aid Modernization Of Unsubsidized U.S. Fleet

WASHINGTON—A bill to strengthen the unsubsidized segment of the U.S.-flag merchant fleet has been introduced in the U.S. Senate by Senator E. L. (Bob) Bartlett (Dem.-Alaska). A similar bill is being readied for introduction into the House of Representatives by Representative William S. Mailliard (R.-Cal.).

Both bills are designed to offer similar tax concessions to the unsubsidized elements of the American merchant fleet which the subsidized liner companies now receive. These companies are permitted to deposit a certain amount of their revenues every year into a tax-free reserve which can only be used for new construction or remodeling of their fleets.

Funds Taxed

Unsubsidized carriers, operating liners, tramp and bulk carriers and domestic carriers in the coast-wise, intercoastal, Great Lakes trade, as well as fishing vessels, now face taxation of any funds that they set aside to modernize their fleets.

Critics of the Government's current shipping policies charge that a tax inequity has been established in favor of the subsidized liners under the Merchant Marine Act of 1936. In addition to their criticism of this inequitable taxation policy, the SIU and other segments of the maritime industry, have declared time and again that modernization of the nonsubsidized fleet plus effective cargo preference laws are necessary if the U.S. is to maintain a strong merchant fleet.

Introducing his bill, Senator Bartlett said that the major obstacles harming U.S. maritime prestige is "the shameful inadequacy of the present merchant and fishing fleet. The fleet is too small. It is old."

Senator Bartlett's bill would require nonsubsidized operators to set aside a predetermined share of the freight rates they receive from carrying government cargoes into a construction reserve. While funds in this reserve would be tax-free, owners who refused to set up such a reserve would not be eligible to receive the premium

freight rates paid for transporting government cargoes.

The Secretary of Commerce would be given the power to set the percentage of the revenues received from hauling government cargoes for deposit in this construction reserve. Ship operators would also be permitted to deposit other earnings from vessel operations in these funds.

Reserve Fund

Under the bill's provisions proceeds from vessel sales, insurance and indemnities receipts, depreciation charges and earnings on deposits already in the fund would all be required to be invested in the reserve. Subsidized operators are required to follow these procedures in handling their reserves under the Merchant Marine Act of 1936.

Observers estimate that approximately 600 tramp and carriers, coast-wise and intercoastal and Great Lakes oper-

ators and non-subsidized liners could take advantage of building the tax-free modernization reserves which would be created by the Bartlett bill. About 12,000 fishing boats would be eligible to participate in the same program, which would be administered by the Secretary of Interior, according to the bill.

In announcing that he would introduce a bill similar to Senator Bartlett's in the house, Representative Mailliard said he was studying the possibility of including Great Lakes operators in the trade-in, trade-out program set up by legislation in 1963. This law permits deep sea operators to trade in older ships to the Government for replacement by newly built tonnage. They are also permitted to trade their older bottoms to foreign nations with Government approval in exchange for a commitment to build new ships in U.S. yards.

TV Show Explores U.S. Maritime Ills

A two-part documentary, entitled "The Troubled Sea," that depicted the problems that the American maritime industry is currently confronted with, was presented recently on CBS T.V.'s "Eye on New York."

The programs, which were broadcast on April 27 and May 11 included statements on maritime problems by SIU President Paul Hall, NMU President Joseph Curran, AMMI President Ralph Casey and Maritime Administrator Nicholas Johnson. All concurred in describing the plight of U.S. maritime as needing immediate attention. Hall and Curran stated that many of the problems faced by U.S. Maritime today could be attributed to laxness and indifference on the part of many U. S. agencies.

Seafarer Bill Burke appeared on the April 27 program, and scenes of Burke at the Union hiring hall in New York, at home with his family and on board ship were shown.



This is the picture New York area television viewers saw as the cameras focussed on Bill Burke climbing the rigging on the **Steel Apprentice** (Isthmian). Burke was filmed as part of a CBS television portrayal of the declining status of the U.S. merchant marine in a two-part "Eye On New York" program, entitled "The Troubled Sea."

ILA Calls For Hiring Changes

NEW YORK—The International Longshoremen's Association will "vigorously support" a bill to close the port register for two years and to transfer port hiring halls from the Waterfront Commission to joint labor-management operation, President Thomas W. Gleason told the New York Legislature recently.

In the ILA's opinion, the legislation is "urgently needed" to regularize the work opportunities of men who have for many years been an integral part of the longshore industry. Gleason informed a Senate committee which has been taking testimony.

There were 24,605 registered dockworkers in this port as of last June 30, a level that has (Continued on page 16)