



Seatrain Georgia. A shipyard employee inspects a 2-ton anchor from the Panamanian freighter Candy which was embedded in the starboard side of the SIU-contracted Seatrain Georgia when the vessels collided in lower New York Bay. No injuries were reported in the mishap and both vessels were able to reach port without assistance. (See story P. 3.)

SIU Urges 50-50 Oil Import Plan

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SIU Schedules Convention— May 26-June 1

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Union Spurs Fight To Prevent USPHS Hospital Shutdowns

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Three SIU Veterans OK'd For Pensions

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SIU Fishermen, Dockers Tie Up Soviet Cod Cargo

Story On Page 2



Coffee Break. Steelworker pickets outside the Continental Can Company plant in Jersey City, New Jersey take time out to enjoy hot coffee supplied by the SIU coffee wagon. The steaming java was kept flowing as the Steelworkers hit the bricks in freezing weather after contract negotiations with the company broke down.

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Civil War Gunboat Raised
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Medicare vs. Eldercare
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Visit To USPHS Hospital
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Seafarer Ports Of World
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SIU, ILA Block Unloading Of Soviet Codfish Cargo

BOSTON—The SIU-affiliated Atlantic Fishermen's Union—supported by the International Longshoremen's Association and the Maritime Trades Council—have succeeded in blocking attempts to unload a big load of Russian codfish aboard the US Lines freighter American Contractor.

(As the LOG went to press, it was reported that the vessel is scheduled to leave from New York with the Russian codfish still in its holds after New York longshoremen also refused to touch the cargo.)

The hopping-mad New England fishermen and longshoremen staged a Boston Fish Party at Pier 3, East Boston on Tuesday to keep the fish, caught by Soviet fishermen off George's Bank, in the hold of the ship. Other cargo such as cotton waste and beer and flower bulbs were swung over the side and onto the docks on Wednesday (March 10).

"They'll have to send this shipment of Soviet fishblocks back to where they came from because no ILA longshoreman from Maine to Texas will handle them," vowed David Flynn, business agent of ILA Local 805.

The ILA, along with American seamen's unions, contend that the Russian cod was literally stolen right from under the noses of American fishermen by Russian trawlers fishing off the coast of Newfoundland.

NMU crewmen aboard the Contractor also reported their distaste for bringing Russian-caught fish into American ports as competition for U.S. fishermen. The crewmen air-mailed a letter to the Boston newspapers from Rotterdam last week alerting Boston fishermen that an unspecified

amount of frozen USSR codfish blocks were being carried in their ship's reefer holds.

James Ackert, president of the SIU-affiliated Atlantic Fishermen's Union, said he hoped American housewives would boycott the Russian fish and refuse to buy it. "It doesn't make sense for Americans to purchase this fish so that Russians will have more money to buy equipment for shipment to South Vietnam to be used against American soldiers in action," he stated.

"There are 10,000 metric tons more of this Russian-processed cod over in Germany right now waiting for reshipment," he added. Ackert also praised the militant stand of the ILA and other maritime trades in refusing to handle the Russian fish.

Seeks Investigation

Senator Leverett Saltonstall (R-Mass.) asked the State Department to investigate the importation of Russian codfish, which lacking a trade agreement, are beginning to infiltrate the nation's fish stick industry.

In a telegram to union officials in Boston, Saltonstall said: "Appreciate your concern. I was disturbed by reports in the newspapers concerning the imports of Soviet cod blocks. I discussed it immediately with Bureau of Commercial Fisheries. They are powerless. Have also asked the State Department for an investigation.

"We have no trade agreement

with Soviets," continued Saltonstall. "These shipments were obtained by West Germany through a barter agreement with Soviet Union and are consigned to Booth Fisheries, Chicago. This is another example of our domestic industry suffering from policies over which it has no control."

Ackert said his office telephone rang constantly as Boston area housewives called in their assurances that they would boycott the Russian fish in shopping centers.

"A lot of them identified themselves as mothers of men now engaged in the hot war in Viet Nam," Ackert stated. "One broke down and cried. She agreed with my contention that buying this fish from behind the Iron Curtain underwrites the war in which our men are being killed on the other side of the world."

ILA spokesmen Flynn and Edward Dalton, business agent of Local 1066, Steamship Clerks Union, said the day after the freighter arrived in Boston:

"There are 1,530 tons of general cargo aboard the ship that the men will unload. But under no circumstances will they touch any cargo that originates in Russia. The 140 tons of cod from Russia stays aboard."

Barter Deal

Hugh F. O'Rourke, executive secretary of the Boston Fisheries Association said that the 10,000 metric tons of Russian codfish arrived in West Germany as part of a barter deal the Soviets made with West German shipyards for the construction of still more fishing vessels. O'Rourke stated that the "importation of these Russian-caught fish is a matter of deep concern for the Boston fishing industry. For a number of years, we have been aware of Russian mass fishing practices off the New England coast, which, we understood, was a source of proteins for the Soviet Union.

The Soviet fishing fleets have been showing up in great numbers off Cape Cod and other traditionally American fishing grounds in recent years, drawing hot protests from U.S. fishermen fighting to keep their industry alive.

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International President's REPORT



By Paul Hall

At a meeting held in Washington last week, the SIU pushed forward in its fight for the adoption of a program under which at least half of the oil imported into this country would be allocated to U.S.-flag ships. We placed before the Department of the Interior, which administers the oil import quotas, our stand that oil import qualifications should be administered on the same principle as the Cargo Preference Law which requires that American-flag ships carry at least 50 percent of all government foreign aid cargoes.

The loudest cries against the SIU's oil import quota proposals are coming from an association of the five major U.S. oil companies—all of them major operators of runaway-flag vessels. While the members of this group are amassing millions of dollars of profits through the unrestricted and untaxed carriage of oil imports—double profits since they both get the low-cost foreign oil and evade U.S. wages and taxes by carrying it on their runaway fleets—they try to keep this sweet racket going by crying that the imposition of an oil quota system would violate the concept of free trade, would be discriminatory, and would invite retaliation by other countries.

Of course, the only discrimination these giant companies are worried about is that which would cut into their own tremendous profits. The major parts of these foreign oil imports are carried in Liberian and Panamanian-flag tankers—half of which are owned by the five major American oil companies. So these companies are themselves carrying the lion's share of these imports and are evading the payment of U.S. taxes in the process. Action by the U.S. against tankers which are actually American-owned, even though they fly alien flags, can hardly be considered to violate free trade or to be discriminatory with regard to other maritime nations.

Foreigners Discriminate

Also, on the subject of possibly inviting foreign discrimination against U.S. vessels, such discrimination already exists. Foreign nations have been continually discriminating against U.S. ships and the U.S. government has just as consistently been letting them get away with it.

Japan, for example, supports Japanese shippers' insistence that goods move from Japan to the U.S. on terms whereby the Japanese place the cargoes on the dock in the U.S. This means that the Japanese shippers can choose the ships on which the cargoes move—Japanese ships of course. But when they are buying U.S. goods, they insist on buying f.o.b. (freight-on-board) U.S. docks—again giving Japan control of the routing—again aboard Japanese ships. This is clearly discrimination against U.S. vessels.

India is another classic example of discrimination against U.S. vessels. India is presently the largest recipient of the Public Law 480 grain given away by the U.S. government. Congress intended that at least 50 percent of such cargoes travel aboard American-flag ships. Yet U.S. shipowners who wish to carry this grain must do so under the terms of the India charter party, which has been prepared by the India Supply Mission, which has devised numerous devious schemes to keep U.S. vessels out of the trade.

Ridiculous Charge

The cry that other nations would "retaliate" against U.S. ships if we allocated some of these cargoes for our own ships is ridiculous—simply because U.S. ships are already being discriminated against by so many nations. The charge is simply a scare tactic created by those who are amassing huge profits through their present operations and wish to maintain the status quo.

The American-flag tanker fleet has already dissipated to an alarming degree—and many of the tankers remaining under the U.S. flag haul more grain than oil, putting heavy pressure on other segments of the U.S. merchant fleet.

American-flag tankers carried no more than 3 percent of some 123 million tons of crude and refined petroleum imported into the U.S. last year. Should foreign-flag tankers be diverted away from this country for any reason—as could easily happen during a serious national emergency—our own present tanker fleet could not possibly meet the nation's petroleum transportation requirements.

Construction of American-flag tanker tonnage must be encouraged for the national interest. And before such construction can take place, cargoes—oil cargoes—must be made available. Greed for profits in one vital industry must not be allowed to threaten the survival of another—and possibly more vital—industry.

The SIU will continue its fight for the survival of the American-flag tanker fleet. We have urged a program under which at least half of our oil imports would be allocated to American-flag tankers, and we will actively work to see it adopted.

Meany Wires Condolences To Slain Minister's Widow

WASHINGTON—AFL-CIO President George Meany has sent a telegram of condolence to Mrs. Marie Reeb, widow of Reverend James J. Reeb. The clergyman died recently of injuries he suffered when attacked and viciously beaten by racists in Selma, Alabama, where he was participating in a voter registration drive.

President Meany's telegram said:

"The men and women of the AFL-CIO express to you their deepest sorrow and sympathy on the tragic death of your husband. He died as he had lived, serving his fellow man and inspiring others to practice brotherhood and understanding. The progress of mankind has often resulted from the dramatic suffering of those who cared enough and the Reverend Reeb throughout his lifetime and finally on the streets of Selma, cared enough. The cause for which he died, human dignity, must and will triumph."



Polish Freedom Fighter Jozef Mlot-Mroz of Salem, Mass., took to sea in rubber raft to picket freighter carrying Russian codfish to Boston.

To Be Held In Washington

SIUNA Slates 12th Biennial Convention May 26 - June 1

NEW YORK—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.

The official call for the convention, including the procedures to elect convention delegates, has been mailed to all members of the Atlantic, Gulf, Lakes and Inland Waters District. Convention notices have also been sent to all SIUNA affiliated unions.

Delegates representing the more than 80,000 members of the 31 SIUNA affiliated unions will meet at 10 AM on May 26 to discuss and act upon the future policies of the international, and hear reports of Union progress. They will also deal with matters affecting the SIUNA, the U.S. labor movement, the maritime industry and crafts and industries represented by SIUNA affiliated unions.

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

A&G Delegates

The Atlantic and Gulf district will be represented by 27 delegates at the biennial SIUNA convention. Nominations for these delegates will open Mar. 22, 1965 and close March 26, 1965.

In accordance with section 401 (e) of the Labor Management Reporting and Disclosure Act of 1959, the Election Notice of 1965 Convention Delegates has been mailed to all members of the A&G district and was acted upon at the regular monthly March meeting in all ports.

Under the provisions of the A&G constitution, all full book members of the district who are in good standing may submit nominations for the position of convention delegate.

A special membership meeting will be held in New York port and headquarters on Monday, March 29 at 10 AM for the purpose of electing a five-man nominating committee to act on the eligibility of convention delegate nominees.

U.I.W.

The United Industrial Workers will select five delegates for the twelfth SIUNA convention. Nominations for these delegates will open March 22, 1965 and will end with the close of business on March 26, 1965.

The regular monthly meetings of UIW members in March acted

IBU, UIW Set Convention Dates

The SIU Inland Boatmen's Union and SIU United Industrial Workers have announced the dates for their Special and Quadrennial conventions. Information about the dates, time, place and the procedure for electing convention delegates for both unions will be found on page 8 of this issue.

upon the Election Notice of 1965 Convention Delegates, which was mailed to all members of the Union in accordance with section 401 (e) of the Labor Management Reporting and Disclosure Act of 1959.

All full book members in good standing may submit nominations for convention delegates.

Special UIW membership meetings will be held in New York for the Atlantic Coast Region, and in New Orleans for the Gulf Coast Region, both to take place on Monday, March 29, for the purpose of electing delegates.

No Seafarers Injured As Seatrain Georgia Collides

EDGEWATER, N.J.—SIU crewmembers on the Seatrain Georgia (Seatrain) escaped injury when the ship collided recently with the Panamanian-flag freighter Candy in lower New York Bay. The mishap left a 15-foot hole above the Seatrain vessel's waterline, but she was able to continue to her berth in Edgewater under her own power.

The force of the collision left a two-ton anchor from the Panamanian ship driven into the side of the Georgia. The Candy's bow hit the SIU-manned vessel midship toward the stern, just aft of the cradle. Company officials estimate that damage resulting from the crash will cost between \$25,000 and \$50,000 to repair.

The Georgia's cargo, consisting of containers, railroad cars, and its fuel oil, was undamaged by the collision. The company expected repairs on the ship to be completed, and cargo to be loaded for her next voyage to Texas City, Tex. by Thursday of this week.

The Candy reported that no injuries occurred to her crew. The 441-foot Panamanian vessel was able to continue to port without assistance.

A Coast Guard hearing has been held on the collision, but the examining officers reserved decision on fixing responsibility for the accident.

SIU Proposal Would Put 50% Of Oil Import Quotas Aboard U.S.-Flag Tankers

WASHINGTON—The SIU has urged the U.S. Department of Interior to adopt a program requiring that half of the oil imported into this country be carried by U.S.-flag vessels. The Union proposed that the department use its authority to license oil imports to allocate more cargoes to tankers flying the American flag.

The SIU proposal was submitted by its Washington Representative, Tom Meyer, at a conference here called by the Interior Department to evaluate the nation's oil-import restrictions. Representatives of the American Maritime Association also appeared at the hearing in support of an oil import quota system, declaring that the plan would have the virtues of aiding the growth of the U.S. tanker fleet halting the drain on U.S. gold supplies created by the country's poor balance of pay-

ments position, as well as improving the country's national defense posture.

Supporters of an oil import quota program urge that it be based on an extension of the same principle in the Cargo Preference Law which requires that at least 50 percent of all Government foreign aid cargoes move in U.S.-flag ships.

Both the SIU and the AMA emphasized that U.S.-flag tankers carried only 3 percent of this country's total oil imports in the last several years. The Union statement pointed out that the lion's share of petroleum imports arrived in this country on Liberian and Panamanian tankers. Tankers from these two countries, which are notorious havens for runaway-flag operators, account for more than 60 percent of U.S. oil imports.

The SIU asserted that the present mandatory oil import quota program, which has been in effect since 1959, protects every segment of the country's domestic oil in-

dustry with the sole exception of the U.S.-flag oil tanker fleet. As presently constituted, the present program assists the American oil producer, the refiner, the importer and the consumer, but the oil tanker, without which there would be no imports, must fend for itself against ruinous foreign competition.

The Union pointed to major government subsidy programs given to sugar, cotton and cattle growers as examples of Federal efforts to protect domestic industries from foreign competition. "In the midst of all these protectionist measures," the SIU statement declared, "the American-flag tanker fleet remains vulnerable to the depredations of the runaway and other foreign flags. As a result, a large segment of this fleet, essential to both our commerce and our defense, now faces only obsolescence and bankruptcy."

The SIU contended that free trade was not a valid issue to raise (Continued on page 21)

SIU Continues Its Fight To Save PHS Hospitals

Continuing its fight for the maintenance of Public Health Service facilities for seamen, the SIU will meet with government representatives to point out the important role these facilities play in the health of seamen and other Americans.

SIU Vice President Earl (Bull) Shepard will head the Union delegation.

Next week's meeting was spur-

red by an SIU request for such talks to discuss the proposed closing of seven USPHS Hospitals and other changes in the system which insures adequate medical care for American sailing men.

In a wire to President Johnson, Secretary of Health, Education and Welfare Anthony Celebrezze and other Administration and Congressional leaders, SIU President Paul Hall protested the proposed changes in the USPHS hospital system, including the closing of seven hospitals.

The SIU, along with the rest of maritime labor, has consistently opposed any changes which would alter or weaken the Public Health Service program begun in 1798.

White House Reply

A White House reply to Hall's wire said that "the planned closing of seven small PHS Hospitals over the next three or four years will not curtail medical services to merchant seamen," and maintained that the closings are part of a "plan to improve the quality of care for seamen patients and make hospital care more readily accessible to them."

In a separate reply, Secretary Celebrezze said medical care for seamen in the areas affected by the hospital closings would be provided by Veteran's Administration hospitals. In a message to Celebrezze, Hall made clear the SIU's position that "it is essential that American seamen do not suffer any loss or reduction in the quality and availability of medical service and hospitalization under the USPHS Hospital system."

San Juan Labor Council Gets Charter



SIU officials were on hand for recent ceremonies in which the San Juan, (P.R.) and Vicinity Central Labor Council received its official AFL-CIO charter from James C. Gildea, aide to Labor Federation President George Meany, (second left). Accepting the charter are (l-r) NMU Port Agent Thomas Martinez, SIU Atlantic Coast Vice President Earl Shepard and Central Labor Council President Keith Terpe, who is also president of the SIU of Puerto Rico. Looking on is AFL-CIO Regional Director Augustin Benitez (right).



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

P.R. Labor Council Receives Charter

I was in Puerto Rico last week for the presentation of the AFL-CIO charter to the newly formed San Juan (P.R.) and Vicinity Central Labor Council. The charter was presented to the council by James C. Gilden, aide to AFL-CIO president George Meany. Keith Terpe, the President of the SIU of Puerto Rico who is also president of the new labor council, was on hand for the presentation.

Shipping all along the East Coast is getting back to normal, after the longshoremen's strike, and is brisk in most ports. The dockworkers in Florida went back to work last weekend and ships will start moving again in the ports of that area.

Waiting to ship out of New York recently was August Lazzaro. Auggie is an 18 year Seafarer looking for a run to Northern Europe. Also looking for a run to Northern Europe is Longin Tyber. He says he would take a coastwise trip though, if one comes along. He intends to ship as oiler.

Oldtimer Juan Tarkou is registered in group one of the deck department looking for a long run, preferably on an Isthmian ship. He is waiting for a carpenters job to open up. Anton Rothovics is a daily visitor in New York looking for a pumpmans job on a coastwise supertanker.

Boston

Shipping was on the slow bell in Boston this last period, with only one payoff and five ships in transit, but the outlook for the future looks bright.

Frederick Taylor, a 25 year SIU member who last sailed in the deck department on the Calmar, is back in the hall after spending a well deserved rest with his family. John Flaherty, another SIU oldtimer, is a familiar face in the Boston hall now, looking for a coastwise run. He got off the Ocean Anna, where he sailed as an AB, to spend some time with his family.

Twenty-year man, George Blackmore is making the job calls in Boston after getting off the Cities Service Baltimore to attend to some urgent business. He says he's looking for a good coast higger to take another job as an AB.

Philadelphia

Shipping has been good in Philadelphia, and from the looks of the situation there, it should stay that way for the next two

Radio Tribute Lauds Furuseth

In the March 5 issue, the SEAFARERS LOG carried a tribute to Andrew Furuseth—"Patron Saint of the Seafarers." This great and early advocate of seamen's rights was recently honored on the radio as well. On the March 12 broadcast of Edward P. Morgan and the News, a program sponsored by the AFL-CIO on the ABC radio network, the following tribute was paid to Furuseth:

Tales of sea-going adventure often depict seamen being shanghaied—flogged—branded—held in virtual slavery. And it's not all fiction—for prior to enactment of the Seamen's Act 50 years ago, such things could happen—and often did. Andy Furuseth, seaman, union president and crusader, born 109 years ago today, led the fight for the new law. Because of Furuseth and his successors in the maritime unions, the crews of American ships today have decent wages and working conditions. We of the AFL-CIO proudly salute Andy Furuseth, whose determined fight for human justice earned him the title, "the Abraham Lincoln of the Sea."

The AFL-CIO sponsored newscast is popular with millions of Americans from coast to coast and helps bring labor's views to a vast audience.

weeks. There were five payoffs, two sign-ons and 13 in transit visits during the period.

Jack Arallanes, who started sailing SIU in 1946, is looking for a rope choker's job aboard a ship heading to Holland. Miguel Lovett is another oldtimer making the job calls in Philadelphia. He has been sailing in the steward department since he joined the SIU in 1945, and is presently looking for a BR job.

Baltimore

Shipping has been running at a good pace in Baltimore, with 7 payoffs, 6 sign-ons, and 13 ships stopping in transit. The ship's delegates have been doing a great job of bringing the ships in for payoff in very good shape, with no beefs. We expect shipping to remain at a fast pace in Baltimore during the coming weeks.

SIU Inland Boatmen's Union members have their hands full now that the longshore strike is over. The SIU-IBU contracted Arundel Corp. was recently awarded a contract to dredge out a channel for the Gas and Electric Co. at Wagners Point.

Harold Thomas is waiting around the Baltimore hall for a foreign run again, since his last ship, the Santore, laid up after a short run. William Holbrook, who last got off the Geneva as AB, says he has seen many gains since he joined the SIU 15 years ago. He thinks that the SIU vacation plan and other welfare benefits are the greatest things that ever happened to a seaman.

Roy Johnston voiced the same sentiments recently and said that the gains the SIU has made since he joined in 1938 weren't even dreamed of when he started sailing. Roy is in the hall in Baltimore looking for a good coastal run.

Norfolk

Shipping Norfolk has been excellent of late. The future looks bright as well, with the Transhatteras coming out of the shipyard soon. We paid off six ships, signed on two and had seven ships in transit.

Clarence Houchins is on the beach here after getting off the Couer D'Alene Victory. He made two trips as bosun before the ship laid up in Brazil for 56 days. He figured it was time for him to get off then. Cecil Jennette has had a serious operation since he got off the Manhattan where he held down the bosun's job. He's getting along fine now and hopes to be shipping out soon.

Prue Vaughn, who last sailed
(Continued on page 23)

Senator Urges Increased U.S. Aid To Bulk Carriers

"Without some substantial changes in the U.S. Maritime policy, the American merchant marine will continue to suffer and become weaker," Senator E. L. (Bob) Bartlett declared at a recent meeting here of the National Defense Transportation Association. Bartlett advocated changes in U.S. maritime legislation, that he said would aid the U.S. tramp bulk carrier fleet.

An increasingly large percentage of the expanding U.S. foreign trade is composed of goods which can be carried in specialized bulk carriers, Bartlett pointed out at the meeting.

"And we all know," Bartlett said, "that the United States has no active program of support for this segment of the fleet other than the cargo preference legislation which has not been adequate to encourage new construction." He stated his opinion that the problem of substantially augmenting the U.S. bulk carrier or tramp fleet "is of the first importance."

Replacement Fund

"Under the 1936 Merchant Marine Act subsidized operators in the liner service are given a contractual position of some permanence and for this accept an obligation to replace their fleet. As a direct result of the encouragement and assistance to liner operation under the act, the United States today boasts one of the most modern fleets of cargo liners in the world," Bartlett said.

"However, U.S. bulk carriers in the tramp service are not eligible

for the benefits received under this program," Bartlett continued. "It is true that bulk carriers are today legally eligible for participation in the vessel construction subsidy program, but the 1936 act, as presently interpreted, does not permit an operating subsidy to be granted to these carriers. Therefore, U.S. tramp operators have no legal obligation to replace their fleet and the fleet is not being replaced. If this basic capital reserve fund program in modified form were to be made available for the construction of U.S. bulk carriers, it would, in my opinion, represent a substantial incentive for undertaking a program of constructing a bulk carrier and tramp fleet under the American flag."

"I, therefore, believe," he continued, "a careful look should be given to the possibility of placing a fleet replacement obligation and

opportunity on operators of bulk carriers by expanding this capital reserve fund program in modified form to U.S. bulk carrier operators. I am personally convinced that with this new program, the construction subsidy and mortgage insurance available, many tramp operators would take advantage of it and before too long the United States would be on the way toward having available a more balanced marine fleet."

"Without some substantial changes in U.S. maritime policy the American merchant marine will continue to suffer and become weaker. This is unacceptable to me—so the uncertainty of considering new ways is by any measure preferable. This work will not be done tomorrow or perhaps the next day—but let us continue and continue together," Bartlett concluded.



By Frank Drozak, West Coast Representative

S.F. Port Council Honors Hall

Over 1,000 members of the San Francisco Bay Area Maritime Trades Port Council honored SIUNA President Paul Hall at a testimonial dinner held recently at the Fairmont Hotel in San Francisco. Labor leaders, rank and file union members and prominent business men from the entire Bay area turned out to pay tribute to Hall, who also heads the AFL-CIO Maritime Trades Department. Bud Raftery, recently installed international president of the Painters and Paperhangers Union was the guest speaker.

SIU members on the West Coast recently toasted the SUP on the 80th anniversary of its founding. It was on March 6, 1885 that a group of seamen met on the San Francisco waterfront to start the long fight for better wages, job security and work conditions.

San Francisco

The outlook for shipping in San Francisco looks good now that the longshoremen are back on the piers on the East and Gulf coasts. The dock wallpapers strike had slowed shipping down, although several AB's were called for coastal runs.

Ships crewing up here in the last two weeks were the Choctaw, Wild Ranger and the Overseas Rose, while the Summit paid off.

A. Beck told his SIU brothers that he's had enough of the golf links, and found himself a berth on the Elizabethport. Also sailing on the Elizabethport is A. B. Johanson who says he signed on as baker for "money and exercise." Prince Baker, another steward department ace, recently dropped in at the hall, and decided to rest up on the beach for the next few weeks. Friends of Byron (Jimmy) Slaid, who recently paid off the Mankato Victory, are happy to hear that he is recuperating nicely from a hernia operation.

Wilmington

Shipping activity picked up considerably during the past two weeks with the Jefferson City Victory, San Juan and St. Lawrence all stopping in transit. The Mankato Victory was the only ship to payoff during the period. The outlook for the coming two weeks looks excellent.

SIU veteran Tony Arellano came in to say hello to his old friends after piling off the Wild Ranger. He says he is ready to ship again as soon as the first baker's job on a Far East run hits the board. Ruel G. Barr has registered here and swears he'll make the next chief cook's job that pops up. John S. Higgins keeps telling SIU

members in the hall that he is so impressed with the weather in southern California that he might forsake New Orleans and settle in the area. All the California boosters here are hoping that he'll become one of our sun worshippers and make the big move.

Seattle

The job situation in this port is booming, and the outlook continues to look very bright. Members with FWT, oiler and electrician ratings are urged to register since calls for these jobs are flooding the board.

Ships paying off here during the last two weeks included the Steel Rover, Overseas Rose, Anchorage, Iberville and Overseas Joyce. The Choctaw signed on, clearing quite a few jobs off the board.

Bill Davey expects to put the local tracks out of business when they open, but he says a short trip will fill the bill until the parimutual windows open. Leonard (Whitey) Lewis is taking a short vacation before he ships out as electrician. David Sykes is also biding his time for the first job that comes along.

Three Seafarer Oldtimers Approved For Pensions

Three more veteran Seafarers have joined the growing ranks of SIU members receiving \$150 per month pensions that enable them to retire with security after lifetimes of sailing. All three are veterans of the Atlantic and Gulf District. The new pensioners are Eleuterio Rosa, 66; Clifton Nelson, 51; and Robert J. Zumkley, 65.

Rosa signed on with the SIU in New York, bringing with him over ten years of experience on steamships and fishing vessels. He sailed in the steward department until he retired earlier this year. A native of Puerto Rico, Rosa plans to visit his homeland again, but said that "my wife and I have lived most of our lives in New York. That will always be our home." He last sailed aboard the San Juan (Sea-Land). Rosa said he is proud to be a member of the SIU and that he wished he could keep sailing. "I like to sail," he said, "but you have to quit some-

A native of Brooklyn, Nelson is an SIU oldtimer who sailed in the deck department until his retirement. Nelson last signed off the Taddel Victory (Consolidated Mariner), and plans to spend his retirement years at his home in Brooklyn with his wife Phyllis. I

don't think I'll go anywhere special," he said. "I think I'll just find a hobby and stay at home."

Catch Up On Sleep

Zumkley first signed on with the SIU in the port of New York, and sailed in the deck department

as AB. A veteran Seafarer Zumkley has no retirement plans all worked out. "I plan to stay at my home in New Jersey as much as possible," he said, "and catch up on the sleep I missed while I was at sea." He last sailed aboard the Alcoa Mariner.



Clifton Nelson (right) gets his first pension check from headquarters rep Ed Mooney.



Bob Zumkley (right) picks up his first pension check from headquarters rep Steve Zubovich.



Headquarters rep Ed Mooney (left) hands Seafarer Eleuterio Rosa his first monthly \$150 pension check. Rosa last sailed aboard the San Juan (Sea Land) in the steward department.

NAME	AMOUNT DUE	NAME	AMOUNT DUE	NAME	AMOUNT DUE	NAME	AMOUNT DUE	NAME	AMOUNT DUE	NAME	AMOUNT DUE
Achee, E. T.	\$ 15.03	Davis, John A.	23.35	Helig, Robert J.	3.71	Knox, J. W.	7.91	McLellan, C. G.	3.75	Schwandt, L. A.	32.02
Adams, Glen R.	8.87	Davis, Wm. G.	89.87	Henderson, A.	10.57	Kothe, August	59.84	McLendon, James K.	2.09	Schwandt, L. A.	8.65
Addington, Woodrow W.	539.75	Defranza, Roberto	17.83	Henderson, Henry	1.97	Kowdourdis, Mike	3.02	McMahon, Wm. E.	1.85	Severe, Alfred J.	2.20
Albin, Antonio L.	1.40	Delaune, Leon H.	1.38	Hickey, Wm. R. G.	3.75	Kulakowski, Julian	9.10	McCullough, L.	8.65	Sharbutt, Robert W.	9.39
Aleck, Theodore	7.30	Denais, J. A.	2.93	Hilburn, Thomas J.	8.94	Kunchick, Ed E.	3.29	McDonald, John W.	5.43	Sheffield, Robert G.	1.47
Alexander, James, Jr.	11.73	Densemore, Ted	4.50	Hilburn, Thomas	3.57	Kyriakos, Isadore M.	1.00	McGee, Donald W.	9.92	Silva, Catarina	1.79
Ali, Angelo	2.79	Denton, Leahman H.	15.03	Hinson, Thad W.	2.84	Laiche, Robert J.	16.09	McGowan, Silas	1.84	Skratzky, Ralph	2.66
Allison, Blair	3.57	Dick, Claude	4.19	Hoffman, Boland A.	1.00	Lanza, Anna A.	23.46	McKay, Henry D.	11.09	Smith, C.	1.33
Anderson, Frank	7.81	Dickson, S. T.	2.79	Howell, Earl M.	28.97	Laughlin, Kenneth G.	3.57	McPhee, Joseph D.	1.69	Smith, Francis E.	17.81
Arch, J. L.	5.88	Dismukes, R. D.	9.67	Hudbs, Robert	3.54	Laurence, James L. Jr.	39.55	McRae, James S.	1.04	Smith, R. D.	4.19
Arjona, V.	2.82	Domingue, Douglas A.	14.33	Hudson, Wm. M.	7.15	Lawson, Randall E.	10.08	Milazzo, George M.	9.39	Soileau, Byron	11.73
Arnold, Charles R.	5.86	Dufour, P. A.	8.65	Huff, K. R.	1.40	Lee, Ralph J.	1.40	Miller, Fritz J.	1.88	Solis, R. N.	2.20
Arrledge, G. D.	11.67	Duplechin, Frank J.	3.75	Hume, Peter	10.33	Lee, Frances A.	3.53	Miller, O. J., Jr.	4.79	Sparacina, Michael G.	8.73
Bailey, Joseph	1.92	Duracher, Harry J.	8.06	Hunt, Horace C.	1.00	Lelinski, J. T.	2.88	Miorano, Victor J.	1.81	Stevens, Dale R.	6.57
Bailey, Joseph	23.04	Durning, Ivan	2.20	Huszar, Steve N.	6.96	Lemoine, Sam J.	2.82	Moncreif, W. O.	1.00	Stevens, R. A.	4.77
Barnett, John D.	8.34	Eddy, Samuel K., III	5.58	Hutto, Dannie A.	1.30	Lewis, A. J.	9.60	Moncreif, Junior L.	2.90	Stokes, Harold	3.23
Batson, James R.	7.47	Edwards, Otis N.	1.88	Ibrahim, Alit	5.58	Lewis, Kenny	7.18	Mones, Jules H.	6.60	Stoops, Wm. A.	5.35
Bautista, Angel	2.47	Edwards, Otis N.	4.90	James, Charles E., Jr.	3.57	Lewis, Wm. H.	5.48	Moore, Charles L.	1.85	Stover, Charles	8.79
Beans, Tobe	61.42	Elias, Albert A.	2.20	Jeanfreau, Edward	1.54	Lightell, Paul G.	8.08	Moore, F. D.	9.19	Strickland, Ronald R.	9.27
Berg, B.	3.74	Eliaz, Donasino	5.86	Jensen, Carl, Jr.	1.78	Lippert, Frank J.	1.62	Moore, Joseph W.	2.20	Suarez, Joseph, Jr.	8.94
Bergeron, Laurence	10.47	Elliot, John	2.93	Jette, Marcel	16.91	Little, G. B.	6.57	Morris, Jesse A.	2.93	Sullivan, Frank	2.74
Berry, Mike	1.32	Ellis, Frank B., Jr.	3.53					Mosley, Ernest	4.49	Sullivan, James T.	2.00
Berthiaume, Paul	8.94	Emanuel, Thomas E.	3.12					Mueller, Herbert	4.49	Sullivan, W. L.	11.86
Berthiaume, Paul	4.69	Emist, Cornelius C.	51.14					Munin, J.	7.51	Sweet, Harold W.	2.68
Berthiaume, Paul	8.45	Engelder, Herbero O.	2.93					Murtaugh, L. L.	7.51	Swiley, Wm. E.	11.00
Berthiaume, Paul L.	2.82	Engelund, C. L.	3.75					Neville, Dennis J.	5.01	Taska, Nikolai	1.00
Bird, Oscar	5.63	Ewensen, Anton	1.35					Newble, Kenneth A.	74.95	Tatum, Robert	5.58
Blane, Preston A.	7.45	Farrell, Ed L.	1.21					Nolan, Stanley W.	10.33	Tatum, Robert	7.59
Bodden, James E.	5.86	Faulk, John A., Jr.	4.88					Northcut, James C.	37.61	Tcehern, Thomas A.	5.11
Bollinger, L. F.	14.65	Fernandez, J.	2.20					O'Brien, Geo. E.	11.16	Thlu, Goon P.	3.69
Booker, Marshall	11.73	Fiesel, Joseph F.	3.92					O'Connell, Peter	2.93	Thlu, Goon P.	55.09
Booth, John E.	2.05	Fitzgerald, Vincent O.	7.75					Olds, Wm. H.	2.14	Thomas, J.	1.00
Borden, Thomas	3.75	Fitzner, E. F.	1.00					Olds, Wm. H.	2.79	Thomas, Wilson G.	9.13
Boyce, Jerry L.	1.40	Flippo, James	2.94					Osborne, Clarence	7.81	Thompson, Am N.	12.45
Boyd, Roy	17.07	Folse, Wm. P.	2.94					Overturf, Jimmy C.	13.13	Thompson, Andrew A.	4.57
Boytt, Russel J.	10.14	Fontan, John	1.00					Owen, Chester L.	15.03	Thompson, Andrew A.	4.57
Brannan, Carl J.	46.37	Fontenot, Rodney J.	11.16					Painter, Elton	5.61	Todd, Wm. H.	1.57
Brannen, Dan E.	2.78	Foreman, Eugene	5.63					Parker, Anthony C.	3.57	Torrefield, Jose G.	3.53
Breaux, C. E.	1.72	Foreman, Eugene	1.00					Payne, Hiram A.	4.01	Traits, Frank	3.84
Briggs, Wm. T.	14.30	Foster, James M.	4.77					Pederson, M.	7.45	Tregembo, Wm. J., Jr.	1.57
Brooke, Osborne M.	4.39	Foster, Melvin C.	7.51					Pederson, Martin	5.36	Tujague, John M.	1.00
Brown, G. A.	11.37	Foster, W. W., Jr.	3.49					Pena, Guillermo	1.82	Tuker, Carl V.	3.43
Brown, Gerald P.	9.83	Fowler, Claude H.	2.41					Penepinto, Augusto J.	3.53	Valenzuela, Jose J.	15.03
Brown, Leon C. C.	4.10	Freeman, Thomas E.	3.75					Penton, Dewey A.	20.23	Vasquez, Alex	4.70
Burk, John M.	10.94	Fruga, Herman	11.16					Penton, Leon J.	11.87	Vasquez, Alex	10.00
Burns, Larry A.	11.73	Fruga, Herman	10.78					Pernino, John	2.79	Velasco, Albert R.	17.28
Burrus, F. A.	35.49	Furneis, Eward H.	2.68					Peterson, Henry J.	13.16	Vera, H.	1.85
Burton, Jack D.	11.73	Gabel, Roberto M.	6.32					Phillippille, A. P.	2.80	Vieira, John C.	2.20
Butler, John E.	4.61	Gabel, Roberto M.	4.19					Phillips, Alfred	8.79	Vieira, John C.	5.86
Byrd, Willoughby C.	1.79	Galardi, H. J.	2.82					Phipps, J. R.	16.31	Vivero, Frank	1.00
Callard, Geo. Jr.	8.37	Gallejos, Richard	16.72					Planes, Jorge	23.92	Wagner, Donald J.	4.69
Callard, George	10.56	Galuska, Louis	1.96					Prosper, James E.	20.55	Waite, Joseph W.	2.19
Cannella, Frank	1.00	Garcia, Richard	1.40					Puckett, Douglas R.	10.54	Walker, Cleveland	6.57
Capo, Paul	1.00	Garcia, Richard	75.65					Puntillo, S. E.	13.09	Walker, Wm. E.	10.94
Carrasco, Mario	2.05	Gardemal, Leonard J.	3.77					Puntillo, Sal E.	2.00	Ward, John J., Jr.	4.46
Casanueva, M.	9.02	Gardner, Dyke P.	7.83					Quest, Eddie	3.49	Weekley, Joseph E., Jr.	3.49
Casanueva, Michael	6.01	Gehringer, Joseph T.	1.88					Quintoy, Virgil Q.	3.67	Wells, John C., Jr.	6.87
Case, Samuel, Jr.	11.79	Gentry, Fred	5.64					Quinn, Geo.	1.00	West, Frank W.	10.11
Case, Samuel, Jr.	40.30	Gerdes, Henry C.	4.59					Quintayo, Felipe	4.19	Westphall, H.	2.84
Casey, Weldon E.	8.88	Gibson, Lloyd H.	3.75					Raborn, Isaac L.	2.33	Whitley, Earl	44.17
Cater, Marchall R.	2.79	Gierczic, George	1.47					Raborn, Isaac L.	3.49	Wheels, J. E.	16.72
Ceron, Loui	2.93	Gonzales, James	16.61					Rana, Karl J.	26.39	Wheels, Jack E.	1.57
Chaban, Simon	7.80	Gonzalez, Juan I.	11.73					Rawlinford, Raymond O.	5.62	White, Wm. D.	4.69
Chaisson, Richard	13.52	Goodwin, Harry F.	3.57					Reed, Charles E.	28.17	White, Wm. W.	1.83
Champagne, Alcee J.	1.57	Gray, Leon W.	147.40					Reed, Charles E.	3.57	Whited, John L., Jr.	9.02
Champagne, Edward J.	9.49	Gray, Percy A., Jr.	10.72					Richardson, Roy R.	1.29	Whited, John L.	6.57
Charles, Samuel	1.47	Graz, John C.	6.57					Richaux, Joseph	20.53	Williams, D. L.	7.45
Cherry, C. L.	1.00	Gremillion, Wm. M.	3.53	Johnson, Essen A.	13.15	Liuzza, Michele A.	10.40	Robert, Hafford	5.64	Williams, J. L.	2.82
Cino, Oscar	40.59	Griffin, Lewis N.	3.49	Johnson, John R.	10.95	Loeber, Glen R.	1.92	Roberts, Jimmie R.	3.53	Williams, John A.	2.09
Clark, John W.	13.17	Griffith, J. D.	3.74	Johnson, Lloyd	7.02	Loffin, Edward J.	10.26	Roberts, Roy D.	4.82	Williamson, L. R.	37.41
Cogswell, Wm. F.	3.75	Griffith, Theo M.	2.68	Jones, James S.	8.31	Longuet, Arthur W.	1.79	Robinson, Ellison	2.20	Williamson, Lewis	3.75
Collet, Raymond G.	2.82	Gros, Richard J.	3.67	Jones, Jesse P.	3.75	Lopez, Manuel F.	7.22	Rogers, Lee	3.84	Williamson, Lydie W.	1.24
Collins, Douglass	3.49	Guitar, Barry E.	9.07	Jordan, A. J.	2.20	Lopez, Placido D.	3.53	Romongo, Gerard J.	4.89	Wilson, J. D.	18.28
Collins, Ventis L.	3.43	Hadden, Norman B.	6.25	Jordan, Dewey	1.79	Luizza, Daniel J.	11.16	Roque, Ramon R.	39.41	Wilson, J. D.	4.57
Cooper, Robert L.	1.79	Hamm, Alfred	19.98	Jreau, Edward Jean	466.79	Lusco, D. M.	1.79	Rose, Bill	40.31	Wintzel, Henry J.	3.64
Costello, Albert J.	22.53	Hammer, L. N.	17.14	Kammet, Harold	14.58	Lyons, Albert C.	5.94	Rose, Lumas	2.93	Woods, James L.	7.43
Cottongin, Frank R.	1.79	Hammerstone, J. C.	3.76	Keely, Martin	8.37	Macklin, Alton W.	5.45	Rothchild, Sigmund	1.87	Woods, James L.	4.65
Craft, Jack W.	5.32	Hand, John G.	8.65	Keith, John E.	12.40	Maddox, Richard C.	7.49	Roy, Arthur O.	2.68	Woods, James L., Jr.	1.47
Cranford, G. R.	36.24	Hardcastle, E. B.	7.15	Kelly, Barney	40.79	Madueri, J.	7.49	Rubis, Philip	3.26	Wright, A. O.	1.88
Crawford, J. F.	18.24	Hargesheimer, L. V.	2.79	Kendrick, O.	14.09	Machum, James L.	10.23	Ruiz, Eugene J.	5.36	Wright, Ed J.	8.51
Crawford, R. W.	7.33	Harman, D. C.	3.84	Kendrick, O. J.	4.69	Maldonado, Porfirio	3.53	Rushing, Elmer W.	4.80	Wynne, J. J.	2.82
Creel, O. D.	87.80	Harper, Roy Lee	1.79	Keneday, George B.	1.27	Mamette, James S., Jr.	16.23	Rutherford, D. M.	5.86	Yeoman, Albert R.	2.83
Croto, Robert E.	13.20	Harrison, Joel K.	9.07	Kennedy, John E.	7.45	Manen, John	12.29	Rutherford, O. M.	8.07	Young, Charles B.	22.95
Cuccia, Roy K.	23.38	Harrison, Joseph J.	10.22	Kennedy, R. N.	7.33	Manuel, Rolin	5.20	Rydton, Edward M.	4.39	Zagler, Stanley	12.38
Curry, Geo.	5.76	Harvey, Lee J.	12.13	Kennedy, Victor A.	6.25	Martin, Joe U.	1.65	Sanford, Tommy S.	25.26	Zebrowski, Edward J.	1.00
Dame, Adolph	2.92	Hatchel, Wm. D.	17.05	King, Royal A.	15.81	Mazau, S. Charles	3.79	Sawyer, Charles R.	4.19		
Danne, A. L.	1.53	Hauke, A. A.	4.69	Kirby, Wm. A.	3.89	McCarroll, E. J., Jr.	2.93	Sawyer, Charles	2.09		
Danne, Adolph L.	7.33	Hauke, Adam A.	11.26	Knox, Geo. K.	2.41	McKay, Henry D.	7.51				935.56*

The Delta Steamship Lines has notified the SIU that it is holding checks for unclaimed wages due crewmen as of December 31, 1964. The following Seafarers may collect their checks by writing to the Paymaster, Delta Steamship Lines, Inc., Hibernia Bank Building #6, New Orleans, La.:



Johnson, Essen A.	13.15	Liuzza, Michele A.	10.40
Johnson, Essen A.	3.75	Loeber, Glen R.	1.92
Johnson, John R.	10.95	Loffin, Edward J.	10.26
Johnson, Lloyd	7.02	Longuet, Arthur W.	1.79
Jones, James S.	8.31	Lopez, Manuel F.	7.22
Jones, Jesse P.	3.75	Lopez, Placido D.	3.53
Jordan, A. J.	2.20	Luizza, Daniel J.	11.16
Jordan, Dewey	1.79	Lusco, D. M.	1.79
Jreau, Edward Jean	466.79	Lyons, Albert C.	5.94
Kammet, Harold	14.58	Macklin, Alton W.	5.45
Keely, Martin	8.37	Maddox, Richard C.	7.49
Keith, John E.	12.40	Madueri, J.	7.49
Kelly, Barney	40.79	Machum, James L.	10.23
Kendrick, O.	14.09	Maldonado, Porfirio	3.53
Kendrick, O. J.	4.69	Mamette, James S., Jr.	16.23
Keneday, George B.	1.27	Manen, John	12.29
Kennedy, John E.	7.45	Manuel, Rolin	5.20
Kennedy, R. N.	7.33	Martin, Joe U.	1.65
Kennedy, Victor A.	6.25	Mazau, S. Charles	3.79
King, Royal A.	15.81	McCarroll, E. J., Jr.	2.93
Kirby, Wm. A.	3.89	McGee, Jerry J.	36.65
Knox, Geo. K.	2.41	McKay, Henry D.	7.51



SEAFARERS ROTARY SHIPPING BOARD



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

February 27 - March 12

Shipping remained brisk for Seafarers, although the total number dropped to more normal levels after the big rush during the previous period. A total of 1,523 Seafarers shipped, compared with 2,085 in the previous two weeks.

As the congested harbor on the East Coast slowly emptied the pace of shipping all along the coast slowed somewhat. Shipping in New York was only a small portion of the prior period's shipping total, although still brisk. Shipping was much reduced in Boston, and slightly slower in Norfolk and Philadelphia. Baltimore job calls remained at a good fast pace, slightly higher the past two weeks than in the previous period. Tampa, where the longshoreman's beef was settled recently, remained on the slow bell.

In the Gulf, shipping remains strong in Houston, as almost twice as many Seafarers shipped through this port as during the previous period. New Orleans and Mobile shipping, however, dropped off slightly. On the West Coast, there was a good improvement in the

number of jobs available in both Wilmington and San Francisco, while Seattle shipping dipped slightly.

A breakdown of the jobs shipped by department reveals that most Seafarers shipped in the deck department, with engine department jobs second.

Registration began to pick up, as ships continued to pay off and jobs exchanged hands. A total of 1,197 Seafarers registered during the past two weeks, compared with 1,103 in the period previous. The total number of Seafarers registered and on the beach at the end of the period, however, was again lower, 4,567, contrasted with 4,635 in the prior period.

The seniority situation was more normal with the number of full book members shipping comprising 59 percent of the total, compared with 66 percent in the previous period. B Books comprised 32 percent of the total, contrasted to 27 percent in the prior period, and C Cards were 9 percent of the total.

Shipping activity continued to improve, with 53 pay-offs during the period, 43 sign-ons and 131 in transits.

Ship Activity

Port	Pay Sign In			
	Offs	Ons	Trans.	TOTAL
Boston	1	0	5	6
New York	11	7	17	35
Philadelphia	5	2	14	21
Baltimore	7	6	13	26
Norfolk	4	3	8	15
Jacksonville	0	3	8	11
Tampa	1	0	7	8
Mobile	6	1	7	14
New Orleans	6	6	15	27
Houston	4	8	18	30
Wilmington	2	0	7	9
San Francisco	2	3	7	12
Seattle	4	4	5	13
TOTALS	53	43	131	227

DECK DEPARTMENT

Port	Registered CLASS A				Registered CLASS B				Shipped CLASS A				Shipped CLASS B				Shipped CLASS C				TOTAL Shipped				Registered On The Beach CLASS A				CLASS B			
	GROUP				GROUP				GROUP				GROUP				GROUP				CLASS				GROUP				GROUP			
	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	A	B	C	ALL	1	2	3	ALL	1	2	3	ALL
Boston	1	2	0	3	0	1	2	3	0	1	0	1	0	0	0	0	0	0	0	1	0	0	1	5	15	1	21	0	2	6	8	
New York	15	21	12	48	1	7	11	19	8	28	8	44	2	3	6	11	0	0	4	4	44	11	4	59	117	191	45	353	39	64	101	204
Philadelphia	9	9	2	20	0	3	5	8	4	11	0	15	0	4	5	9	0	0	2	2	15	9	2	26	15	14	4	33	0	2	12	14
Baltimore	11	17	1	29	0	7	9	16	18	37	12	67	1	3	9	13	1	0	0	1	67	13	1	81	52	73	13	138	1	20	36	57
Norfolk	7	4	1	12	2	3	6	11	5	6	1	12	0	2	6	8	0	2	3	5	12	8	5	25	11	14	3	28	2	13	10	25
Jacksonville	2	3	0	5	0	0	1	1	4	10	0	14	3	6	7	16	0	0	0	0	14	16	0	30	4	5	0	9	3	5	6	14
Tampa	0	2	0	2	1	0	2	3	1	1	0	2	2	0	0	2	0	0	0	0	2	2	0	4	10	15	3	28	2	4	8	14
Mobile	7	11	2	20	2	1	11	14	11	11	2	24	2	4	9	15	2	1	0	3	24	15	3	42	34	38	5	77	2	6	30	38
New Orleans	11	19	7	37	5	17	22	44	21	38	4	63	2	13	22	37	0	3	3	6	63	37	6	106	82	25	15	172	3	44	73	120
Houston	22	20	5	47	1	19	20	40	17	54	10	81	2	22	20	44	0	5	3	8	81	44	8	133	80	85	27	192	9	41	47	97
Wilmington	3	2	1	6	1	3	1	5	2	5	1	8	0	1	3	4	0	0	0	0	8	4	0	12	13	10	4	27	2	6	6	14
San Francisco	8	10	2	20	2	5	4	11	6	13	2	21	0	2	4	6	0	0	0	0	21	6	0	27	4	22	3	29	4	10	12	26
Seattle	9	8	4	21	0	5	6	11	11	11	3	25	0	4	5	9	1	0	0	1	25	9	1	35	22	13	4	39	1	6	7	14
TOTALS	105	128	37	270	15	71	100	186	108	226	43	377	14	64	96	174	4	11	15	30	377	174	30	581	449	510	127	1146	68	223	354	645

ENGINE DEPARTMENT

Port	Registered CLASS A				CLASS B Registered				Shipped CLASS A				Shipped CLASS B				Shipped CLASS C				TOTAL Shipped				Registered On The Beach CLASS A				CLASS B			
	GROUP				GROUP				GROUP				GROUP				GROUP				CLASS				GROUP				GROUP			
	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	A	B	C	ALL	1	2	3	ALL	1	2	3	ALL
Boston	0	1	1	2	0	2	0	2	0	2	0	2	0	0	0	0	0	0	0	2	0	0	2	1	5	1	7	0	4	4	8	
New York	9	35	0	44	3	10	12	25	9	25	5	39	2	16	6	24	0	0	2	2	39	24	2	65	67	158	41	267	24	49	61	134
Philadelphia	2	11	1	14	0	3	3	6	1	16	1	18	1	2	1	4	0	0	2	2	18	4	2	24	5	24	1	30	0	4	6	10
Baltimore	3	22	1	26	1	4	6	11	6	38	6	50	0	13	12	25	0	2	1	3	50	25	3	78	15	60	11	86	1	20	32	53
Norfolk	2	7	2	11	0	4	3	7	0	4	2	6	0	4	5	9	0	2	2	4	6	9	4	19	6	20	1	27	1	7	16	24
Jacksonville	0	1	0	1	0	3	1	4	0	9	0	9	1	4	3	8	0	2	3	5	9	8	5	22	1	4	0	5	0	7	3	10
Tampa	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1	0	0	1	6	15	1	22	0	3	7	10
Mobile	4	12	3	19	0	4	5	9	4	10	4	18	0	5	4	9	1	2	0	3	18	9	3	30	11	31	4	46	1	15	20	36
New Orleans	13	28	3	44	6	22	10	38	11	46	5	62	3	16	13	32	0	2	1	3	62	32	3	97	38	81	11	130	7	62	45	114
Houston	22	36	3	61	1	16	18	35	16	48	5	69	1	23	19	43	0	12	6	18	69	43	18	130	42	98	8	148	13	63	62	138
Wilmington	1	4	1	6	0	2	3	5	2	5	2	9	0	1	2	3	0	1	0	1	9	3	1	13	4	13	2	19	4	5	6	15
San Francisco	2	6	2	10	6	3	4	13	5	11	2	18	2	1	3	6	0	0	0	0	18	6	0	24	11	21	3	35	4	8	7	19
Seattle	3	8	1	12	2	4	2	8	4	7	2	13	1	3	5	9	1	0	1	2	13	9	2	24	5	15	1	21	2	8	3	13
TOTALS	61	171	17	250	19	77	67	163	58	221	35	314	11	88	73	172	2	23	18	43	314	172	43	529	212	546	85	843	57	255	272	584

STEWARD DEPARTMENT

Port	Registered CLASS A				Registered CLASS B				Shipped CLASS A				Shipped CLASS B				Shipped CLASS C				TOTAL Shipped				Registered On The Beach CLASS A				CLASS B						
	GROUP				GROUP				GROUP				GROUP				GROUP				CLASS				GROUP				GROUP						
	1-3	1	2	3	ALL	1	2	3	ALL	1-3	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	A	B	C	ALL	1-3	1	2	3	ALL	1	2	3	ALL
Bos.	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	1	1	1	2	3	7	2	0	3	5			
NY	5	12	8	16	4	1	4	7	12	2	10	3	18	3	1	2	16	19	0	9	9	33	19	9	61	26	79	74	75	254	9	11	145	165	
Phil.	1	5	1	4	1	0	2	5	7	1	1	1	7	10	0	0	4	4	0	0	8	8	10	4	22	4	8	4	8	24	0	2	8	10	
Bal.	2	4	3	8	17	0	1	12	13	5	15	9	19	48	0	0	18	18	0	0	0	48	18	0	66	13	34	21	31	99	4	2	42	48	
Nor.	2	3	0	1	6	0	1	4	5	0	3	1	1	5	0	1	11	12	0	0	2	2	5	12	2	19	6	5	5	4	20	2	1	11	14
Jac.	0	0	1	0	1	0	0	0	0	1	2	1	1	5	0	1	3	4	0	0	7	7	5	4	16	1	3	1	0	5	3	1	3	7	
Tam.	0	0	1	0	1	0	1	2	3	0	2	0	1	3	0	0	0	0	0	0	3	0	0	3	1	8	4	6	19	0	2	6	8		
Mob.	1	5	1	4	11	0	0	6	6	3	2	1	2	8	0	0	9	9	0	0	1	1	8	9	1	18	10	20	13	21	64	0	0	21	21
NO.	2	13	3	26	44	3	8	33	44	7	16	5	32	60	1	3	31	35	0	0	11	11	60	35	11	106	19	50	18	75	162	5	3	93	101
Hou.	6	15	9	10	40	2	2	9	13	9	13	7	13	42	1	6	22	29	2	0	23	25	42	29	25	96	19	51	32	36	138	7	11	30	48
Wil.	1	2	2	2	7	2	0	2	4	1	1	0	3	5	0	0	5	5	0	0	0	5	5	0	10	4	6	5	6	21	3	1	7	11	
SF.	2	5	1	9	17	3	1	3	7	0	2	1	8	11	0	0	10	10	0	0	0	11	10	0	21	6	12	7	18	43	1	3	10	14	
Sea.	1	2																																	

Your Union Benefits

By Al Kerr, Secretary-Treasurer



Benefit Action Requires Data

Although the Union has gone to considerable effort to create various benefit plans, members who are careless about filling all the required information often find it hard to take advantage of them as fast as they normally could. As we have pointed out before, members who follow the simple steps in sending the necessary information when filing to collect their payments, often avoid long unnecessary delays.

If a member makes certain that every bit of information that is asked for on an application form is filled out, he knows he can count on his Union officials to promptly process his claim for welfare, vacation or pension benefits.

For instance, a Seafarer who has become permanently disabled and wants to apply for a \$150 per month disability pension must fulfill certain requirements. He has to have 4,380 days of seetime on SIU-contracted ships in addition to a statement certifying his disability.

In filing for a disability pension, a Seafarer would have to furnish the following information:

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

(2) In order to prove that he has the necessary seetime, he must furnish copies of his Coast Guard discharges as a record of his past employment.

We often hear many Seafarers complain that they can't locate their old discharges. If a member happens to be in this kind of a fix, we would like to remind him that duplicates of old discharges can be obtained by writing to the Commandant, United States Coast Guard, Washington, D.C., requesting a listing of all of your Coast Guard discharges.

If a brother does make this kind of a request to the Coast Guard, he is required to furnish his Z-number, his Social Security number, the approximate dates

when he sailed, and the names of as many of his former ships as he can recall.

When all this information, including the permanent not-fit-for-duty certificate, the record of past discharges and the application for a disability pension, is submitted to the joint Union-shipowner trustee panel of the pension plan, prompt processing will then take place.

SIU pensions have long been considered among the best, when compared to other similar plans around the country. The important thing to remember is that the quicker a brother files all the information that is required, the quicker he can start collecting those \$150 checks which arrive every month.

Cuba Reports Expansion Plan For Merchant Fleet

HAVANA, Cuba—Cuban Premier Fidel Castro plans to have the biggest merchant marine of all the Latin-American nations within the next two years, it was announced last week in the Cuban capitol. Cuba already claims to have one of the fastest-growing merchant navies in the world.

Cuba's gross tonnage now stands at 113,942 according to Havana, up from 52,135 in 1959 when Castro took over. The gross tonnage is expected to rise to 211,268 tons by 1966. What the Cuban announcement says, in effect, is that the U. S. embargo of ships trading with Cuba will be unworkable because she will be able to carry her own cargoes.

Cuba's deep sea fleet now consists of 26 ships displacing from 2,115 to 12,284 tons. Thirteen cargo ships are expected to be added during the next two years. The new vessels are scheduled to include 10 large ships equipped for use in ice-bound seas equipped with refrigerating holds and holds for liquid and solid cargoes.

At the present time, the pride of the Cuban merchant fleet is the 12,284-ton, French-built Uvero—flagship of the fleet completed in 1960. New vessels are scheduled to come from shipyards in both Western and Communist countries, including East Germany and Poland.

Other Items

Other interesting data included in last week's announcement was a list of the seaports most frequented by Cuban ships. These included the Canadian ports of Montreal and St. John's, Rotterdam in The Netherlands, Antwerp in Belgium, London, Barcelona, Algiers and Szczecin in Poland.

"Cuban ships were in almost all of the most important seaports in Spain - Alicante, Gijon, Cadiz,

Palmas de Majorca and Tenerife," on one given day recently the announcement said. In addition to being an important trade partner of Cuba, Spain is also building

fishing boats and other small ships for the Castro government.

Prior to the Castro takeover, U. S. ports were the primary ports-of-call for Cuban vessels.

Rap Growers' Stalling Tactics

Congressmen Praise Anti-Bracero Laws

WASHINGTON—A group of western congressmen have declared strong opposition to renewed importation of foreign farm workers and praised Labor Secretary W. Willard Wirtz for his "courageous stand" in rejecting pressure from employers seeking "a cheap, docile and captive" labor force.

The delegation said after meeting with Wirtz that "American farm workers can and will very shortly meet our entire domestic requirements."

The seven-member group charged that big growers, seeking re-enactment of the Mexican bracero program or entry of temporary workers under the Immigration Act, have deliberately "used repressive tactics to drive U.S. workers away."

The U.S. Employment Service has done "an excellent recruiting job" in lining up domestic farm workers, the group said. But employers "have rejected bus-

loads of U.S. workers as unfit before they even arrived at the farm. They have flagrantly cancelled orders for workers, while claiming in the same breath that they cannot get U.S. laborers. They have given American workers filthy, inadequate housing, and asked them to work under completely unacceptable conditions," the group charged.

Owners of the big corporate farms, the congressmen said, have mounted "a massive campaign of unprecedented proportions" to bring in foreign workers. "They simply have not accepted the fact that foreign farm labor importation is dead. Instead, many growers, and their associates in related fields, believe they can impress and intimidate Congress and the Administration with panicky, unfounded cries of help."



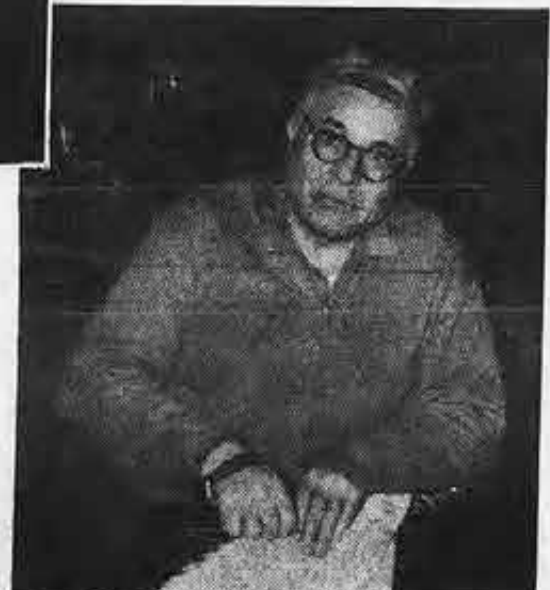
UIW members (l-r) Jimmy Grossi and Raphael Del Rio are shown making an important part of any canvas product—pads to protect the fabric from wear.



Dewey Fattorusso (left) uses a sharp blade to cut canvas for a hatch cover, while fellow UIW member Joe Scalzo points to the line where cut must be made.



Producing equipment slings for industry requires several steps and careful workmanship to insure strength. Sewing the white nylon strips above are UIW members (l-r) Baltazar Maldonado and shop steward Jerry Primiano.



Expert sailmaking is also carried out at Acme Canvas. Here, Petruzzilli Rocco handles the needle.

ON THE JOB
with the
UIW-SIU

One of many SIU United Industrial Workers-contracted companies in the New York area, Acme Canvas & Rope Company in Brooklyn manufactures canvas coverings for trucks, as well as boat sails, hatch covers, tarpaulins and a variety of other canvas products used in many industries. On a recent visit to the plant the LOG photographer made the rounds and recorded several of the many operations which UIW members skillfully perform each day.

SIU-IBU Delegate Nominations To Open

Inland Boatmen Schedule 2nd Convention May 26

NEW YORK—The SIU-AGLIWD Inland Boatmen's Union has scheduled its Special and Second Quadrennial Convention at 9:30 AM, Thursday, May 27, 1965 at the Gramercy Inn, 1616 Rhode Island Avenue, N.W., Washington, D.C. Individual notices of the call to the convention and procedures for electing delegates have been mailed to all members in each of the four IBU regions.

The monthly IBU membership meetings held in March in the Atlantic Coast Region, the Gulf Coast Region, the Railway Marine Region and the Great Lakes Tug and Dredge Region, acted upon the Election Notice of 1965 Convention Delegates. This notice was mailed to all members in each of the four regions in accordance with section 401 (e) of the Labor Management Reporting and Disclosure Act of 1959.

All full book members of the IBU who are in good standing may submit nominations for delegates to the convention.

Atlantic Coast Region

The IBU Atlantic Coast Region will select six delegates to the Special and Quadrennial Convention. Nominations to choose these delegates will open March 22 and March 26, 1965.

A special membership meeting for the Atlantic region will take place in New York at 11 AM, Monday, March 29 to elect a three-man nominating committee to check on the eligibility of nominees for convention delegates.

Gulf Coast Region

IBU members in the Gulf region will elect six delegates to the Special and Quadrennial Convention. Delegates will be nominated from March 22 to March 26, 1965.

A special Gulf Coast membership meeting will be held in New Orleans at 10 AM on Monday, March 29 to pass on the eligibility of convention delegate nominees.

Railway Marine Region

Members of the Railway Marine Region will pick two delegates to represent them at the Second and Quadrennial IBU convention.

Nominations to elect the delegates will begin March 22 and end March 26, 1965.

A special membership meeting for the Railway Marine Region will be held in Jersey City at 10 AM, Monday, March 29, 1965 to choose a three-man nominating committee to pass on the eligibility of nominees for convention delegates.

Gt. Lakes Tug & Dredge Region

The Great Lakes Tug and

Dredge Region will select three delegates to the Special and Quadrennial Convention in Washington. The nominating period for these delegates will run from March 22 to March 26, 1965.

A special meeting for members of the GLTD will be held in Detroit at 10 AM, Monday, March 29 to elect a five-man nominating committee to act on eligibility of convention delegate nominees.

SIU-UIW Sets Elections Of Convention Delegates

NEW YORK—The SIU-AGLIWD United Industrial Workers will hold its Special and Second Quadrennial Convention at 9:30 AM, Wednesday, May 26 at the Gramercy Inn, 1616 Rhode Island Avenue, N.Y., Washington, D.C. Official

notice of the convention and procedures to elect delegates to it have been mailed to all UIW members in the Atlantic and Gulf Coast regions.

The regular monthly March meeting of UIW members in the Atlantic and Gulf Coast regions acted upon the Election Notice of 1965 Convention Delegates, which was mailed to the entire membership in accordance with section 401 (e) of the Labor Management Reporting and Disclosure Act of 1959.

All UIW full book members in good standing may submit nominations for convention delegates.

Atlantic Coast Region

The UIW Atlantic Coast Region will elect seven delegates to the

Special and Quadrennial Convention. Nominations to select these delegates will open March 22, 1965 and end on March 26, 1965.

A special membership meeting for the Region will be held in New York at 9 AM, Monday, March 29 to elect a three-man nominating committee to pass on the eligibility of nominees for convention delegates.

Gulf Coast Region

The UIW Gulf Coast Region will select one delegate for the Special and Quadrennial Convention. Nominations for this delegate will open March 22 and close on March 26, 1965.

A special membership meeting for the Gulf Region will be held in New Orleans at 10 AM, Monday, March 29, 1965 to select a three-man nominating committee to check on the eligibility of convention delegate nominees.

SIUNA Convention Set For May 26-June 1

(Continued from page 3)

pose of electing a three-man nominating committee to pass on the eligibility of nominees for convention delegates.

IBU.

The Atlantic-Gulf Coast Regions will elect five delegates for the biennial SIUNA convention to be held in Washington. The nominating period during which these delegates will be selected opens March 22, 1965 and closes on March 26, 1965.

The regular March monthly IBU membership meetings acted upon the Election Notice of 1965 Convention Delegates, which, in ac-

cordance with section 401 (e) of the Labor Management Reporting and Disclosure Act of 1959, was mailed to every member of the Union.

All IBU members who are full book members in good standing may submit nominations for convention delegates.

Special meetings for IBU members will be held on Monday, March 29. The meeting for the Atlantic Coast Region will be held in New York, and for the Gulf Coast in New Orleans. The membership in both these ports will elect a three-man nominating committee to decide on the eligibility of convention delegate nominees.

Railway Marine Region — The SIU-Railway Marine Region will select two delegates for the twelfth biennial SIUNA convention. Nominations for these delegates will open March 22, 1965 and will end with the close of business on March 26, 1965.

The regular March monthly meeting of RMR members acted upon the Election Notice of 1965 Convention Delegates which was mailed to all members of the region, in accordance with section 401 (e) of the Labor Management Reporting and Disclosure Act of 1959.

All RMR members who are full book members in good standing may submit nominations for convention delegates.

A special meeting for RMR members will be held on Monday, March 29 at Jersey City to elect a three-man nominating committee which will act on the eligibility of nominees for convention delegates.

Gt. Lakes Tug & Dredge Region—The SIU Great Lakes Tug and Dredge Region will choose two delegates for the SIUNA biennial convention to be held in Washington. GLTD members will nominate delegates from March 22, 1965 to March 26, 1965.

The regular monthly meetings of the GLTD held in March acted upon the Election Notice of 1965 Convention Delegates, which, in accordance with section 401 (e) of the Labor Management Reporting and Disclosure Act of 1959, was mailed to every member of the Region.

All full book members of the Great Lakes Tug and Dredge Region in good standing may submit nominations for convention delegates.

A special membership meeting will be held in Detroit on Monday,



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

Spring Fit-Out Starts On Lakes

Local 10, of the SIUNA Transportation Services and Allied Workers, SIUNA announced a resounding victory on March 3rd in the Checker Cab Company election which was held in Detroit. The results were 454 votes for local 10 and 261 for no-union. This terminates a three year struggle to gain union representation for the cab drivers of Detroit. No objections have been filed with the NLRB, and from all indications certification will be forthcoming within two weeks.

Detroit

Ships are commencing to fit-out in the Detroit area. Registration has picked up considerably in all departments, and the 1965 season was kicked off officially on Saturday, March 13th with the sailing of the SIU-contracted steamer S. T. Crapo, which was scheduled to go to Alpena for a load of cement. The Crapo had the honor of carrying the first lake cargo, opening the coming navigation season.

With the opening of the shipping season drawing near, registrations in all departments have been increased considerably in this port. The indications in this area are that we will have an early season.

Buffalo

A meeting was held recently with the Boland Steamship Company by Buffalo SIU representatives. Several items involving overtime were settled. Checks for the following individuals are forthcoming: Douglas Hovey of the Fred Manske for changing boom cables; H. Farley, J. Kornishand, and L. Wookowski off the John J. Boland will receive two hours each for the painting of the after recreation room. J. T. Ellison off the J. T. Hutchinson will receive his bonus pay for the 1964 season from October 31 to December 19th.

The company has paid overtime for doing sanitary work while on security watch to C. L. Clayborne and Brother W. Lawrence off the McKee Sons steamer D. P. Thompson. The company has agreed to pay additional overtime to all deck department personnel for work performed on Memorial Day. The checks are forthcoming and will be paid each crewmember in the deck department.

Construction workers are working at full speed on the Welland Canal, that 27 mile length between Lake Erie and Lake Ontario, in an effort to complete improvements prior to the start of the

navigation season, now less than a month away. The improvements involve some \$6 million worth of gate repairs, approach and tie-up wall extensions, in addition to channel dredging and an overall machinery replacement.

Alpena

Registrations have been steady since the opening of the Alpena Hall March 1. We have several rated members registered in each department. Most of our members are anxious for the shipping to begin. It was nice to see so many members using the recreational facilities of the hall during the winter months.

We have been seeing a lot of Francis (Stells) Shea, Joe Cebula and Irwin Schultz, just to mention a few who are patiently waiting for that certain ship to fitout.

The ice on the lakes is gone and the tub Captain Mack, (Huron Portland Cement) broke the ice in the channel on March 8th. The shipping season officially opened for the Huron Portland Cement Company Sunday, March 14th when the steamer S. T. Crapo arrived at noon. While this does not make the earliest opening of the shipping season for Huron Cement, it is earlier than usual. The earliest opening of the shipping season by Huron Cement was January 31, 1964.

We welcome the Maritime Engineers Beneficial Association in this area, who are opening an office in Rogers City, Michigan to better serve their members.

Chicago

The only work here recently was an 8 man shifting gang for the steamer Harvester, the newly acquired straight decker for Gartland Steamship Company. According to the company, the new name for the Harvester will be the "Chicago Trader."

The Chicago SIU held a meeting recently with Gartland Steamship Company regarding pending disputes laid over from the end of the 1964 season. All disputes were settled and a full report of disputes were sent into Detroit. Registration for the 1965 season has been slow, with only 32 men registered of which some expect to be called back to their old jobs when we receive news of fitout.

We are still meeting with all principal officials of the Chicago Marine Hospital and other labor groups regarding the closing of these facilities.

Cleveland

This port has gotten off to a
(Continued on page 18)

YOUR UNION MEETINGS
ARE IMPORTANT TO YOU.



Beef Box

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

Of the many letters to come into this department during the past few months, we have selected a wide range of shipboard beefs for use in this issue. Two separate questions dealing with Oilers on day watch and sea watches are covered in the first letter, sent in by Seafarers Richard Harris aboard the *Transecastern*.

Question No. 1: "Can port watches be maintained in U.S., and then in Pakistan be broken and Oilers put on day work."

Answer and Reference: There is nothing in the contract that makes it mandatory for Oilers to be kept on port watches in any port when sea watches are broken. Moreover, they are to be put on day work in accordance with the Standard Freightship Agreement, Article IV, Section 7, first paragraph, which reads as follows:

"When a vessel is in port as defined in Article II, Section 34, and is scheduled to remain in port twenty-four hours or longer, sea watches shall be broken. When scheduled stay of vessel is less than twenty-four hours, sea watches shall be maintained. If sea watches are to be broken, they shall be broken when 'Finished with Engine' bell is rung."

Question No. 2: "Can one Oiler make routine watch on day work while other two oilers do day work so Second Assistant can work on boilers."

Answer: Yes, provided this work is rotated among the three oilers, and all Oilers perform this work during the hours 8 to 12 and 1 p.m. to 5 p.m., no overtime would be applicable.

Reference: Standard Freightship Agreement, Article IV, Section 19, which reads as follows: "Oilers on Day Work—Steam. They shall assist the engineers in maintenance and repair work in engine room, machine shop, shaft alley, ice-machine room, and store-room when located in, or adjacent to engine room. They shall not be required to do any cleaning of boilers, painting, cleaning paint, polishing work, wire-brushing, chipping or sealing without the payment of overtime."

The next question comes from the deck delegate aboard the *Mankato Victory* regarding unlicensed Deck Department personnel watching cargo.

Question: Our job is to stand by in the holds and watch cargo. The hours were from 8 a.m. to 12 noon, 2 p.m. to 5 p.m., and 3 p.m. to 3 a.m. Are we entitled to straight overtime between 8 a.m. and 5 p.m. and 1 1/2 between 5 p.m. and 8 a.m., weekdays and the same on weekends?

Answer: Since the work you are performing is not the customary duties of the Deck Department, all of the crewmembers involved are entitled to straight overtime for all hours worked while watching cargo.

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

Another question by the same Seafarer inquires about meals to be served while working as mentioned. The contracts department answered as follows:

With reference to your question as to whether or not you are entitled to a hot meal at midnight, the answer is yes. We refer you to Article II, Section 45, paragraph (b), which reads as follows:

"If the crew starts work at or before 9 p.m. and works continuously for three hours, a hot lunch shall be provided at the expiration

of the three hours if the work is to be continued. Otherwise, a night lunch shall be provided. An unbroken hour shall be allowed for the hot lunch and if such unbroken hour is not allowed the men shall receive one hour's overtime worked during the hot lunch hour."

Money Due

The Contracts and Constitution department is still holding a number of checks for the Seafarers listed below. These men are urged to pick up their checks from this department or notify headquarters where the checks may be sent.

In the settlement of disputed overtime aboard the *Transoreans*, checks are being held for James Mahoney and Seymour Sikes.

From the *Ames Victory*, checks are being held covering travel wages, subsistence and transportation for Wallace P. Anderson, Morris Berlowitz, Ralph L. Jones and Lee W. Morin.

In the settlement of disputed overtime for tank cleaning aboard the *Manhattan*, checks are being held for L. Harvey, H. Kopper-smith, and S. Puntillo.

Checks for the settlement of disputed overtime aboard the *Penn Carrier* are being held for Earl H. Beamer, and Walter Smith.

Former crewmembers of the *Niagara*, who are owed money for the settlement of disputed overtime, are Francis M. Greenwall and Richard Heckmen.

George Doest still has a check waiting for him for settlement of disputed overtime earned aboard the *Seatrain New Jersey*.

A transportation differential check from the *Elimir* is still being held for James H. Smith.

Checks for the settlement of a transportation dispute are being held for these former crewmembers of the *Valiant Hope*: Thomas E. Bewley, Edward E. Edinger, Thomas E. Hanson, Athanassios Karatgas, Donald Kershaw, Thomas E. Morris, and Berthall L. Winborne.

Former crewmembers of the *Hercules Victory* who have checks waiting for them for the settlement of disputed overtime are Murry Carroll, Ole A. E. Hilsen, Everett J. Huntley, Edward Jensen, William A. Laughlin, Ernest J. Lichtensen, William Logan, Thomas J. Ratcliff, Robert Smith, George Stanley and Donald T. Watson.

The contract department is holding checks covering subsistence for the following ex-crewmembers of the *St. Lawrence*: George S. Lane, Bill Mponsikaris and Nicholas Sakellarides.

Maritime Woes Cited At Hearing

House Unit OKs Extension Of Ship Building Subsidy

WASHINGTON—A House Merchant Marine subcommittee has approved a bill extending the 55 percent maximum Government subsidy on ship construction for another year.

At subcommittee hearings on the bill, American maritime got a lot of sympathy. "If there is a pocket of poverty anywhere, it is in the American Merchant Marine," noted Representative Paul Rogers (D-Fla.).

One subcommittee member termed the American shipbuilding industry the "Appalachia of the seven seas."

Principal witness at the hearings was Secretary of Commerce, John T. Connor, who said that in comparison to the United States, the Soviet Union has a "pretty full program" in shipbuilding.

Maritime Administrator Nicholas Johnson followed up Connor's remarks with the statement that the Soviet plans to have 20 million gross tons afloat by 1980 and probably will surpass the United States in merchant shipping within a year or two. The Maritime Administrator said he would not disagree with a statement by Representative Rogers that Russia was building about 600 vessels.

Johnson estimated that about 8 to 9 percent of U.S. export trade is carried in American ships. He admitted that the Russians ship

90 percent of their trade in their own vessels.

The full Merchant Marine Committee is expected to consider the subsidy bill at its next meeting.

Public Works Called 'Buffer' To Recession

WASHINGTON — The nation needs a public works program to continue the economic improvement the tax cut began, and to prevent a recession later this year or in 1966, Representative John A. Blatnik (D-Minn.) stated recently in an interview on the AFL-CIO public service radio program, *Washington Reports to the People*.

Representative John P. Saylor (R-Pa.), also speaking on the AFL-CIO program, asserted that Congress should keep a number of public works projects on the shelf, the kind on which design, engineering and costs are complete.

"We should give the President the authority," he said, "to have a program such as this to call on when there is a weakening of any economic pier. He should have funds available to act quickly."

Both Saylor and Blatnik reported that the Accelerated Public Works program was "a great success." Saylor said the people in his district "can give positive proof of what such a program can do."

Blatnik has introduced a bill that would appropriate \$2 billion to provide community facilities, with the emphasis placed on the need of the facilities and the financial inability of a community to pay for them.

Be Sure To Get Dues Receipts

Headquarters again wishes to remind all Seafarers that payments of funds, for whatever Union purpose, be made only to authorized SIU representatives and that an official Union receipt be gotten at that time. If no receipt is offered be sure to protect yourself by immediately bringing the matter to the attention of the President's office.

Catching Up



On the beach recently in New York, Seafarer Jens C. Madson, off the *Elizabethport* (Sea Land), spent some time at SIU headquarters catching up on the latest news both from his shipmates and the newspapers. Madson sails in the engine department.

The INQUIRING SEAFABER

QUESTION: What do you consider to be the most dangerous aspect of working aboard ship?

Anthony Bararo, engine; In my opinion, the most dangerous job



aboard ship is performed by the deck department when they raise and lower the b o o m s . The slightest slip could cause a serious accident, like a line coming loose and

slaping a man, or a man getting his foot tangled in a running line. Edward Taylor, steward: I think that getting in and out of the ice box is extremely dangerous. If the door starts to swing when the ship rolls, there is not always time to get out of the way. A man could easily get crushed by the door.



James Gorman, deck; The most dangerous part of my job is the carelessness of another person aboard ship. Such as leaving objects in the way, or grease on the deck, causing someone to trip or slip. For instance, if I'm aloft in a bosun's chair, and someone doesn't fasten the stage right, it could easily come loose.



Robert Bird, deck; In my estimation, handling nylon lines is very dangerous. Those lines stretch so far, that as soon as you take the slack off them, they pop back into shape with considerable snap. Quite often, if a man is not careful, they will pop right off the bit and give him a terrific jolt.



Andrea Pesce, engine; There are a lot of things in the engine room that are dangerous if mis-handled. Actually, though, a broken steam line is the worst thing that can happen. A fire loose in the engine room has more potential danger, however, because if it is not controlled quickly, it can endanger the entire ship.



Arthur Sankovidt, steward; Let's face it, just going aboard ship is dangerous if every man aboard isn't safety conscious. In my department though, heating water is dangerous; also carrying meat up ladders during a storm. If there is any grease on the ladder, or if the ship lurches just right, a man could easily take a real header.



LET 'EM KNOW!
Write TO THE LOG

SPAD

**Seafarers
Political Activity
Report**



LABOR URGES D.C. HOME RULE—Legislation establishing "the right of the residents of the District of Columbia to govern themselves" has been urged by the AFL-CIO. The people of the nation's capital "are entitled to have a voice in shaping their destinies, just as the citizens of other cities have such a voice in self-government," Andrew J. Biemiller, AFL-CIO Legislative Director, declared. Biemiller notified the chairman of the Senate District of Columbia Committee that labor supports the Administration's proposal for an elected mayor, an elected city council and a built-in formula for federal contribution to the district's budget. The federal government, the city's largest "industry" pays no taxes. Biemiller said that District of Columbia residents showed "convincing proof of their interest and willingness to participate in the democratic process" by their "extraordinary turnout" in the November presidential elections, the first in which they were given the vote.

AKRON BARS USE OF LIE DETECTORS—The city of Akron, Ohio, has approved a labor-backed ordinance forbidding the use of lie detector devices in the field of employment. The city council passed the law by a 10-2 vote. Though five states already have similar laws, Akron is believed to be the first municipality in the U.S. to adopt one. The law prohibits both private employers and the city government from requiring either job applicants or employees to take a polygraph test. Passage of the ordinance came a week after the AFL-CIO Executive Council called for "a full scale campaign against the use of lie detector devices in public and private employment." The Council said the devices are of "dubious" reliability and "infringe on the fundamental rights of American citizens to personal privacy. Neither the government nor private employers should be permitted to engage in this sort of police state surveillance." The five states which currently have lie detector control laws are Alaska, California, Massachusetts, Oregon and Rhode Island.

FOUR HEALTH BILLS SUPPORTED BY LABOR—The AFL-CIO voiced its support for four Administration proposed health bills in testimony before the House Commerce Committee. Lisbeth Bamburger, assistant director the AFL-CIO's Social Security Department described the measures as "crucial steps" in bringing "the best of medical care" to all Americans. The four bills backed by labor would: 1) provide federal grants to pay the salaries of professional and technical staffs of community mental health centers being built under a 1963 law. 2) authorize federal mortgage insurance loans for construction of group health practice facilities. 3) extend and liberalize federal grants for mass vaccination programs for young children to cover all pre-school children and provide vaccinations for measles and other diseases the Surgeon General finds to be a major health problem. 4) extending and increasing federal matching grants for construction of health research facilities—from the present level of \$50 million yearly to \$400 million over a five-year period.

LABOR ROUND-UP

A guaranteed payment of earned pensions for employees whose company has gone out of business should be secured through a federal insurance plan, the AFL-CIO urged in hearings before the Senate's Special Committee on Aging. Richard E. Shoemaker of the AFL-CIO Special Security Department told the legislators that a "quite modest" insurance premium could protect employees from loss of pensions. Shoemaker also said the labor movement favors an overhaul of the bankruptcy laws so that pension obligations would have the same priority as wage obligations when a company goes defunct.

Loren Hargus, 58, president of the Kansas City, Mo., AFL-CIO, succumbed to a heart attack in Kansas City. Hargus helped to organize Division 1287 of the Amalgamated Transit Union in 1941 and became its president in 1948. He was a leader in the successful state-wide fight of the utility workers to have an anti-strike law declared unconstitutional. AFL-CIO president George Meany extended his condolences to Hargus' widow, saying he "served the labor movement and his fellow man with tireless devotion."

Edward P. Morgan, the noted news commentator whose broadcasts are sponsored by the AFL-CIO, has been awarded the George Polk Memorial Award for out-

standing radio reporting during 1964. The honor, presented by the Journalism School of Long Island University in honor of a CBS reporter who was killed in Greece, was given to Morgan for his " incisive comprehension of events, skill in communicating them, and initiative in commenting on issues of urgency to the American people." Also honored with Polk award was Sam Marshall, associate editor of the CWA News of the AFL-CIO Communications Workers. Marshall was cited for his exposure of a waterfront shake-down racket while he was a labor reporter for the Cleveland Plain Dealer.

The Montana State legislature has petitioned Congress to repeal the "right-to-work" section of the Taft-Hartley Law. The state's Republican governor, Tim Babcock, signed the joint resolution as a "courtesy," although it was not required by law. Both houses of the Montana legislature overwhelmingly voted to petition Congress for "speedy enactment" of a Taft-Hartley amendment taking away the authority of states to prohibit union shop agreements. Copies of the petition are being sent to all members of the Montana congressional delegation, chairmen of the House and Senate Labor Committees and to President Johnson, according to James S. Umber of the Montana State AFL-CIO.

"One Step Back"



Included in President Johnson's design for his "Great Society" is a massive medical research program that would endeavor to eliminate the scourge of physical disease that has deprived countless human beings of their right to live happy and productive lives.

No one, of course, opposes such a program and the hope is that it will become a reality and successfully eliminate the causes of disease.

However, it seems ironical that a program of this sweeping magnitude comes at a time when the administration is advocating the closing of seven United States Public Health Service hospitals for reasons of "economy."

The fact is that many thousands of Seafarers and U.S. citizens owe their lives and good health to the existence of these hospitals. These hospitals have proved as vital to the American merchant marine as any piece of legislation enacted in their interest.

The administration has claimed that the closing of the hospitals would improve the quality of medical care for seaman patients and make hospital care to them more accessible.

The United States Public Health Service hospitals have always provided quality medical care for the American seamen. They are conveniently located in major U.S. cities and are immediately accessible to those who require medical care.

The many thousands of seamen who have utilized the USPHS hospitals since their inception and are alive today thanks to the prompt and excellent medical care they received is a testament to the fact that the

the USPHS hospitals provide quality medical care and easy accessibility.

The Administration's claim that the closing of the USPHS Hospitals would be an effective "economy" move does not make sense when one considers that new hospitals would have to be built to take care of those seamen who will be denied the use of USPHS hospitals when they need medical care, and will subsequently have to go elsewhere to obtain quality care.

It is common knowledge that a desperate overcrowding problem exists in most hospitals today. It is easy to say that substitute medical facilities will be obtained for the seaman, but the question is how will it be done without building new hospitals to take care of those seamen who are displaced from the USPHS hospitals. How this can be construed as being an "economy," move is hard to fathom.

The SIU along with the rest of maritime labor, has consistently opposed any changes which would weaken the Public Health Service program which was begun in 1798. The closing down of the seven hospitals could very well be the first step in the abandonment of the entire USPHS program. These USPHS hospitals must be kept open and operating at full efficiency.

The SIU and the AFL-CIO Maritime Trades Department will mobilize every effort to keep these institutions open.

Seafarers and their families are urged to write to their Congressmen and Senators asking for their full support in the preservation and maintenance of USPHS facilities for seamen and other U.S. citizens.

Out Of The Sewer And Into The News

Right Wing Extremist Groups-Battered, But Still Dangerous

The extreme right-wing has been a historic (and often hysterical) enemy of the organized labor movement in the U.S. Through the years these extremist groups have fought bitterly against every advance achieved by American labor. Recently however, they have been turning their smear tactics against other Americans, who they feel are "not American enough" to suit them. Exposed to the light of day, this right-wing lunatic fringe is finally being recognized for what it really is—a hate-mongering bunch of assorted screwballs who feed on lies and filth and represent a frightening danger to American freedom.

When Barry Goldwater, the shining knight of the extreme right, went down to a crushing defeat in the November elections, his Birchite followers hardly took time out to pay their political respects to their fallen hero before galloping off again down the road to the dark ages.

That road has become an increasingly rough one for the extremists, however. Their political frustrations have forced the lunatic fringers to run afoul of the law, and they have begun to pay the price for their reckless smears and sewer attacks on other Americans.

In two recent actions, the rightists were beaten back by men of courage and determination. In the first, a quiet-talking entertainer from Texas regained his good name and won a whopping libel suit against the men who sought to deny him his livelihood.

The entertainer, John Henry Faulk, was a radio and tv favorite on the afternoon airwaves during the early 1950s. One day his show, though successful, disappeared from the air. Though few knew, or cared to admit, at the time, Faulk had fallen victim to the blacklist.

McCarthy Hysteria

The blacklist in the entertainment industry was born in the hysteria of the McCarthy era. Fanatics and opportunists, taking advantage of the Cold War atmosphere, were charging anyone who disagreed with their views with being Communists or traitors.

These forces of fear had their greatest success in educational institutions and in the entertainment business. Professors were fired for holding unpopular views and entertainers were denied work because of their beliefs. Persons, like Faulk, who defended freedom of speech, were railroaded.

The show business blacklist was particularly evil because it also contained a greedy motive. An upstate New York supermarket operator set himself up as the political czar of the broadcasting industry. He publicly charged persons with Communist leanings, and private-

ly told them they could "clear" themselves by paying him off.

The grocer played on the fear of controversy and loss of sponsors of the networks and offered them his services as a private detective, checking out for a fee the backgrounds of all performers. The racket, called "Aware, Inc.," thrived for years under the twin banners of profit and "patriotism."

Unable to Work

Faulk, then a vice president of the television and radio artists union, fought a determined battle against the blacklists. He won their hatred and they vowed to get even. They did by charging him with Communism. His show was dropped, and Faulk was unable to earn a living in his chosen profession.

Fighting back, he sued the blacklists for libel. After an epic court battle, he won. He was awarded the largest amount ever won in a libel case—three million dollars. With one of his defamers dead and the other pleading poverty, chances are that Faulk will never collect more than \$500,000. But his victory was not only in money. By his lonely battle, he did much to abolish the blacklist and uphold the rights of all Americans.

In California, a highly respected Republican senator found himself under a more covert but equally vicious attack as that suffered by Faulk. Senator Thomas H. Kuchel had inspired the wrath of the rightists by exposing their methods in speeches on the Senate floor and elsewhere.

Sewer Strategy

Unable to attack his patriotism because of Kuchel's solid anti-Communism, the rightists resorted to a sewer strategy. They spread rumors that Kuchel had been arrested once on a "morals" charge. The story of course was untrue.

But it was reprinted in rightwing hate sheets, and unsigned, obscene letters began to come into the Senator's office.

As soon as he became aware of the smear campaign, Kuchel decided to fight back. It was a courageous decision. Often in the face of such whispered filth, the victim decides that it is much safer to ride out the storm quietly than to go on the offensive, dragging the whole rotten business before the public.

At Kuchel's request, a thorough investigation was begun by the Los Angeles Police Department. After months of search the instigators of the rumor campaign were uncovered and arrested for criminal libel. One of the arrested men, Francis Capell, is the publisher of a hate sheet that comes out of New Jersey.

Another, John F. Fergus, is a public relations man for the Eversharp-Schick safety razor company. The company has often been associated with extreme right causes, and has sponsored television and radio shows for rightist groups. The two other defendants were former Los Angeles policemen. If convicted, the four could each receive up to three years in prison and fines of \$5,000.

While the right was routed in the Faulk and Kuchel cases, it was not, according to all indications, discouraged. The hate groups and the rumor-mongers, playing on the delicate position in which this nation finds itself in today's world, will continue to try to undermine the pillars of freedom on which America is based.

Payments Gap Cure Seen In U.S. - Flag Use

WASHINGTON — An increased use of American-flag vessels was mentioned by the new Secretary of Commerce as a technique in the battle to improve the nation's balance of payments situation.

The Secretary, John T. Connor, proposed nine methods in all, by which a start could be made on reducing America's gold outflow.

Maritime labor has been pressing for a boost in the amount of U.S. trade carried by U.S.-flag ships. Not only has foreign and runaway flag carriage of our commerce helped to increase the flow of gold out of the U.S., it has also weakened the nation's merchant marine and shipbuilding industries.

By increasing the amount of foreign commerce carried in American ships, with freight charges and crew's wage staying in the U.S. rather than going to foreign operators, million of dollars yearly could be pared from the payment deficit.

The Gulf Coast



By Lindsey Williams, Vice-President, Gulf Area

Shipping Boom In Gulf Ports

With settlement on a new agreement between the International Longshoremen's Association, and maritime management in the West Gulf area from Lake Charles, La., to Brownsville, Texas, shipping resumed with a boom in Houston. In the first 10 days after the strike ended, 15 ships were crewed up out of the Houston SIU hall. This meant that more than 500 Seafarers were back on the job in short order.

With about 10 more strike-idled vessels to crew, it was encouraging to note that there was no shortage of manpower. Plenty of men were available on the beach and taking the jobs as fast as they hit the board.

In an effort to promote more use of the new Mississippi River-Gulf Outlet, the New Orleans Dock Board submitted to the U.S. Corps of Engineers plans for an auxiliary set of locks into the Industrial Canal from the Mississippi River. As things now stand, the new tidewater ship channel is used principally by ships bound for the new bulk handling facility on the ship channel or for berths in the Industrial Canal. To reach New Orleans' system of riverfront wharves, ships using the new channel must lock through the Industrial Canal to get into the River. Because of heavy traffic through the existing locks, so much time is lost that ships bound for riverfront berths generally find it more economical to use the winding river channel from the Gulf.

The plans submitted to the U.S.

Engineers call for building an auxiliary set of locks alongside the existing ones. The new locks would be 550 feet longer, 35 feet wider and 13½ feet deeper over the sills and thus would be able to handle a much greater volume of ocean-going traffic.

Houston

On the labor front in Houston, the Retail Clerks International Association, AFL-CIO, successfully completed negotiation of a first contract with the vast Weingarten grocery chain. The new collective bargaining agreement brought many gains to the nearly 3000 store employees covered in the unit which won union representation in an election conducted by the National Labor Relations Board.

Tony Denddo, SIU steward department veteran, was on hand for the March membership meeting happily spreading the word to his friends that he has retired and is now drawing Seafarers pension benefits. His last ship was the Bienville from which he paid off about three months ago. He is looking forward to taking it easy at his home here.

After making a grain run to India on the supertanker Erna Elizabeth, R. L. "Blackie" Toler says he would like to sail on a coastwise job for a change. Santos Garcia just checked in after a trip to Iran on the Our Lady of Peace. Santos reported it was a good ship, congenial crew and all in all a fine trip. As a matter of fact, he would like another voyage to Iran.

Correction!

Due to an error in the Income Tax Report, published in the March issue of the Seafarers LOG, three items were incorrectly listed as "Examples of Income Which Must Be Reported."

The items which were incorrectly listed as "Examples of Income Which Must Be Reported" are:

1. Disability retirement payments and other benefits paid by the Veterans Administration.
2. Dividends on veterans insurance.
3. Life insurance proceeds upon death.

These items should have been listed as "Examples of Income Which Should Not Be Reported."

John "Chi Chi" Giandola shipped out as day man on the Penn Exporter bound for Egypt with grain. His last job was boson on the Walter Rice on the Houston-Hawaii run. E. J. Blanchard, who paid off when the Rebecca laid up in Houston, took the second pumpman's job on the Penn Exporter. R. C. Smith who had to get off the Transbay and go into the hospital for treatment of a severe case of influenza is "fit for duty" again and looking for a coastwise trip. Incidentally, there has been a high incidence of influenza in the Gulf ports of late.

Mobile

After staying on the National Seafarer for about 10 months, Luigi Gallo is enjoying a vacation with his family at his home in Chickasaw, Ala. He will be looking for an AB's job when he is ready to ship out. Ed Kelly is on the beach at his home in Theodore, Ala., after working more than a year as chief cook on the Alcoa Roamer, which he left because of the death of his mother. Along with his sipmates, we extend our most sincere sympathy to Brother Kelly. Paul Gladden registered for an AB's job and went home to visit with family and friends in Tampa. His last ship was the Our Lady of Peace. Paul has been shipping out of the Gulf for over 20 years. William A. Tatum is taking it easy at his home in Mississippi after working for more than four years in the black gang on the Alcoa Runner. Chris Markris is enjoying a vacation after six months as night cook and baker on the Our Lady of Peace.

New Orleans

Among the veteran Seafarers to hit the beach here during the last few days are Bob Creel, Stan Zeagler and Mike Miller. Henry St. Germain got off the Del Sud, registered and took off for Tampa, as usual. Gleason St. Germain, no relation, went back "home" to the laundryman's job on the Del Sud. Dominick DiGiovanni took the chief cook's job on the Anna. Charlie Pollard scored the chief steward's job on the Express Baltimore.

Victims Of Extremist Smears



Senator Kuchel



John Henry Faulk

YOU CAN'T SPEAK UP IF YOU'RE NOT THERE - ATTEND YOUR UNION MEETINGS REGULARLY!



Veikko Kassinen (left) who sails with the SUP, was chatting with Seafarer Julio Ganzales (center) when SIU headquarters rep Ed Mooney visited their ward in the Staten Island USPHS hospital recently. The conversation hardly missed a beat as Mooney filled out the necessary forms for their weekly benefits.



Among those receiving benefits was Robert Duff, who sailed on the *Globe Traveler* (Intercontinental Transport).



Eric Johnson, in drydock at the Staten Island USPHS hospital, last sailed on the *Hercules Victory* (Sea Tramps).

LOG VISITS SEAFARERS IN USPHS HOSPITAL

When SIU headquarters rep Ed Mooney made one of his regular visits to the Staten Island, N.Y. USPHS hospital recently to pay out weekly benefits to Seafarers in drydock there, the LOG photographer went along and took the pictures on this page. (For the latest developments in the SIU's fight to prevent proposed PHS hospital closings, see story on page 3.)



In the hospital for an eye injury was Seafarer Miller Little, who last shipped on the *Natalie* (Intercontinental).



Drydocked—but ambulatory—were Seafarers Ali Hubabi, wiper; Juan Soto, bosun, last off the *Seatrains Savannah*; and AB Enrique Alvarez off the *Seatrains Texas*.



Gordon Owen, in fancy pajamas, was off the *Steel Navigator* (Isthmian).



Wilfred Schoenborn (left) looks on as headquarters rep Ed Mooney checks out his name on the SIU hospital list. Schoenborn last sailed on the *Steel Voyager* (Isthmian).



Among Seafarers awaiting their FFD was Tomas Ramirez, who last sailed as AB aboard the *Seatrains New Jersey*.



This group shot of Seafarers in the Staten Island hospital includes (l-r) Ed Mooney; head nurse Mrs. Mary O'Conner; Seafarers S. Friedman; Joseph Saxon; Dan Coveny of the SU Railway Marine Region; Rudy Bayer of the Marine Cooks & Stewards (partly hidden); Emmet Avery; and H. L. Crabtree.



By Fred Stewart & Ed Mooney
Headquarters Representatives

Beefs Should Be Settled Promptly

A ship's beef can be considered as an evidence of a temporary misunderstanding or maladjustment between the seamen and the officers aboard a vessel. It can be treated in one of two ways. We will examine both those ways and see what they offer.

First, it can be ignored or played down. But by ignoring it, a sense of frustration, suppression and antagonism is likely to develop. The original cause of the beef under such circumstances tends to be magnified and distorted. If other beefs develop before the original one is corrected, a progressively intense and unreasoning conviction of ill-treatment is fostered. Therefore, the first method—ignoring or trying to dissipate the beef—is entirely unacceptable, since it only leads to larger problems in the long run.

The second method of treating the beef, which will now be discussed, is therefore the only safe and productive one. This method consists of letting in the fresh air and sunshine on the problem. Everyone involved in the beef should have a chance to get every critical comment and complaint off his chest. The atmosphere must be kept clear and free of any of that sense of vague uneasiness that tends to crop up.

To accomplish this clearing of the air there is one really fruitful method. It is to keep open an organized channel of communication between the ship's delegates and the officers topside. Through this channel the crew can make their beefs heard with the confidence that they will be promptly and constructively considered. This

SIU Fishermen Win Probe Of Catch Weighing

BOSTON—Two SIU affiliates, the Atlantic Fishermen's Union and the New Bedford Fishermen's Union, achieved success in calling for a thorough investigation of the decades old system of weighing freshly caught fish.

The Massachusetts state legislature's committee on weights and measures agreed to probe weighing procedures in use in Massachusetts fishing ports after the unions registered complaints with the state Department of Labor and Industries.

New Laws Wanted

If the system is shown to be unfair, the committee, headed by state Senator Mary Fonseca (D-Fall River), is expected to recommend corrective legislation.

Captain James A. Ackert, president of the AFU and Austin F. Skinner, secretary-treasurer of the NBFU, asked the investigators "to make sure that our fishermen are getting the proper and just percentages of poundage for pay when the fish are weighed upon return to port."

"The present dock system has been used for decades," Ackert said, "and we feel it is out of date. Because the fish are dumped into 500 pound lots in Boston and 125 pounds lots in New Bedford and then weighed, Ackert maintained, the union is not "convinced that the men are getting the percentage of the catch they are entitled to."

The protests on the weighing methods, he noted, started in New Bedford and quickly spread to other ports.

Statistics Show U.S. Lagging In Social Welfare Programs

While Americans struggle through a seemingly endless argument on the need for medicare for the aged, their nation is falling even further behind its Western European allies in the vital field of social welfare.

The current debate in the U.S. on the role government should play in insuring the health and welfare of its citizens is thought of as old hat by most Europeans. They regard it in the same way we would regard a 1965 debate between advocates of the buggy versus the automobile.

The booming, free enterprise economies of Europe depend on a healthy, secure work force. Social benefits, many in operation for the last half century or more, help to assure that objective.

The West German economy, for instance, devotes 15 percent of its annual output to the welfare of its citizens. Workers receive both medical care and sick pay that amounts to 65 to 75 percent of their regular earnings. The expense of social welfare programs is shared by labor and industry, as in the U.S.

French Benefits

In France, medical insurance covers up to 80 percent of a worker's medical expenses. In addition, workers receive sick pay equal to 50 percent of their regular wages. Family allowances are also part of the comprehensive plan.

Italian workers have the complete cost of doctor bills and medicines provided for most, regardless of age. Hospitalization and sick pay are provided for up to six months of disability. Italian men retire at 60, women at 55.

In Great Britain, all citizens enjoy the National Health Plan, now well into its second decade of successful operation. Though some U.S. groups like the avowedly anti-medicare AMA, claim faults in the British system—mainly in the schedule of payments to doctors—there is absolutely no doubt that the plan is highly regarded by the vast majority of the people. If anything, complaints will lead to improvements in the plan, not abandonment.

Our next door neighbor, Canada, is currently studying a national plan to provide "cradle-to-grave" health care for the nation's 19.3 million people. Also in the works is a new national pension plan.

While our overseas cousins continue to improve and expand their social welfare plans, Americans seem to be only slowly emerging from a rut dug by the special interests who oppose such benefits for mainly selfish reasons.

As a result, our health has suffered in comparison to that of the

Western European countries. The Netherlands, for example, has lower child mortality rates, lower incidence of disease, and a longer life expectancy than the U.S.

America remains the strongest nation, but not the healthiest. Good health of the population depends in the end, as long experience in other free nations has shown, on the degree to which the nation as a whole is prepared to work for that good health. The King-Anderson Medicare bill now before Congress represents a step in that direction.



By Cal Tanner, Executive Vice-President

Several congressmen have made important statement recently, reflecting their desire to reverse the declining status of the United States merchant fleet. This is an encouraging sign since knowledgeable consideration of the problems of the country's maritime problems by our Washington representatives is a necessity if any progress is to be made toward their solution.

Two of the legislators raised their voices to blast recent Maritime Administration proposals that would effect drastic changes in both ship construction and operating subsidies, cargo preference laws and other present policies. Both Representative John J. Rooney (D-N.Y.) and Edward Garmatz (D-Md.) strongly asserted that these proposals would cause irreparable harm to U.S. maritime.

Representative Rooney declared that it was incomprehensible that anyone was seriously considering the phasing out of segments of the U.S.-flag fleet from cargo preference in carrying Government aid. He also attacked the reasoning of those who would prevent American vessels from carrying at least half of all U.S. government-financed foreign aid cargoes.

Congressman Rooney's comments were in agreement with statements on the maladministra-

tion of the cargo preference statutes that have been made by both the SIU and the AFL-CIO Maritime Trades Department. The Brooklyn representative also assailed a MARAD proposal that would permit U.S. ships to be built in foreign shipyards.

Criticism for the same MARAD shipbuilding proposal has also been strongly declared by Representative Garmatz who asserts it would "wipe out" the U.S. privately-owned shipbuilding industry. He said that a strong American construction industry is vital to both the U.S. economy and national security, providing thousands of jobs to skilled workers and millions of dollars in taxes.

Senator E. L. Bartlett (D-Alaska) has also made several suggestions recently on methods to be used for upgrading the U.S. bulk carrier fleet. The Senator's essential point is that while construction subsidies can be used to build new U.S.-flag bulk carriers, bulk operators are not eligible for operating subsidies, and, therefore, have no incentive to replace their vessels as they grow obsolete.

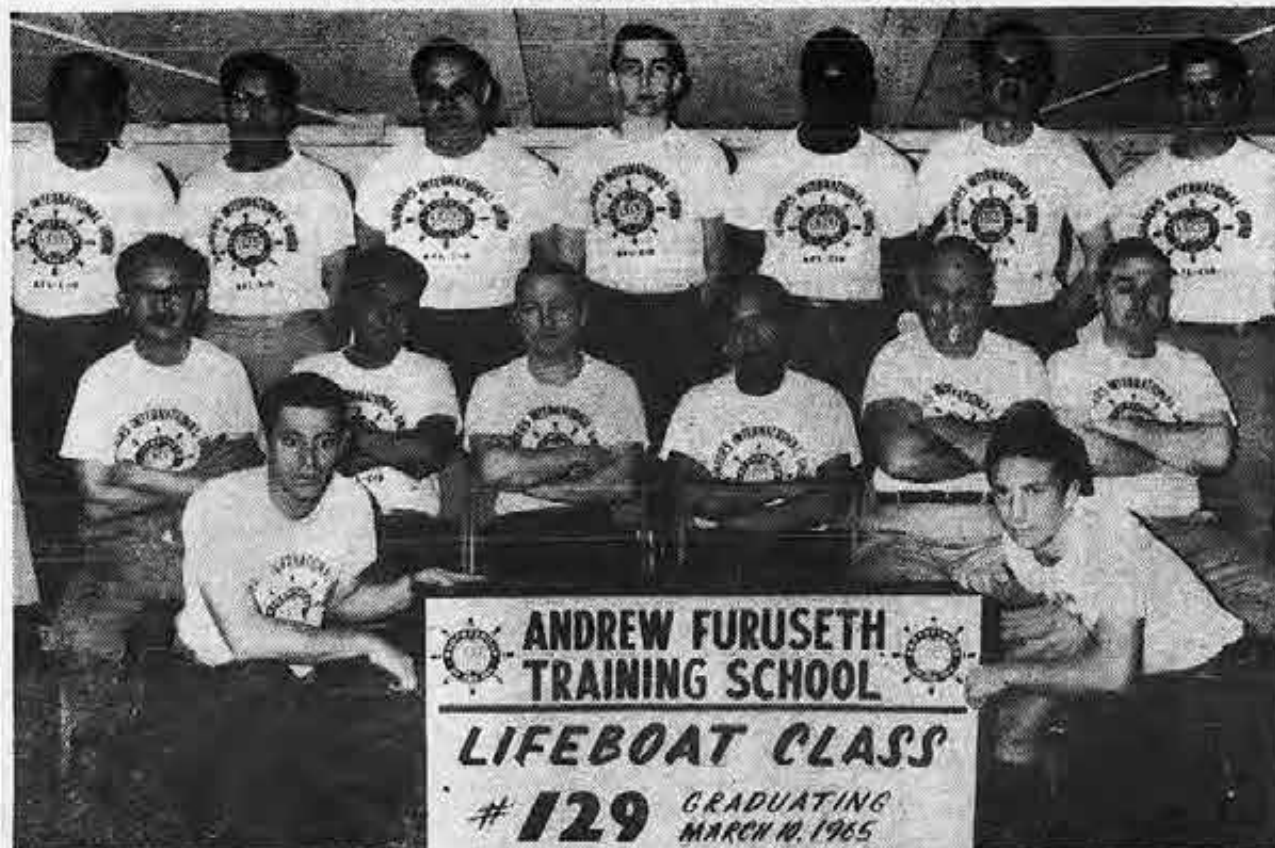
This situation has resulted in the American bulk fleet's accelerated obsolescence at a far faster rate than replacements can be built. Senator Bartlett's solution is to make U.S. bulk carriers obligated to contribute to a Capital Reserve Fund which would serve as a fund to finance the construction of new bulk tonnage.

Ship owners receiving operating subsidies are required to contribute to this type of capital reserve fund.

Type Minutes When Possible

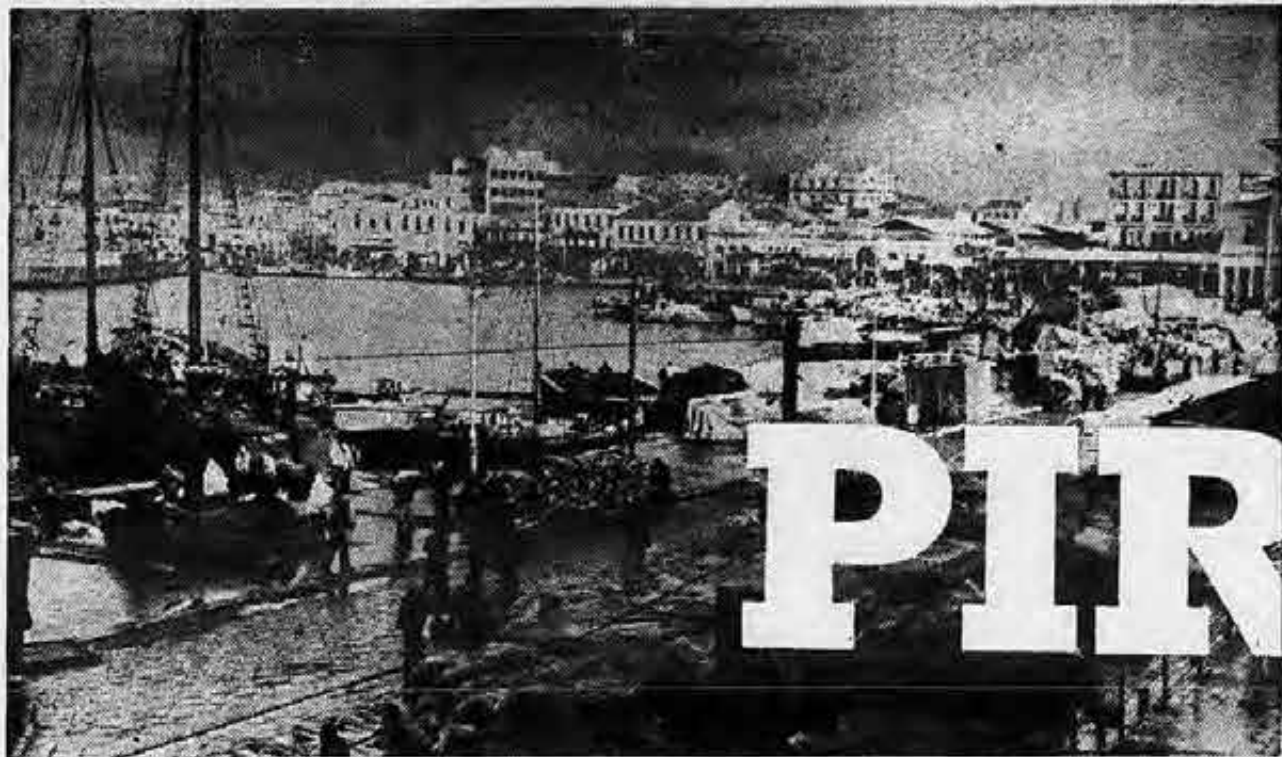
In order to assure accurate digests of shipboard meetings in the LOG, it is desirable that the reports of shipboard meetings be typed if at all possible.

Lifeboat Class 129 Graduates



Members of Lifeboat Class 129 proudly pose for the graduation picture after passing the Coast Guard test for their lifeboat tickets. New SIU lifeboat graduates are (front, l-r) Jose Velez, Angelo De Vito; (middle) John Ashley, David P. Manafe, Thomas T. Keseru, Yusuf Effendy, Stanley Koenig, Ernest D. Leonard; (rear) instructor Dan Butts, George Wasden, Salvatore DuBato, Richard Moraghan, James Dodd, John Goodrich, Eugene Rockwell.

SEAFARERS PORTS OF THE WORLD



PIRAEUS

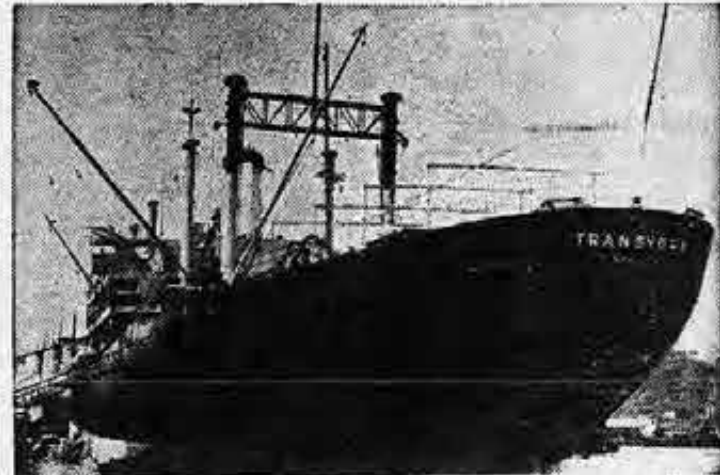
The colorful Piraeus waterfront served as a backdrop for the movie "Never on Sunday."



The Parthenon reflects the glory of Greece.



Constitution Square, heart of new Athens.



The SIU-manned Transyork make a Piraeus call.



An old Athens street scene.



The Acropolis towers over the city of Athens.



A Piraeus bazaar near the docks.



Venizelos Street, the Fifth Avenue of Athens.

Piraeus, which lies on the Saronic Gulf of the Aegean Sea, is the premier port of Greece and marks the watery gateway to the ancient city of Athens, the cradle of western civilization. Greeks are noted sailors and the activity in their chief port proves it. It is one of the world's busiest harbors, and constantly crowded with ships of Greek and countless other flags. Among the SIU-contracted vessels calling on Piraeus are the Colorado (Waterman), Natalie (Intercoastal Carriers) and the Transyork (Transwestern).

The harbor and the historic Long Walls of the Piraeus were built up by Themistocles in the fifth century B.C., but were sacked by the Romans three centuries later. Port activity became nil until the modern era, when Piraeus regained its old pre eminence. Now the port offers all the modern conveniences and diversions to the visiting Seafarer, as well as a look into the past glory of Greece.

Running along the harbor's curving edge is the thoroughfare called the Atki Miaouli. It starts at the customs house, goes past the town hall and ends on the other side of the harbor near the electric railway station where trains for Athens leave on a regular schedule.

While Piraeus has its own array of cafes, bars, restaurants and other places of entertainment, a Seafarer with any amount of free time will want to travel to Athens, only six miles inland. The waterfront cafes of Piraeus are notorious and Seafarers intent on keeping their good health are urged to steer clear of them. The better stops in Piraeus include the Melissa Taverna near the railway station, and, on the opposite side of the harbor, the Diassimos Taverna, which makes a specialty of seafood.

Athens may be reached by either the railway or by the green bus, which starts its run from the square fronting the municipal theatre. Constitution Square is the heart of modern Athens. Running north from the square is Stadium Street. Along this street can be found the Zacharatos Cafe, the home of many political intrigues in the old days and still a good place to enjoy a drink. Retsina, the local wine, may not appeal to American tastes. It is made of wood resin and tastes it.

Southwest of Constitution Square is the world-famed Acropolis. Nearby are clustered the architectural glories of ancient Greece: the Parthenon, the temple of the Wingless Victory and the theatres of Atticus and Dionysus. Buses run out to the magnificent ruins at regular intervals and there are guided tours. The whole area of the Acropolis provides great study after great study for the Seafarer photography buff. At night during the summertime, the Parthenon is floodlighted, providing a magnificent view of the hallowed temple.



A panoramic view of Athens from the Acropolis. Pillars (center) formed Zeus' Temple.

AFL-CIO Blasts Spy Tactics Used By Industry, Government

BAL HARBOUR, Florida—"Peep holes," "one-way mirrors," "lie detectors," and other devices used by industry and government to spy on workers were blasted by the AFL-CIO at the recent Executive Council meeting here.

"Neither the Government nor private employers should be permitted to engage in this sort of police state surveillance of the lives of individual citizens," the Council stated, not only because such devices are unreliable but "because they infringe on the fundamental rights of American citizens."

The incidence of spying by Government and industry has been on the upswing in recent years —

Mariners Win Narrows Span 'Glare Beef'

NEW YORK—Harbor pilots who have been complaining about the hazard of glare from the lights on the new Verrazano-Narrows Bridge have won their fight. The decorative lights on the span's cables will be extinguished on hazy or foggy nights in the future, the Triborough Bridge and Tunnel Authority has announced.

In addition, shields will be placed around the high-power lights on the Staten Island end of the bridge to eliminate the dazzle which blinded the pilots of ships passing out of the harbor. The dim-out was put into effect after a study by the Army Corps of Engineers, which is responsible for eliminating hazards to navigation in the Port of New York.

Soon after the bridge opened last November, mariners began complaining that during haze or fog the lights created a glare reaching from the bridge to the water's surface that prevented pilots from seeing ships approaching from the other side of the bridge.

The Bridge and Tunnel Authority at first denied that any danger existed.

spying directed against American workers and the American citizenry in general. Complaints against lie detectors have been received from the AFL-CIO Council of Government Employees, the Machinists and the Retail Clerks as well as from other unions.

Pre-Union Throwback

In many cases brought to light, workers have been compelled to sign waivers permitting themselves to be examined with the aid of lie detector machines. These waivers have been compared with the "yellow dog" contracts of the past when workers were forced to sign contracts with the employers that they would not join or engage in union activities.

Lie detectors (polygraphs) have already been outlawed for use in hiring in five states—Alaska, California, Massachusetts, Oregon and Rhode Island. U.S. courts in several recent cases have also ruled against the use of lie detectors, finding that they are not only unreliable, but infringe on individual rights. Many unions have eliminated their use in hiring through collective bargaining.

Snooping, spying and eavesdropping by Federal agencies has become so widespread in recent years that a special Senate subcommittee has been formed to throw an investigative spotlight on this insidious growth of police state tactics within the U.S. Government.

Postal Spies

The Post Office Department seems to have adopted these spy tactics with a vengeance—turning postal inspectors into voyeurs or peeping-toms—spying on male and female employees in post office rest rooms, locker rooms and recreation rooms.

Chief Postal Inspector Henry B. Montague not only freely admitted that his department spies on its employees and conducts a

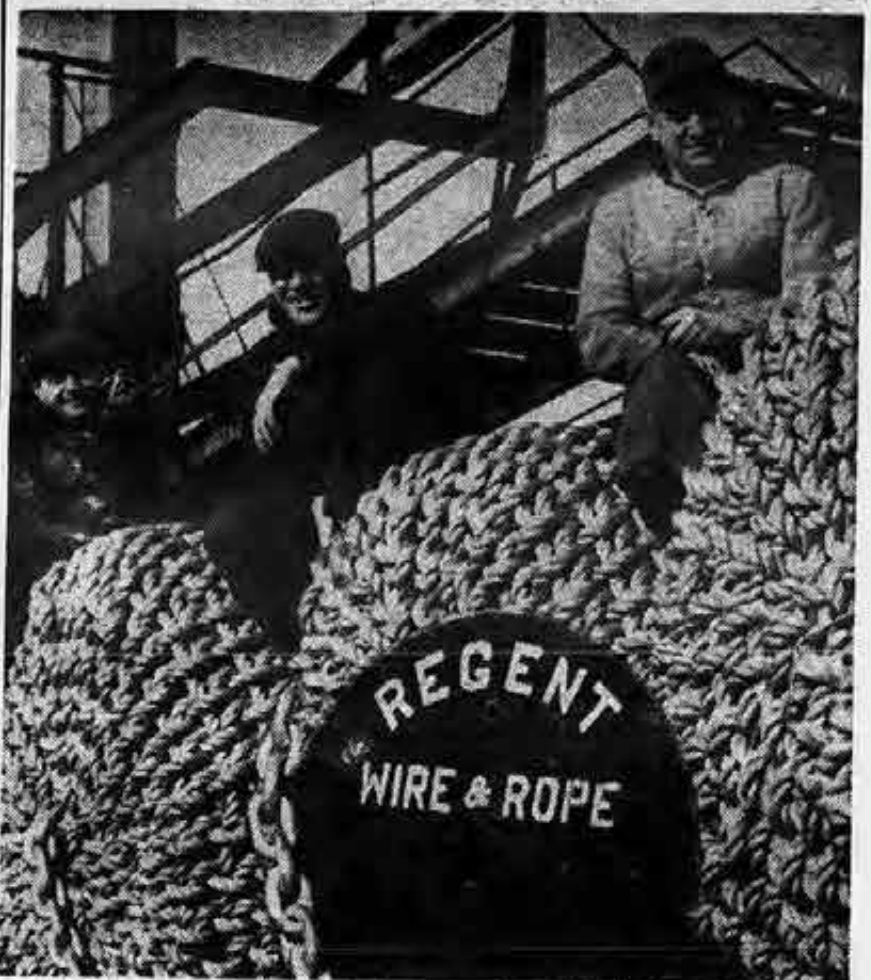
"mail cover" involving some 24,000 persons in the U.S., but he also defended the practice.

In the big "mail cover" caper, the Post Office Department keeps files on the mail of some 24,000 persons, noting who writes to these people and who they address letters to in turn. Postmaster General John A. Gronouski refused to supply to the Senate subcommittee the names of persons whose mail is kept under daily surveillance by the Government, claiming that this might cast a "shadow" over innocent persons whose mail is being watched.

He failed to say, however, why innocent persons' mail is being spied upon. Subcommittee chairman Edward Long (D-Mo.) commented on the whole situation by saying that he is "convinced" that there have been "abuses" of privacy and "lack of control" in use of the so-called "mail cover."

Postmaster General Gronouski has also been kept busy recently answering charges from all over the country about the continuing deterioration of the post office's prime function—the delivery of mail.

Riding The Fenders



SIU United Industrial Workers members (l-r) Angelo Iluzzi, Ingvald Hybertson and Ormulf Wold are shown atop solid rope ship fenders produced at the SIU-UIW-contracted Regent Wire and Rope Works in Brooklyn. The fenders shown above, which weigh between 2½ and 4 tons each, are specially made for use by bulk carriers transferring cargo in open sea off the South American coast.

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

By SIDNEY MARGOLIUS

America Becoming Nation Of Debtors

The No. 1 family financial problem today is over-indebtedness, according to a survey by the Family Service Association of America, made in cooperation with this writer.

This is the most widespread problem reported by the 300 local family service agencies who are members of the association. It is also one of the knottiest, because it often stems from emotional problems. It also requires skillful financial planning to solve. The family service associations are the voluntary United Fund agencies in local communities that specialize in counseling on the problems of marriage, child care, old age and family life.

As this department has previously reported, despite today's higher incomes and almost full employment, there are actually more wage earner bankruptcies than in the depression of the 1930's. Too, the number of mortgage foreclosures has quadrupled in the past ten years, and family installment debts have doubled, reaching an all-time high both in total dollars and percentage of income for which families have gone into debt.

Debt A Community Problem

In fact, over-indebtedness has become a major dilemma not only to families in this plight, but to the community groups trying to help families solve this problem, such as family agencies, labor union and credit union counselors, employers, legal aid societies and businessmen themselves.

The damage done by over-indebtedness consists not only of disruption of family life to the point, in severe cases, of garnishment, even job loss, and often marital discord. Even more widespread is the steady erosion of income and living standards among families who habitually carry heavy debt loads even though they may never reach the actual garnishment stage.

The problem is that "many families plan payments to the hilt of their income," reports Kenneth Kruger, Director of Fort Lauderdale, Fla., Family Service Agency. "A week's layoff or illness or unexpected hospital bill creates a disaster."

Over-indebtedness can have a serious effect on family life, especially if the family relationship already is a little shaky. "First, some over expansion in terms of too early purchases and commitments occurs," relates William Sabey, of the Family Service Bureau of York, Pa. "Then there is a medical emergency, or work layoff, or reduced income. Up to now the problem has not been

serious, either in terms of personality problem or gross mismanagement of money. But as creditors press and the family budget tightens, quarrels begin. The husband begins to blame the wife as a bad manager. She begins to blame him as a poor provider. Now this financial problem has become secondary to the personality and relationship problem."

Emotional problems, such as immaturity and the need for instant gratification, as in the case of a man who can't resist buying some costly sports equipment, or the woman who lets herself be talked into an expensive purchase by a door-to-door salesman.

The use of money to punish, as in the case of a husband who buys a new car without consulting his wife, so she goes out and makes an expensive purchase to get even.

Instant comfort expected by young couples who assume that they can have immediately, by use of the installment plan, the possessions their parents acquire in years of work.

Keeping up with the Joneses is more apparent than ever, not only among families with more money, but among limited-income families too. The over stimulation of TV and other advertising media makes it "tougher to accept being poor these days," comments Eugene DeBellis, Director of Colorado Springs Family Counseling Service.

Expensive indulgence of children, often because of the parents' emotional needs but also sometimes in competition with each other, or because of lack of communication (parents buying independently).

Lack of communication or misunderstanding is often reported. For example, a salesman selling an expensive type of freezer visited a Memphis family. Although the freezer was both beyond this already over-indebted family's means, and too large for their needs anyway, it seemed to the husband that his wife wanted it. Not until later, in an interview with a counselor, did the wife tell of her concern that she had signed the contract. What she had wanted was for him to be able to say no, relates Ruth Downing, of Family Service of Memphis.

The amount of finance charge, often larger than families realize, can push them over the edge of ability to pay, especially when they borrow from one company to pay another, and the finance charges pyramid.

First Pension Check



SIU-IBU member Jerry Allen (right) receives his first regular \$150 pension check from Norfolk port agent Gordon Spencer. Allen, who makes his home in Norfolk, worked for Curtis Bay Towing Company of Virginia as a deckhand. He had worked for the company for many years.

Your SIU Clinic

By Joseph B. Logue, MD, Medical Director



Alcohol And Apple Pie Don't Mix

As reported in HEALTH BULLETIN, the drinking man's diet is the latest supposedly foolproof way to lose weight without suffering. Described in a paperback book of that title sold for \$1 by Cameron & Co., it is a pleasant routine for dieters who are willing to give up anything rather than forego their daily cocktails. Don't count calories, say the authors, drink as much liquor as you want, and even keep eating those fatty meats. The catch comes with the carbohydrates. Bread, potatoes, cakes, puddings and other sweets and starches must be cut to the meager level of 60 grams a day if the weight-losing plan is to work. (Government figures show that the average American now has 378 grams of carbohydrate "available for consumption" each day.)

Medical experts claim that the "drink all you want" part of the diet is largely nonsense. Calories from alcohol do count, they say, but admit that a fat person who keeps drinking may be less tense and therefore not as prone to snack on sweets and starches between meals. Sceptical dieters have been reassured of the plan's soundness by statements and rumors that the whole thing was conceived by the U.S. Air Force, and therefore it must be effective.

Air Force Making Tests

Although the Air Force denies responsibility for the drinking man's diet, it has been testing and using a diet plan which places just as much importance on reduction of carbohydrates. It doesn't venture into the fat-eating and imbibing features of the drinking man's diet, however. Called the Calculated Carbohydrate Diet, its purpose is to educate airmen to the carbohydrate value of common foods so they can cut their intake to 60 grams or less a day. "The Medical Service of the Air Force has been working on such a diet for about six years," Air Force Deputy Surgeon General Kenneth E. Fletcher told Health Bulletin this week.

Here is the standard diet plans of the Air Force's Calculated Carbohydrate Diet, which adds up to less than 60 grams of carbohydrate a day.

BREAKFAST	DINNER
1—Tomato Juice, 4 ozs.	Meat, 5 ozs.
1—Egg, poached or boiled (or 2)	Bread, 1/2
1—Skim Milk	Green, leafy vegetable, 1 cup
	Fruit, 1 serving
LUNCH	BEDTIME
Meat, 4 ozs.	Skim Milk
Green, leafy vegetable, 1 cup	Cheese

Dieticians throughout the Air Force are continually given information of the carbohydrate value of the foods they serve, so they can guide overweight airmen in the selection of foods that will comply with the diet's requirements. For real problem cases, or for men wishing to lose weight in a hurry, the Air Force has a special rapid weight reduction plan which has been found to work effectively. It is intended to be used only under medical supervision, however. This rapid diet allows only one egg and six ounces of skim milk for breakfast, a tossed salad for lunch, and three ounces of lean meat and a tossed salad for the evening meal. That diet adds up to only 14 grams of carbohydrate a day.

Atomic Weather Station Starting Its Second Year

NEW ORLEANS — A nuclear-powered weather station standing in the Gulf of Mexico 300 miles off New Orleans, recently marked its first birthday, but nobody was around to toast its continued smooth operation. The weather station, nicknamed "nomad," doesn't need any well-wishers since it is designed to operate unattended, furnishing advance meteorological data since January 31, 1964.

"Nomad" or Navy Oceanographic and Meteorological Automatic Device, was designed as a pilot experiment for a worldwide network of unmanned weather stations. It also had the honor of being the first weather station to operate on nuclear energy, draw-

ing its power from an atomic generator installed by the Atomic Energy Commission.

While nobody was on hand to congratulate "Nomad" on its year of successful operation, its Navy operators back on shore applauded its performance as a definite success. In fact, the Navy has concluded that the station's radio-isotope generators are the best source of power for the unmanned weather stations.

While its Navy operators stayed high and dry on land, "Nomad" recorded and transmitted important weather information which would have normally been obtained from a ship or airplane.

SIU Welfare, Vacation Plans

Cash Benefits Paid — February, 1965

	CLAIMS	AMOUNT PAID
Hospital Benefits	7,283	\$ 58,408.21
Death Benefits	19	40,424.02
Pension-Disability Benefits	658	98,700.00
Maternity Benefits	49	9,798.00
Dependent Benefits	659	83,296.89
Optical Benefits	90	2,102.75
Out-Patient Benefits	5,192	32,376.00
Vacation Benefits	1,276	431,811.28

TOTAL WELFARE, VACATION BENEFITS PAID THIS PERIOD... 15,226 \$756,917.15

President Johnson Signs Appalachia Aid Legislation

WASHINGTON—The War on Poverty advanced on a key front last week when President Johnson signed into law the Aid to Appalachia bill designed to give an economic boost to the nation's most depressed area.

As he prepared to sign the \$1.1 billion program into life, the President commented that the bill represents "the truest example of creative federalism in our times."

"The legislation," the President added, "marks the end of an era of partisan cynicism toward human wants and misery." The President was joined in the signing ceremony by Vice President Humphrey and a host of legislative and state leaders from the 11 state region which will benefit from the measure.

The bulk of the financial aid provided by the Appalachia program will be used for improving communications in the mountain-dotted area. Roads to bring isolated hill communities into closer contact with industrial and urban centers will take \$840 million of the \$1.1 billion to be appropriated.

Road Building

Under the program, Kentucky would get 428 miles of new roads; West Virginia, 466; Pennsylvania, 412; Tennessee, 328; Ohio, 150; North Carolina, 142; Virginia, 137; Maryland, 129, and Georgia, 93.

The objective of the program, a spokesman said, is to put everyone in Appalachia within 20 miles of a good fast highway. The plan will not seek to improve every little community in the region, but will work on a regional and sub-regional approach.

With broader and less steeply graded roads in mountainous areas, communications will be eased and workers will be able to commute to the expanded industrial areas being planned. The highways will also encourage tourism in the area, increasing the earning opportunities of local residents.

Since the coal mining industry has declined to a point beyond effective revival, a major effort will be made to develop the plentiful timber resources of the Appalachian range. A sizable sum will be spent on research into the timber potential and for access roads to lumber mills.

If the lumber industry can be developed sufficiently it would relieve at least a part of the chronic unemployment problem that has plagued the area since the decline of coal.

Schools and Colleges

Under the Federal government's program of matching aid with that supplied by the states themselves, such projects are expected to be undertaken as the construction of colleges, vocational schools, sewage treatment plants and airport facilities.

The Appalachia program will provide an additional \$90 million in such matching aid. These grants-in-aid programs involve a variety of matching formulas, ranging from 33 to 75 percent contributions by the states and individual localities.

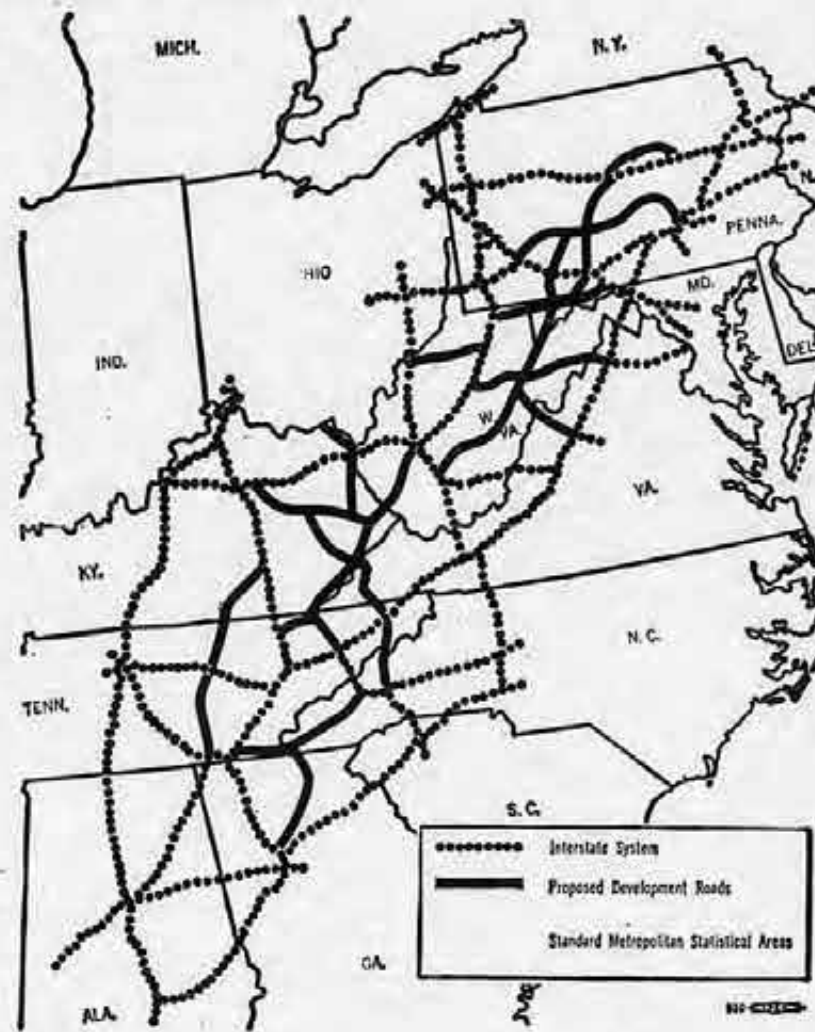
The danger is that this additional aid will be added to the

backlog of \$270 million in grants-in-aid projects available in the region but so far unused because the states and localities either cannot afford them or are unwilling to put them into effect.

The Appalachia plan, by definition, will not even begin to solve the many problems that affect the area. It will, however, lay the

basis for solutions to come. With adequate roads, industry and tourism will feel more positively about coming into the area. With technically trained personnel able to fill the skilled jobs that eventually will be made available, living standards will rise.

The Appalachia program, then, is not an end, it is a start.



A network of roads to end the isolation of the depressed Appalachia region is one of the federally-financed tools proposed to open the area to economic development. The map above illustrates the extent of the road and highway construction which has been proposed.

Porpoise's Brain Power Poses Perpetual Puzzle

An American scientist who set out to study the swimming speed of porpoises recently, became so engrossed by the high intelligence displayed by the test creatures that all thoughts of speed trials were apparently forgotten.

In the latest issue of the British magazine Science, Kenneth S. Norris of the University of California and the Oceanic Institute in Oahu, Hawaii reports on his experiments with a porpoise called Keiki (Hawaiian for "child").

To ready Keiki for the speed tests, the porpoise was first trained to stop in front of an experimenter in a Hawaiian lagoon whenever a police whistle was blown. Later, Keiki was taught to return to the experimenter from the open sea at the sound of a clicking noise—all this to test Keiki's speed.

But the report of the experiments published in Nature, makes no mention of how fast Keiki swam. The report deals instead with the animal's fantastic learning ability.

Norris predicted that "it may prove possible to insinuate (place) a trained animal into schools of wild animals and to observe and

record various kinds of behavior."

Others have predicted that porpoises might also be useful in herding seafood (much in the manner of land-bound sheep dogs), or for a variety of other chores in the sea at the direction of man. Several porpoises have already been "broken to harness" in swimming tanks and seem to enjoy towing experimenters round and round the tanks.

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.



President's Manpower Report Sets Goal Of Full Employment

WASHINGTON—President Johnson set the nation's sights on a full employment economy providing useful, satisfying work for a labor force trained and educated to the highest level attainable.

He told Congress in his annual Manpower Report that "much remains to be done" to move the nation closer to this Great Society goal. "Unemployment and underemployment are intolerably high," the President said, "particularly for those lacking education, skills or opportunity because of poverty and discrimination."

Johnson put stress on the need to match men and jobs to avoid the paradox of continued high unemployment at the same time that jobs requiring skills and education remain unfilled.

"As we open up demand and opportunity for work," he said, "we must be able to respond by having workers move into such jobs without delay so that we can move on to full employment without inflation."

Goals Set

To meet the nation's manpower goals, the President said:

- "Education has immediate high priority . . . The educational program I have urged will bring better education to those who need it most.

- "The war on poverty must now be enlarged. Its beginnings have stirred hope and effort.

- "Manpower training must be strengthened . . . The feasibility and value in skill training for the unemployed and underemployed have become apparent.

- "Employment services must be improved . . . for more effective bringing together of workers and employers.

- "Minimum wage and overtime protection should be extended to protect the unprotected.

- "Unemployment insurance has to be modernized . . . to better sustain the income of workers during the gaps between jobs."

Growth Rate

An accompanying Labor Department report said the nation's economy must continue to grow at last year's near-record pace in order to reduce the unemployment rate from the present 5 percent to "a more tolerable level" of 3 percent.

The Gross National Product—yardstick of the economy—rose to 4.75 percent between 1963 and 1964. But the Labor Department noted that "at no time in our recent peacetime history have we been able to sustain a rate of increase in gross national product of over 4 percent for more than a brief period."

About half the rise of nearly

\$28 billion in output during 1964 was required merely to maintain the 1963 level of employment in the face of automation and other factors increasing productivity, the Labor Department said.

The other half generated about 1.5 million additional jobs, of which 300,000 went to reduce un-

employment and more than 1.2 million were filled by persons entering the labor market. During the balance of the decade, there will be an even greater number of young workers and Negro workers joining the labor force, adding to the groups which now have the highest jobless rate.

Indian Ocean Found Rich Seafood Source

UNITED NATIONS, N.Y.—Teeming with nearly every kind of fish and other forms of marine life, the Indian Ocean was called an unbelievably fertile source of seafood for the protein-hungry millions of Asia and Africa by scientists recently returned from the International Indian Ocean Expedition.

The vast research project, begun in 1959 and scheduled to end this December, had 40 ships from 13 nations studying the comparatively little known sea, which stretches from the east coast of Africa to Southeast Asia. Taking part in the program was the SIU-contracted research vessel Anton Bruun (Alpine Geophysical).

The project was partly sponsored by the UN's Scientific, Education and Cultural Organization, and a news conference recently held at the UN disclosed the rich food potential discovered by the scientists on the expedition. One researcher reported that his ship had netted three tons of fish in 45 minutes of bottom trolling off the coast of the Arabian peninsula.

Dead Fish Area

This was the same area, the scientist reported, where a monstrous sea of dead fish—as large as the nation of Portugal—had been discovered by a Soviet oceanographic vessel several years ago. At the time, the Soviet ship reported it took three days to sail through the dead fish mass.

The Russian ship said it had found hydrogen sulphide in the depths of that part of the ocean. Later, American research ships discovered that the water contained almost no dissolved oxygen. Without oxygen, fish suffocate. A theory was evolved to explain the lack of oxygen.

It was thought that the cycle of monsoon winds in that part of the world might have caused drastic changes in the makeup of the

water. When such winds were offshore they tended to blow the surface water away from coastal areas. Water billowing up from the ocean's bottom replaced the departed surface water, bringing with it the organic nutrients that fell to bottom when ocean life died and decayed.

Ocean "Blooms"

The result of this surfacing of nutrient life is said to cause the ocean to "bloom" with plant and animal life. When the monsoon winds changed course, blowing the dead water back over the rich water, dying fish cause further fermentation. The dead plant and fish life absorb oxygen, depriving more fish of the precious gas. This, in turn, causes the death of more fish in a sort of vicious circle.

Knowledge gained from the Indian Ocean project is still largely fragmentary, and a scientist pointed out that it will be a long time before all the "bits and pieces" of information collected on ocean currents, submarine topography, chemistry, biology and life cycles can be fitted together to give a meaningful picture.

Still, it is known that the Indian Ocean is rich in seafood, especially protein-filled mackerel, and could, with proper harvesting, begin to enrich the meager diets of the people of India, Arabia and Southeast Asia.

Great Lakes

(Continued from page 8)

good start in registrations since the re-opening of the year on March 1st. From all indications, seafarers should have another banner year on the Great Lakes. Word around shipping circles here in Cleveland indicates that the 1965 season will be better than last year.

Duluth

Al Colalillo, member of the SIU's Great Lakes District, is running for a Duluth City Council post. Colalillo is also president of the Duluth-Superior Maritime Trades Port Council, and has been active in labor circles in the Duluth-Superior area for many years. Brother Colalillo has received an AFL-CIO endorsement from the Duluth Central Labor body, as well as the Port Council. We wish Al the best of luck and he has the complete support of all trade unionists as well as brother Seafarers in the Duluth area.

Rise In Jobless Rate Noted For February

WASHINGTON—A more than normal increase in unemployment among women in February sent the jobless rate to 5.0 percent for the month, up from the 4.8 percent registered in January.

The number of unemployed increased by 200,000 to 4.2 million in February, the Labor Dept. reported. The number of jobholders rose in line with seasonal changes to 69.5 million.

A year ago, the unemployment rate was 5.4 percent and the number of unemployed was 4.5 million. For the past eight months the jobless rate has been moving in a range between 4.8 and 5.2 percent.

The Labor Department report showed that there was a larger than normal increase in the number of women entering the labor force in February and a 150,000 increase in jobless over the month. The upturn in unemployment among women for the month reversed a trend of a slow decline in the rate. Labor Department officials said there was no apparent immediate explanation for the change but that more detailed payroll figures available later in the month might shed some light on the development.

The unemployment rate for adult men was virtually un-

changed at 3.6 percent and the rate for married men also was about the same at 2.7 percent.

The jobless rate for teenagers dropped from 15.2 percent in January to 14.4 percent last month, but remained the only rate at a higher level than a year ago February.

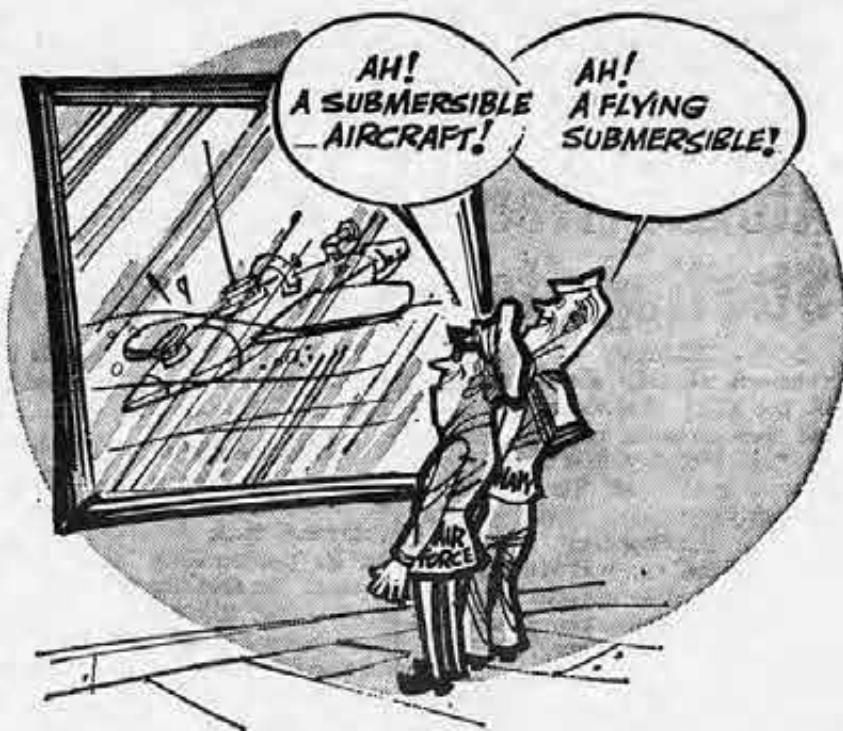
Long-Range Drop

In the past 12 months, Labor Department officials said, the overall unemployment rate has dropped 7 percent, the rate for women has dropped a similar amount and the rate for adult men and married men has decreased 12 and 13 percent. Only the teenage rate has failed to show improvement.

For February the labor force time lost through unemployment and parttime work registered 5.4 percent, a 10 percent drop from a year ago.

There was a more than seasonal increase in February among those unemployed 15 weeks and more, but the number of unemployed 27 weeks and over dropped to the lowest level for the month in five years.

A Ship? A Plane? No-A Submarine!



A fantastic new weapon system being developed separately by the Navy and the Air Force promises to be both fish and fowl. But whether it will be a fish that flies or a bird that swims is still unsettled.

The goal of the Navy and Air Force researchers is to develop a flying submarine, able to operate in the wild blue yonder and the deep blue sea with equal efficiency. The Navy's version calls for a craft that would fly to the part of the sea where the enemy's fleet was operating, land on the water and submerge to attack as a submarine.

Air Force Version

The Air Force, however, is working on an aircraft that would be able to rise out of the ocean and attack enemy bases from the air. It would use its submarine capability to hide from enemy retaliation. Aircraft based in the depths of the ocean would be virtually immune from attack, the Air Force maintains.

Under the Navy's concept, the flying sub would have an air range of 500 miles and an underwater range of 50 miles. As such, it would be a limited weapon and could be created through the use of existing materials and technology.

Editor,
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Latest Arrival



Seafarer Willie B. Guillory and his family pose proudly with the latest arrival to the Guillory clan at their home in Lake Charles, La. Members of the family are (l-r) Cynthia, Mrs. Guillory who is holding five-month old Leann Clom, Seafarer Guillory and his son, Glenn. Guillory ships as a fireman on C. S. Baltimore (Cities Service).

From the Ships at Sea

A heated discussion developed during a recent shipboard meeting aboard the Geneva (U.S. Steel), with Seafarers taking firm stands and voicing strong opinions. What was it all about? A classic overtime beef? An argument over the next National League pennant race? Not at all! They were arguing the relative merits of honeydew melons and cantaloupes.

A good portion of the last shipboard meeting was taken up in deciding which type of fruit the crewmembers most preferred.



Furtado
ence for kasaba (whatever that is!)

Eventually, ship's delegate Sylvester Furtado helped cut through the argumentative fog by pointing out to his fellow Seafarers that, in the final analysis, they all wanted melons. It was decided to ask the company to stock all types of melons, whenever they are in season and the price is right. "They really like melons aboard this ship," Furtado said, after the dust had cleared.

During the good and welfare section of a recent shipboard meeting, on the Kyska (Waterman) there was quite a bit of praise handed out to various Seafarers for their outstanding contributions to the crew. To start it off, ship's delegate B. H. Lowderback handed out a vote of thanks to the three department delegates for their help in making his job of representative much easier. He said the three men, W. E. Walker for the engine department; E. W. Anderson for the steward department and Willie (Bicycle) Franquix for the deck department, really helped to make the trip a smooth one. Then the entire crew joined together in giving a hearty vote of thanks to the chief steward C. L. Shirah for the fine food. Later in the meeting, a motion was made and passed to give the chief mate, M. J. McLaughlin, a vote of thanks for the good doctoring he gives to sick crewmembers. Then last, but not least, Lowderback says, the baker and steward department delegate, Anderson, got a vote of thanks for the pastries he bakes. "They are the finest ever eaten aboard an SIU ship," avers Lowderback.

Seafarers are always appreciative when the galley gang aboard ship goes out of its way to provide meals that would make a shoreside gourmet's mouth water. In return, the crew, in recognition of their efforts, gives the hard working steward departments special votes of thanks. Galley departments receiving these honors include those aboard the Overseas Rose (Mari-

time Overseas); Ocean Dinny (Maritime Overseas); Alcoa Explorer (Alcoa); Transeastern (Hudson); Spitfire (American Bulk Carriers); Ridgefield Victory (Columbia); Summit (Sea-Land),

George Callard, ship's delegate aboard the Hastings (Waterman) reports a recent trip aboard the vessel had really been tops. "It's been a very long trip," he says, "but there hasn't been a single beef that couldn't be straightened out." Callard received some praise from the crew, who agreed during one of the shipboard meetings that Callard had really done a bang up job in handling all the situations that came up.

The crew aboard the Morning Light (Waterman) handed out kudos at the last shipboard meeting. One of the cheers was in appreciation of the fine work the galley gang has been doing this voyage. In wording the vote of thanks, ship's delegate Joe Carroll

Joe Carroll

says that the food and pastries are "far above shipboard standards" which everyone knows is high anyway. The other kudo was handed to the first assistant engineer for his help throughout the trip in making any minor repair that became necessary. "He's been 100 percent cooperative," Carroll says.

Jimmy Jones, ship's delegate aboard the Alcoa Trader (Alcoa) reports a happy ship. "No beefs, no disputes," he claims. "And to top it off, the captain paid compliments to the entire crew for being a good, efficient group of men to work with."

When the Steel Navigator (Isthmian) gets into the tropical zone on its next trip, the crew has asked that the crew's messroom be air conditioned at night, reports Gordon Owen, meeting chairman. The crew has to keep the ports dogged at night so the light on the foredeck won't interfere with navigation. "It gets hot inside with all the ports closed," Owen says. "Someone recommended we get some curtains for use at night. It's a good idea."

C. J. Quintt, ship's delegate aboard the Our Lady of Peace, (Liberty Navigation) thanked the crew during the last shipboard meeting for making his job so easy for him. He then introduced a motion to elect a new ship's delegate. The crew had different ideas, however. In a resounding vote of confidence, the crew de-

feated the motion and reelected Quintt as their representative.

The Robin Kirk (Robin Lines) is starting a new voyage, says ship's delegate R. A. (Sandy) Sanderlin, and the prospect of having a successful trip are very good. A quick review of the last voyage showed a happy crew and ship, he says, and "this trip looks good from any position."

From the Great Lakes district came a special holiday greeting from the crew of the Peter Reiss (Reiss). Passed along to all SIU brothers, everywhere in the world by ship's delegate William Garshoff, the crew wished everyone "a very merry holiday season, and the best year ever."

Curtis Ducote, the meeting secretary aboard the Florida State (Port Everglades) has high praise for the new medical clinic in Ponce, Puerto Rico. "A number of men from the Florida State went to the clinic for a check up while the ship was docked at Ponce," Ducote says, "and they were all glad that there was a clinic there. "Also," Ducote adds, "the doctors there are very good, and very cooperative."

The crew aboard the Oceanic Spray (American Oceanic) joined together to give the steward department a hearty vote of thanks recently, according to ship's delegate Joe Forrest. The ship was without power for a few days in the Re/Sea and during this period, the steward department continued to provide excellent meals by cooking on the steam table, Forrest reports. "They really did a bang up job. The entire crew wishes to recognize the efforts of our gallant galley gang," Forrest states. "They provided really wonderful meals in the most adverse conditions." The men included in the vote of thanks are H. Gardner, chief steward; P. Wicks, chief cook; Edward (Butterbean) Christian, night cook and baker; Joe Forrest, third cook; Al Bertrand; crew mess; H. Renfro, crew pantry; R. Beigel, saloon pantry; M. Smith, saloon mess; and Robert Nelson, BR.

The crew of the Alcoa Marketer (Alcoa) has been discussing the possibility of getting a television set aboard, reports ship's delegate Royce Pappan. The set, if purchased, will be put in the crew's messhall, Pappan says. The only problem, he added, is in raising the necessary money.

OCEAN DINNY (Maritime Overseas), Feb. 7—Chairman, John Nash; Secretary, Thomas Ulisse. Most of the repairs were taken care of at sea, and the remainder will be done in port. Brother John Nash resigned as ship's delegate after serving for two trips. Vote of thanks to the deck department for keeping pantry and messroom clean. Vote of thanks to the steward department for a job well done. Motion made to have patrolman check lifeboat.

Chairman, Arthur Lindsey; Secretary, J. Guillea. \$4.50 in ship's fund. Discussion on obtaining slicing machine in the galley. No beefs reported by department delegates.

OCEAN ANNA (Marine Transportation), Feb. 10—Chairman, Hugh Warren; Secretary, Reed Humphries. Some disputed OT to be taken up at payoff. No beefs reported by department delegates.

GATEWAY CITY (Sea-Land), Feb. 22—Chairman, Juan Cruz; Secretary, R. Ramplin. Everything is running smoothly with no beefs. Motion made to ask patrolman about negotiations with companies regarding SIU contract. Vote of thanks to the steward department for a job well done.

TRANSORLEANS (Hudson Waterways), Feb. 23—Chairman James A. Phillips; Secretary, Harry Thrush. Few hours disputed OT in deck and steward departments. Matter of regulation of heat aboard ship will be taken up with boarding patrolman. Vote of thanks to all delegates.

GLOBE TRAVELER (Maritime Overseas), Feb. 28—Chairman, John Bergeria; Secretary, Frank Van Dusen. \$6.07 in ship's fund. Some delayed sailing to be taken up with boarding patrolman. Brother Frank Van Dusen was elected to serve as ship's delegate. Vote of thanks to the steward department, also to the baker for his goodies.

GENEVA (U.S. Steel), Feb. 21—Chairman, S. Furtado; Secretary, L. T. Jenot. \$104.35 in ship's fund. No beefs reported by department delegates. Discussion on obtaining certain fruits when in season.

NATIONAL SEAFARER (Windward), Feb. 14—Chairman, J. Selby; Secretary, J. T. Letinski. Motion made that crew not sign on until water cooler is repaired or portable water cooler installed on board ship. Headquarters to be contacted regarding subsistence for blackouts.

NEVA WEST (Bloomfield), Feb. 27—Chairman, James Edmonds; Secretary, W. Geis. \$13 in ship's fund. Some disputed OT in engine and steward departments, otherwise everything is O.K. Vote of thanks to the steward department for a job well done.

SPITFIRE (American Bulk Carriers), Feb. 17—Chairman, H. S. Christensen; Secretary, C. A. Welch. Brother A. C. Welch was elected to serve as new ship's delegate. No beefs reported by department delegates. It was requested that more of a variety of food be put out at night lunch. Foc'sles need door locks repaired.

TOPA TOPA (Waterman), Jan. 24—Chairman, C. R. Myrick; Secretary, Hans Schmidt. Brother Myrick was re-elected ship's delegate. Few hours disputed OT in deck department. No beefs reported by department delegates.

ALCOA RUNNER (Alcoa), March 2—Chairman, James W. Barnett; Secretary, Charles E. Turner. Few hours disputed OT in deck and engine departments. Vote of thanks to the steward department for a job well done. Resolution submitted to headquarters regarding the crew being informed of progress made with respect to new contract.

DIGEST of SIU SHIP MEETINGS

PENN VANGUARD (Penn Shipping), Feb. 7—Chairman, Simon Chaban; Secretary, Charles J. Mitchell. Motion was made to have a jury toilet installed aft for shore workmen to use. All foc'sles need to be souged once each trip and ship should be fumigated for roaches. One man missed ship and one man hospitalized in Santos, Brazil.

ALCOA MARINER (Alcoa), Feb. 28—Chairman, Bill Sharp; Secretary, Frank Moreiglio. Few hours disputed OT in deck department. Ship sailed short two men from New York. Crew would like to know if new contract has been signed.

KYSKA (Waterman), Feb. 21—Chairman, C. L. Shirah; Secretary, E. Terrell. \$12 in ship's fund. No beefs reported by department delegates. Vote of thanks extended to the steward department for very good chow.

STEEL FLYER (Isthmian), No date—



Norberto Capay Crew Lauds Steward Dept.

Seafarers on the Norberto Capay (Liberty Navigation) have issued a hat's off salute to their steward department for the superb holiday feeding the galley staff produced against overwhelming difficulties.

Crewmembers were especially impressed with their steward department's performance at Thanksgiving time, reports Edward Donely, ship's delegate. He writes that the Norberto Capay crewed up exactly 24 hours before the dawn of "Turkey" day. In addition to the normal routine of getting three regular meals out for the crew, the galley gang had to take on stores and inventory the provisions already aboard, all the while working short-handed.

Steward department members rallied to the occasion, however, and the next day, crewmembers feasted on a meal that surpassed the finest SIU standards. The crew responded with a heart-felt vote of thanks for the wonderful banquet which was prepared on such short notice.

The passing of the holiday didn't mark a lessening in the care and preparation of meals on the ship, declares Donely. He writes that

Ron Barnes, chief cook, makes especially savory dishes, while Raymond Proulx, night cook and baker, keeps Seafarers' mouths watering in anticipation of his fine goodies.

Chief steward Juan L. Pagan reports he is more than pleased with the job the members of his department are doing. He says they all work together smoothly, without any discord. Speaking of the praise the galley crew has received, Pagan declares that his staff knows what their responsibility is, and, in true SIU tradition, they all make sure that their work is done well.

"What more could anyone want?" asks delegate Donely.

The only person who would have any second thoughts about the performance of the steward department, he says, would be Doc Logue, who would take a dim view of the crewmembers' expanding waist lines.

UNFAIR TO LABOR
DO NOT BUY

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

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

- "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)



Seafarer Star Wells devotes his idle hours to a hobby that makes him the most "matchless" carpenter in the SIU fleet. Wells makes picture frames out of matchsticks, like the one above which is built from 2,969 glued wooden matches. The little girl in the framed picture is his daughter, Delores. He built the frame while sailing as ship's carpenter on the Steel Executive (Isthmian).

SIU Carpenter's Hobby Makes 'Matchless' Crew

Seafarer Marion (Star) Wells has an unusual hobby that makes him a "matchless" carpenter. The pursuit of this hobby, in fact, recently made his fellow SIU members on the Steel Executive (Isthmian), the most matchless crew afloat.

SIU members on the Executive who want a light for a cigarette, know better than ask Wells, since he never has a spare match. The reason is that he hoards every match stick he can get his hands on to build picture frames.

The latest example of Wells' handiwork frames a photograph of his three-year-old daughter Delores, who lives in Savannah, Ga. He calculates there are 2,969 matches glued together to make the design for the frame.

21-Day Job

The ship's carpenter took just 21 days to complete this particular project in his off hours. He started when the Executive

was loading Pineapple at Hawaii, and completed it a week before the ship put into Norfolk.

Wells has been an SIU member since 1947 when he joined the Union in New York. A veteran member of the deck department, he also ships as bosun.

Begins Project Early

Wells thinks that his unusual hobby is an excellent way to fill his idle hours while at sea. He says that he begins his projects at an early enough point in the trip so that it will be finished when his ship comes into port to discharge cargo.

His fellow crewmembers, however, have learned the hard way that when Wells is on board ship, the only way to protect themselves is to carry paper matches—or a cigarette lighter.



Seafarers on the Norberto Capay (Liberty Navigation) have their hats off to the fine chow prepared by the galley gang. The highly praised steward department are (l-r) Brothers Barnes, Ramos, Proulx, Cox and Eskner.

SIU Thanked For Sympathy

To The Editor:

I wish to let the Union know that I recently received a large benefit check from the Seafarers Welfare Fund after the unfortunate death of my husband, Lindley R. MacDonald.

I would like everyone to know how much this means to me at this time. I would also, at this time, like to thank the Union for its thoughtfulness in offering its assistance to me. I think the SIU is a pretty wonderful organization to do all this for the wife of a member who died.

My thanks again for your kindness and sympathy. It is deeply appreciated.

Mrs. Lois MacDonald

Lakes Tugman Praises SIU

To The Editor:

My wife and I would both like to express our great thanks to the SIU for the many benefits the Union has supplied during my period of illness.

I would also like to thank everyone who has shown my

wife and I such wonderful kindness and courtesy. I am sure that without their moral support, both of us would have very quickly become very dejected as my illness was very serious.

We also want to thank the

LETTERS To The Editor

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

SIU for the Christmas bonus check. It was very welcome, particularly in a time of illness.

I am very glad to belong to such a wonderful Union.

Elmer Koch

Hospital Care Brings Praise

To The Editor:

I wish to express my appreciation and sincere gratitude to the SIU and the Seafarers

Welfare Plan for the help and courtesy shown to me when I was hospitalized recently.

My husband, Herbert P. Knowles, was very happy to learn that I had been so well taken care of by the Union while he was out at sea. It is a great consolation to him to know that he does not have to worry if I should be stricken ill while he is away.

Mrs. H. P. Knowles

Glad To Have Pension Plan

To The Editor:

Because of a physical disability, I am no longer able to sail in my profession as a tugman. I shudder to think of the serious impact my disability would have had upon me if there were no provisions for me to receive an SIU pension. Thanks to the SIU I am not destitute as I certainly would be if it were not for my pension.

I want to say also, that everyone in the SIU is very kind and ready to serve the membership at all times. From a man who has sailed tugboats for 50 years, I thank the SIU from the bottom of my heart.

Thomas A. Pinleck

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

OLD-TIMER



BE EXTREMELY CAREFUL WHEN WEARING SCUFFS OR SANDALS. THEY CAN CAUSE DANGEROUS FALLS, ESPECIALLY WHEN WEARING THEM GOING UP AND DOWN LADDERS. PLAY IT SAFE—WHY TAKE A CHANCE?

SIU-50-50 Proposal

(Continued from page 3)

against the establishment of 50-50 system for oil imports. If a quota system were introduced for American-flag tankers, it would primarily affect the Liberian and Panamanian-flag tankers, which are owned in large measure by major U.S. oil companies.

Of the 264 American-owned tankers operating under the flags of Panama and Liberia, nearly half are owned by five oil giants—Standard Oil of New Jersey, Texaco, Gulf, Standard Oil of California and Socony Mobil. The Union points out that these five are members of an association of runaway operators calling itself "the American Committee for Flags of Necessity," which is the chief opponent of an oil import quota system for U.S.-flag tankers.

These ACFN members claim that an import quota system would violate the concept of free trade, would be "discriminatory" and invite retaliation. The SIU declared that these ACFN members can make this charge while they are amassing millions of dollars in profits through the unrestricted and untaxed carriage of oil imports.

The SIU statement said that if an oil import quota system were put into effect, it would constitute an action against vessels which are really American ships, but which fly spurious flags in order to evade U.S. wages, working conditions,

taxes and safety standards. An oil quota system, the Union said, can hardly be said to violate the concept of free trade or to be discriminatory with regard to other maritime nations.

The SIU maintained that allegations of "discrimination" and "retaliation" have frequently been employed as bugaboos by those seeking to safeguard their own special and vested interests, but that these allegations have never been proved to have a valid basis.

"The fact is that *de facto* discrimination against U.S. shipping already exists, and that the passage of preferential cargo measures by this country has never been proved either to increase or to decrease the amount of that discrimination," the statement declares.

The Union points out that Maritime Administrator Nicholas Johnson, reporting on the 40 countries that now have cargo preference measures, furnished data that shows that 33 of them had enacted their regulations before 1956, the year the American law went into effect.

"The specter of 'retaliation' is, as we have stated, a bugaboo created by those who, amassing millions in profligate profits through their present operations, wish to maintain the status quo. We believe it is high time for this particular bugaboo to be exterminated," the Union asserted.

Notify Union On LOG Mail

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

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

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

Oldtimer's Albatross Dinner Tasted Like 'Mean Medicine'

By Captain R. J. Peterson

Captain Peterson is a veteran of many years on the high seas—first on foreign-flag vessels and later on U.S.-flag ships. He is a regular contributor to the LOG.

Every Seafarer knows that an albatross is supposed to bring you bad luck. Although seamen have been making this prophecy ever since the first ship set sail to cross the ocean, I have often wondered at the truth of this old saying.

While sailing in the "roaring" forties, I have seen many an albatross, soaring on big, white wings, as they followed in the ship's wake. On one of these stormy trips, my shipmates dared the fates by catching albatrosses and serving them for Sunday dinner.

Despite this challenge to the age-old prophecy, the curse of bad luck for killing an albatross has yet to catch up with me—even if some of my former crewmembers paid dearly for tempting fate.

Sunday Dinner

The fatal albatross dinner took place when I was shipping on the *Glenlui* which was running from Buenos Aires to Newcastle, Australia. We were about 500 miles south of the Cape of Good Hope and running before a fast wind

In the roaring forties when the crew noticed a flock of albatrosses wheeling and diving in our wake.

We set out to catch some of the great white birds, and before long, gathered a large number of them in a pile on deck. The steward, undoubtedly thinking that our "catch" represented an excellent way to save some money on stores, ordered the cook to serve us albatross for supper.

While an albatross may look beautiful in flight, the sight of its dead carcass could never relieve the hunger pangs of even a starv-



Peterson

ing sailor. Well aware of this fact, the *Glenlui's* galley gang dished us out a huge platter of albatross hash, but to no avail.

Mean Medicine

When the crew dug in, they found the bird's meat tasted even worse than it looked. It was fishy, oily, and nasty, like mean medicine. My shipmates threw the hash into the scupper at the end of the galley and filled the air with foul curses, all aimed at the niggardly steward.

However, I was made of tougher stuff than my fellow crewmembers, and so I swallowed the "medicine." I could take an evil meal like that since I neither smoked or chewed tobacco. My shipmates, on the other hand, did both, buying the stuff from the slopchest and paying the captain a capital price for the privilege. The crew thought that tobacco would make them better men, but they still couldn't eat the albatross hash.

Curse Fulfilled

When the "hash" dinner was over and the sailors' curses were still hovering about the steward's head, there came a wierd, uncanny cry: "Man Overboard!"

Rushing on deck, we found that the slamming mainsail had catapulted a young sailor to the bottom of the ocean. He had gone up, hand over hand out on the buckling sheet to clip the hook of the lazy tack in an attempt to tie down the loose sister, but never touched the deck of the *Glenlui* again.

Even though I had dined on the accursed albatross, luck was with me. I had wanted to do the dangerous trick of taming the slamming sheet, but a youthful Danish seaman came on deck to relieve me at the stroke of eight bells, and I went to "bellow" in the foc'sle.

Looking back over the years I wonder, where are the men now who refused their Sunday dinner and threw the albatross hash into the scupper? Lady luck forsook them, since they are all dead and gone. Yet, I, who cared nothing for curses and prophecies, and took my "medicine" that fatal Sunday, am still here to tell the story.

The Most Famous Albatross

The most famous instance of the curse caused by killing an albatross appears in the poem, "The Rhyme of the Ancient Mariner" by Samuel Coleridge. Two verses from the poem, describing the bad luck that fell on the ancient mariner after he killed an albatross, are printed below:

*"God save thee, ancient Mariner!
From the fiends that plague thee thus!—
Why look'st thou so?" With my cross-bow
I shot the Albatross,
 ↓ ↓ ↓
And I had done a hellish thing,
And it would work'em woe:
For all averted, I had killed the bird
That made the breeze to blow.
Ah wretch! they said, the bird to slay,
That made the breeze to blow!*

No Bad Luck Here



The remains of an albatross are examined by an ornithologist (a scientist specializing in bird research) aboard the SIU-contracted *Anton Bruun* (Alpine Geophysical) during its recent Indian Ocean expedition. The proverbial curse that is supposed to result from killing an albatross didn't faze Union members who reported smooth sailing during the two year voyage. The photo above was taken by Seafarer Eric Chittenden, who sails in the deck department.

LOG-A-RHYTHM:

The Afflicted

By Henry Percikow

*He walks among men,
Sealed from light,
Yet sure of his path,
While the multitude
Stumbles through life
Groping in the shadows.*

*They view the daybreak,
Yet are blind to the reefs
Onto which they are hurled.
How can they choose
The helping hand
From the tiger's claw?*

*The storm of conflict
Will lift the fog
Clinging like a cataract
Upon their vision—
For clay and spirit
Will not give sight.*

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:

Frederick Roring, born January 23, 1965, to the John F. Rorings, Detroit, Mich.

Jill Louise Ryan, born November 8, 1964, to the Kenneth Ryans, Superior, Wis.

Connie L. Moore, January 11, 1965, to the Dexter D. Moores, Belhaven, N.C.

Melisa Trosclair, born December 30, 1964, to the Bobby L. Trosclairs, Mobile, Ala.

Lualice Reyes, born February 1, 1965, to the Angel L. Reyes, Brooklyn, New York.

Steven James Szumila, born January 23, 1965, to the Richard Szumilas, Posen, Mich.

Angel Rafael Rodriguez, born November 18, 1964, to the Rafael Rodriguez, Rincon, P.R.

Beth Ann Fox, born November 21, 1964, to the Michael Fox, Toledo, Ohio.

Sherri Pierce, born January 9, 1965, to the Donald R. Pierces, Jacksonville, Fla.

Shei Corron, born December 2, 1964, to the Jerome J. Corrons, Baltimore, Md.

Natasha Marie Johnson, born December 2, 1964, to the Harold W. Johnsons, West Palm Beach, Fla.

Renato Garcia, born November 17, 1964, to the Angel Garcias, Tierra Sta. Puerto Rico.

Tracie Sue Gunnaugson, born December 4, 1964, to the Stewart G. Gunnaugsons, Sturgeon Bay, Wisconsin.

Gregory Long, born November 9, 1964, to the Robert Longs, Benzonia, Mich.

Anthony Charles Aronica, born January 4, 1965, to the Anthony C. Aronicas, Miami, Fla.

Twanna Fay Brown, born January 20, 1965, to the Bobby Browns, Crestview, Florida.

Barbara Ann Randol, born November 26, 1964, to the William A. Randols, Amite, La.

Rose Ann Narvez, born September 19, 1963, to the Philip Narvezs, Houston, Texas.

Margie Wong, born December 12, 1964, to the Kong Chin Wongs, San Francisco, Calif.

Philip Dumire, born December 30, 1964, to the Phillip Dumires, Worthington, Va.

Steven W. Hartley, born January 19, 1965, to the Neil C. Hartleys, Fairhope, Alabama.

Henry Colar, born November 18, 1964, to the Henry Joseph Colars, New Orleans, La.

Kelly Lynne Whalen, born January 18, 1965, to the Paul F. Whalens, Huntington Beach, Calif.

Shelita Ann Charles and Trenita Ann Charles, born January 19, 1965, to the Leonard Charles, New Orleans, La.

Myrtis Ann McLaughlin, born September 10, 1964, to the Haskell McLaughlins, Tampa, Fla.

Hubert Lewis Bailey, born January 20, 1965, to the Leonard Baileys, Meridian, Miss.

Phillip C. Adkins, Jr., born January 30, 1965, to the Phillip C. Adkins, Portsmouth, Va.

Johnny Courville, born February 3, 1965, to the Joseph H. Courvilles, Groves, Texas.

Gena Marie Hartl, born October 27, 1964, to the Eugene K. Hartls, Sturgeon Bay, Wis.

John Gregel, born December 10, 1964, to the William Gregels, River Rouge, Mich.

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George Frederick Keller, 63: Brother Keller died October 6, 1964, in the Rosewell Park Memorial Institute of a stroke. A member of the SIU Great Lakes District, he sailed in the engine department. Surviving is his wife, Mrs. Clara Keller. Burial was in the St. Matthews Cemetery, Cheektouga, N.Y.

Harold Irving Nelson, 55: Brother Nelson died October 6, 1964, in the Staten Island USPHS Hospital of natural causes. A member of the Union since 1960, he worked in the engine department. Surviving is his wife, Mrs. Carmen Nelson. He was buried in the Magnolia Cemetery, Mobile, Ala.

Greer Collins Stevens, Jr., 46: Brother Stevens succumbed to heart disease while aboard the Steel Executive on October 18, 1964. A member of the SIU since 1947, he sailed in the engine department. He is survived by his mother, Mrs. Zell S. Stevens, and his brother, Stan R. Stevens. Burial was in Greenville, S.C.

William Joseph Schafer, 32: Heart disease was fatal to Brother Schafer while aboard the Western Planet, while docked at Guam. A member of the steward department, he joined the Union in 1946. He is survived by his wife, Mrs. Virginia D. Schafer. Place of burial was not known.

James Clifton Armstrong, 54: Brother Armstrong died October 10, 1964, in the New Orleans USPHS Hospital of pneumonia. A member of the engine department, he began sailing with the SIU in 1951. He is survived by his wife, Mrs. Flossie I. Armstrong. Burial was in the Whistler Cemetery, Mobile, Ala.

Nicklos A. Bastes, 68: Brother Bastes died June 8, 1964, at his home in New Orleans of a heart attack. A member of the Union since 1944, he sailed in the steward department until his retirement in 1960. He is survived by his Godchild, Mrs. Sterling R. Price. Burial was in the Saint Vincent de Paul Cemetery, New Orleans, La.

Joseph Thomas Torra, 48: Brother Torra died September 23, 1964, in the Temple Hospital, Philadelphia, Pa., of heart disease. A member of the Union since 1944, he sailed in the engine department. He is survived by his two sons, Thomas and James Torra. Burial was in the Holy Cross Cemetery, Yeadon, Pa.

Holly Goss, born December 17, 1964, to the Billy R. Goss, Henderson, Texas.

Kevin Michael Drake, born November 27, 1964, to the Donald C. Drakes, Detroit, Mich.

Lisa Marie Murr, born January 23, 1965, to the Michael G. Murrs, New Orleans, La.

Donald Schaefer, born February 1, 1965, to the Peter Schaefer, Levittown, Pa.

Tanya Babb, born March 1, 1965, to the Otho C. Babbs, Brooklyn, New York.

Charlotte Cooper, born July 27, 1964, to the Don V. Coopers, Pascagoula, Miss.

Fedil A. Lagramis, 63: Brother Lagrimas died of natural causes on October 10, 1964, in the San Francisco USPHS Hospital. A member of the SIU since 1959, he sailed in the steward department. He is survived by his brother, Ben Aquino Lagrimas. He was buried in Camiling, Tarlac, Philippine Islands.

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Joseph Thomas Torra, 48: Brother Torra died September 23, 1964, in the Temple Hospital, Philadelphia, Pa., of heart disease. A member of the Union since 1944, he sailed in the engine department. He is survived by his two sons, Thomas and James Torra. Burial was in the Holy Cross Cemetery, Yeadon, Pa.

SEAFARERS in DRYDOCK

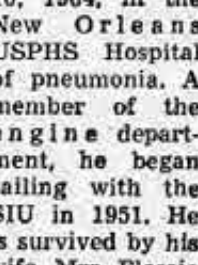
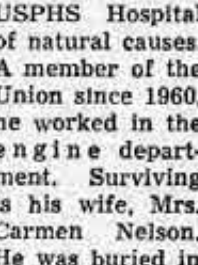
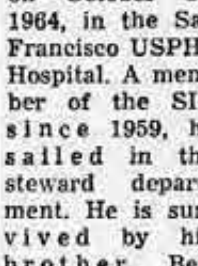
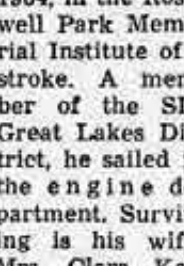
All hospitalized Seafarers would appreciate mail and visits whenever possible. The following is the latest available list of SIU men in the hospital:

- USPHS HOSPITAL BALTIMORE, MARYLAND**
 - Arthur Blanchette
 - Arthur Botliko
 - Clyde R. Brittle
 - Antonio Casceno
 - Peter Cerko
 - Valentino Ferro
 - Freidof Fondiso
 - Henry Fossett
 - Lynwood Gregory
 - Elmer Koch
 - Leland Larrimore
 - James A. Lewis
 - Harry W. Muches
- USPHS HOSPITAL GALVESTON, TEXAS**
 - Gene T. Bacon
 - Alexander Becker
 - Joseph Brodour
 - Estuardo Cuenca
 - Edward E. Davidson
 - Harmon D. Haddock
 - Wm. Kwansnica
 - W. A. Lawrence
 - J. A. Mallard, Jr.
 - R. J. Aumiller
 - G. E. Alvarez
 - Isaak Bouzin
 - James P. Conley
 - Joseph Cole
 - T. C. Ibabao
- USPHS HOSPITAL JACKSONVILLE, FLORIDA**
 - H. I. Colson
 - J. K. Crumpler
 - H. L. Grizzard
 - J. C. Laseter
 - J. Michael
- USPHS HOSPITAL NEW ORLEANS, LOUISIANA**
 - James L. Allen
 - C. D. Anderson
 - Eugene W. Auer
 - Wm. A. Belcher
 - Howard A. Berzine
 - Jacobs Beukelaar
 - Michel Billo
 - John P. Brooks
 - Allen Collins, Jr.
 - C. E. Cummings
 - C. W. Cunningham
 - C. DeSouza
 - A. E. Douglas, Sr.
 - Cleo L. Dupree
 - Harry D. Emmett
 - Fred Fagan
 - Marshall Foster
 - Robert M. Godwin
 - Wade B. Harrell
 - Walter H. Harris
 - Forney Bowen
 - Paul M. Hebert
 - Emmett L. Harvey
 - Timothy R. Holt
 - B. Huggins
 - Olav Kjonbog
 - Walter J. Koy
 - James J. Lala
- USPHS HOSPITAL NORFOLK, VIRGINIA**
 - Basilio Boschi
- USPHS HOSPITAL MARYLAND**
 - Frank Nappi
 - Harvey Newcomb
 - Ralph Pardee
 - John Pastorek
 - Anthony Pinchook
 - James Portway
 - Joseph Pozzuoli
 - Charles Sapeta
 - Wm. J. Stormer
 - Timothy Sullivan
 - Gusta Thobe
 - C. E. Williamson
- USPHS HOSPITAL CALIFORNIA**
 - Francis W. Keeley
 - Torolf J. Kismul
 - James Lear
 - John P. Murphy
 - Byron C. Slaid
- USPHS HOSPITAL MICHIGAN**
 - Homer Campbell
 - Charles Cochran
 - Leo Derry, Sr.
 - J. F. Jamieson
 - Joseph Pilkey
- USPHS HOSPITAL BRIGHTON, MASS.**
 - Alfred Gardner
- USPHS HOSPITAL FORT WORTH, TEXAS**
 - B. Deibler
 - Abe Gordon
 - Thomas Leahy
- SAILORS' SNUG HARBOR STATEN ISLAND, NEW YORK**
 - Edwin Harriman
 - Daniel Gorman
 - A. Gutierrez
- VA HOSPITAL LONG BEACH, CALIFORNIA**
 - R. Arsenault
- VA HOSPITAL ANN ARBOR, MICHIGAN**
 - Robert Asbahr
- VA HOSPITAL WEST HAVEN, CONNECTICUT**
 - Paul Kalensnick
- VA HOSPITAL HINES, ILLINOIS**
 - Oscar Kvaas
- VA HOSPITAL HOUSTON, TEXAS**
 - Thomas Manion
- PINE CREST HAVEN NURSING HOME COVINGTON, LOUISIANA**
 - Frank Martin
- U.S. SOLDIERS HOME HOSPITAL WASHINGTON, D.C.**
 - William Thomson
- USPHS HOSPITAL CHICAGO, ILLINOIS**
 - Ludwig J. Bednar
 - Leo Entringer
 - Wm. G. Goodhue
 - Lloyd Lund
- USPHS HOSPITAL STATEN ISLAND, NEW YORK**
 - Edward Arthur
 - Emmett Avery
 - Conway Beard
 - Burton Berg
 - R. Blackstock
 - Gordon Chambers
 - Daniel Couancy
 - Troy Cousins
 - Joseph Czech
 - Arnoldo Dias
 - John Davis
 - H. Dierking
 - Adrian Donnelly
 - Michael Filosa
 - S. Friedman
 - Robert Gabel
 - K. Gaaney
 - Estell Godfrey
 - Julio Gonzalez
- USPHS HOSPITAL MICHIGAN**
 - Donald Ritcey
 - Daniel Sanders
 - H. E. Thilhorn
 - Marshall Wheeler
- USPHS HOSPITAL DETROIT, MICHIGAN**
 - John Rubery
- USPHS HOSPITAL ABRAHAM MANDER**
 - Max Olson
 - J. Thibodeaux
- THOMAS ISAKSEN**
 - William Kenny
- VA HOSPITAL WEST HAVEN, CONNECTICUT**
 - John Rubery
- VA HOSPITAL HINES, ILLINOIS**
 - Oscar Kvaas
- VA HOSPITAL HOUSTON, TEXAS**
 - Thomas Manion
- PINE CREST HAVEN NURSING HOME COVINGTON, LOUISIANA**
 - Frank Martin
- U.S. SOLDIERS HOME HOSPITAL WASHINGTON, D.C.**
 - William Thomson
- C. A. Jennette**
 - Hertford B. Rice
 - James A. Wilkins
 - G. R. Williams
- USPHS HOSPITAL CHICAGO, ILLINOIS**
 - John Madar
 - Matthew O'Hara
 - August Pearson
 - John Pollock
- USPHS HOSPITAL STATEN ISLAND, NEW YORK**
 - Thomas Grinsell
 - Rune Gustafsson
 - Adolf Heinsaar
 - Ali Hubabi
 - E. L. Jennings
 - Eric Johnson
 - A. Karczewski
 - Walter Kowalczyk
 - L. Malanson
 - Gordon Owen
 - Georges L. Pitour
 - Winford Powell
 - Julio Quinonez
 - Winston Ranney
 - E. Reyes
 - W. Schoenborn
 - Daniel Seda
 - Juan Soto
 - Robert Stewart

PERSONALS and NOTICES

- Walter C. LaJone**
Your brother, Frank B. LaJone, would like you to contact him at 1733 Delta Street, National City, Calif.
- Leo Earl Gillian**
You are requested to contact your mother as soon as possible.
- A. T. Salyards**
Mrs. Elenor Salyards is very anxious for you to contact her. Write to 112 Langener-Landstrasse, Bermerhaven, Germany.
- Herbert Skyles**
Two pictures you submitted as well as a check for you are being held at the N.Y. Hall. Contact I. Spivack at the N.Y. Hall notifying him of your present address.
- Chuck Tudora**
Get in touch with Tony Bergine at the USPHS hospital, 210 States Street, New Orleans, as soon as possible.
- Sophoklis J. Tzorizakis**
You are requested to contact your wife as soon as possible.
- Income Tax Refund Checks**
Checks are being held for the SIU members listed below by Jack Lynch, Room 201, SUP Building, 450 Harrison Street, San Francisco, 5, Calif.:
Alexander Ansaldo, Charles
- Bush, Orla S. Bushold, Eglil E. Hjelm, Willard R. Layton, Lum She Lee, Potenciano Paculba, and Wong M. Sing.**
- Duke Douette**
Eileen Childs, sister of Lawrence Byrene, would like you to contact her as soon as possible. Call collect to Boston, 267-2641.
- Edward Edwards**
Nerelda A. Corona, 2489 Fairway, Dundalk, Maryland, would like you to contact her at the earliest moment possible.

WRITE YOUR CONGRESSMAN TO SUPPORT MEDICARE!



Directory of UNION HALLS

SIU Atlantic, Gulf, Lakes & Inland Waters

PRESIDENT
Paul Hall

EXECUTIVE VICE-PRESIDENT
Cal Tanner

VICE PRESIDENTS
Earl Shepard
Lindsay Williams
Al Tanner
Robert Matthews

SECRETARY-TREASURER
Al Kerr

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Rex Dickey, Agent Eastern 7-4900

BOSTON
Ed Riley, Agent 177 State St.
DETROIT 10225 W. Jefferson Ave.
Vinewood 3-4741

HEADQUARTERS 675 4th Ave., Bklyn
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William Morris, Agent ELgin 3-0987

MIAMI 744 W. Flagler St.
Ben Gonzales, Agent Franklin 7-3564

MOBILE 1 South Lawrence St.
Louis Neira, Agent HEMlock 2-1754

NEW ORLEANS 630 Jackson Ave.
Buck Stephens, Agent Tel. 529-7546

NEW YORK 675 4th Ave., Brooklyn
HYacinth 9-6600

NORFOLK 115 3rd St.
Gordon Spencer, Acting Agent 622-1892

PHILADELPHIA 2604 S. 4th St.
John Fay, Acting Agent DEwey 6-3818

SAN FRANCISCO 350 Fremont St.
Paul Gonsorzhik, Agent DOuglas 2-4401

TAMPA Frank Drozak, West Coast Rep.
SANTURCE PR 1313 Fernandez Juncoas
Stop 20
Phone 723-8594

SEATTLE 2505 1st Ave.
Ted Babkowski, Agent MAIN 3-4334

TAMPA 312 Harrison St.
Jeff Gillette, Agent 229-2788

WILMINGTON, Calif 505 N. Marine Ave.
Frank Boyne, Agent Terminal 4-2528

Great Lakes

SECRETARY-TREASURER
Fred J. Farnen

ASSISTANT SECRETARY-TREASURER
Roy Boudreau

ALPENA 127 River St.
EL 4-3616

BUFFALO, NY 735 Washington
TL 3-9259

CHICAGO 9383 Ewing Ave.
So. Chicago, Ill. SAGinaw 1-0733

CLEVELAND 1420 West 25th St.
MAIN 1-5450

DULUTH 312 W. 2nd St.
RANdolph 2-4110

FRANKFORT, Mich. 415 Main St.
Mail Address: P.O. Box 287 ELgin 7-2441

HEADQUARTERS 10225 W. Jefferson Av.
River Rouge 18, Mich. Vinewood 3-4741

Inland Boatmen's Union

NATIONAL DIRECTOR
Robert Matthews

GREAT LAKES AREA DIRECTOR
Pat Finnerty

BALTIMORE 1216 E. Baltimore St.
Eastern 7-4900

BOSTON 276 State St.
Richmond 2-0140

HEADQUARTERS 675 4th Ave., Brooklyn
HYacinth 9-6600

HOUSTON 5804 Canal St.
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HEMlock 2-1754

NEW ORLEANS 630 Jackson Ave.
Tel. 529-7546

NORFOLK 115 3rd St.
Tel. 622-1892-3

PHILADELPHIA 2604 S. 4th St.
DEwey 6-3818

TAMPA 312 Harrison St.
Tel. 229-2788

GREAT LAKES TUG & DREDGE REGION
REGIONAL DIRECTOR
Robert Jones

Dredge Workers Section
ASSISTANT DIRECTOR
Harold F. Von

BUFFALO 84 Henrietta Ave.
Arthur Miller, Agent TR 5-1536

CHICAGO 2300 N. Kimball
Trygve Varden, Agent ALbany 2-1154

CLEVELAND 1420 W. 25th St.
Tom Gerrity, Agent 621-5450

DETROIT 1370 Liberty Ave.
Lincoln Park, Mich. DU 2-7694

DULUTH 312 W. Second St.
Norman Jolicœur, Agent RANdolph 7-6222

SAULT STE. MARIE
Address mail to Brimley, Mich.
Wayne Weston, Agent BRimley 14-R 5

TOLEDO 423 Central St.
CH 2-7751

Tug Firemen, Linemen, Oilers & Watchmen's Section

ASSISTANT DIRECTOR
Tom Burns

ASHTABULA, O. 1644 W. Thrd St.
John Mero, Agent Woodman 4-8532

BUFFALO 18 Portland St.
Tom Burns, Agent TA 3-7095

CHICAGO 9383 Ewing, S. Chicago
Robert Affleck, Agent ESsex 5-9570

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W. Hearn, Pro-Tem Agent MA 1-5450

DETROIT-TOLEDO 12948 Edison St.
Max Tobin, Agent Southgate, Mich. AVenue 4-0071

DULUTH Box No. 66
South Range, Wis. EKport 8-3024

Ray Thomson, Agent

LORAIN, O. 118 E. Parish St.
Sandusky, Ohio
Harold Rutisatz, Agent MAIN 6-4573

Atlantic

(Continued from page 4)

aboard the Polomac as third cook is in the hall in Norfolk sporting his brand new SIU book and looks as proud as a peacock after becoming a full book member.

Puerto Rico

Shipping in the Pearl Of The Carribbean has been fair here during the past few weeks.

On the Puerto Rican labor front, about 300 employees of the Steel workers walked out of the American Can Co. subsidiaries along with their mainland counterparts. In other news on the island, a small water desalting plant was inaugurated last week in Palo Seco. The hottest issue in Puerto Rico right now is the arrival of the Status Commission members from the U. S. to begin preliminary hearings into what will be the political status of the island—commonwealth or statehood.

We were all saddened by the death of Pedro "Mondago" Gonzales who was buried last week in Ponce. Several members of the San Juan area made the trip to Ponce to pay their respects. Pedro who known as a fine man and good bosun.

MILWAUKEE 2722 A. So. Shore Dr.
Joseph Miller, Agent Sherman 4-6645

SAULT STE. MARIE 1086 Maple St.
Wm. J. Lackey, Agent MEiross 2-8347

Rivers Section

ST. LOUIS, MO. 805 Del Mar
L. J. Colvin, Agent CE 1-1434

PORT ARTHUR, Tex. 1345 7th St.
Arthur Bendheim, Agent

RAILWAY MARINE REGION
HEADQUARTERS 99 Montgomery St.
Jersey City 2, NJ Henderson 3-0104

REGIONAL DIRECTOR
G. P. McGinty

ASSISTANT REGIONAL DIRECTORS
E. B. Pulver R. H. Avery

BALTIMORE 1216 E. Baltimore St.
Eastern 7-4900

NORFOLK 115 Third St.
622-1892-3

PHILADELPHIA 2604 S. 4th St.
DEwey 6-3818

United Industrial Workers

BALTIMORE 1216 E. Baltimore St.
Eastern 7-4900

BOSTON 276 State St.
Richmond 2-0140

HEADQUARTERS 675 4th Ave., Brooklyn
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PHILADELPHIA 2604 S. 4th St.
DEwey 6-3818

TAMPA 312 Harrison St.
Phone 229-2788

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 applying 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	April 5	Detroit	April 9
Philadelphia	April 6	Houston	April 12
Baltimore	April 7	New Orleans	April 13
Mobile	April 14		

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
April 19	March 24	March 26
May 17	April 21	April 23

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	April 5-2 PM
Alpena, Buffalo, Chicago, Cleveland, Duluth, Frankfort	April 5-7 PM

SIU Inland Boatmen's Union

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

Phila.	April 6-5 PM
Baltimore (licensed and unlicensed)	April 7-5P.M.
Houston	April 12-5 PM
Norfolk	April 8-7 PM
N'Orleans	April 13-5 PM
Mobile	April 14-5 PM

RAILWAY MARINE REGION

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

Jersey City	April 12
Philadelphia	April 13
Baltimore	April 14
*Norfolk	April 15

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	April 12
Milwaukee	April 12
Chicago	April 13
Buffalo	April 14
*Sault Ste. Marie	April 14
Duluth	April 15
Lorain	April 16

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

Cleveland	April 16
Toledo	April 16
Ashtabula	April 16

(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	April 5
Baltimore	April 7
Philadelphia	April 6
Houston	April 12
Mobile	April 14
New Orleans	April 13

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

Prove Eligibility For Hospital \$

Seafarers being admitted to a Public Health hospital are urged to carry with them their Union book plus proof of eligibility for SIU benefits; namely, a record that they have at least 90 days seetime during the previous year and at least one day during the previous six months. Failure to have the proper credentials will cause a delay in payments to the Seafarer.

If the Seafarer is admitted to a hospital which is not a PHS institution, he should contact the Union immediately. The Union will arrange with the USPHS for a transfer to a Public Health hospital in his vicinity. The PHS will not pick up the hospital tab for private hospital care, unless it is notified in advance.

LISTEN, BUDDY! TAKE A LOOK AT Americans at Work



Check Local TV Listings

Produced by The AFL-CIO

Two pieces of legislation providing medical assistance for the elderly are now before Congress, waiting for action. One is the King-Anderson Medicare bill, which is supported by the AFL-CIO and the Johnson Administration. The other is the "Eldercare" bill, backed by the American Medical Association. Here are the important facts regarding the features of the two proposals.

WHICH MEDICAL PLAN FOR THE AGED

MEDICARE

The AFL-CIO and other supporters of the King-Anderson Medicare bill back it as the best program of providing comprehensive medical assistance for the nation's elderly citizens who require hospitalization for illness.

The Medicare bill, which is a key item in President Johnson's legislative program, would use Federal funds to protect citizens from the high costs of hospitalization during their illness-prone golden years. Statistics have shown that hospital costs are the greatest burden of health expenditures which older people must pay out.

No matter in which of the fifty states he resides, Medicare would provide an elderly citizen with these benefits:

- Sixty days of hospital benefits.
- Sixty days of post-hospital extended care.
- Two hundred and forty home health visits.
- Out-patient diagnostic services.

Under the King-Anderson bill, an older person would not be forced to take a humiliating "means" test or sign a pauper's oath to be eligible for benefits. Any individual who is 65 years old would be eligible.

Medicare would be financed by modest contributions under the Social Security program, amounting to less than one-half of one percent of total earnings up to \$5,600. Employers would pay a matching amount toward building paid-up insurance which a worker can utilize when he retires. Persons not eligible for benefits under the Social Security program would receive Medicare assistance paid for by general revenues of the U.S. Treasury.

A senior citizen would have free choice of physicians and hospitals under the Medicare program. The bill also provides organized home nursing services, which can often mean avoiding the necessity of hospitalization, or permit a faster release for a person in a hospital.

While the Medicare legislation is not the complete answer to the medical needs of the aged, it is the most effective way of beginning a comprehensive, uniformly administered program of assistance.

ELDERCARE

The benefits that senior citizens would receive under the AMA's Eldercare bill look impressive at first sight, since its coverage is purported to include doctors' care, hospitalization, nursing home, surgical and drug costs. What the Eldercare bill's supporters don't mention is that their plan would be financed through matching funds raised by the states. This point throws considerable doubt on the ability to provide adequate medical coverage for the older citizens whom it is supposed to aid.

The deceptive feature of the Eldercare program is the fact that few of the 50 states have the resources or the willingness to raise the necessary funds to make the AMA plan operate with even a minimum of success. In fact, since state legislatures have the option of deciding whether to participate in the plan, it is all too likely that Eldercare would not even exist in several states.

The record shows that few states have been able to provide the necessary money to match Federal dollars under the present Kerr-Mills medical assistance for the elderly plan. If every benefit promised in the Eldercare bill were actually made available, the cost in both Federal and state taxes would be astronomical when compared to the Medicare program.

The AMA also claims that Eldercare lets people over 65 qualify "without a welfare type investigation," but, in reality, this type of humiliating means test is still very much in existence, according to the bill's provisions. A senior citizen who wishes to become eligible for Eldercare will have to prove his income is below a certain amount specified by the individual states. This procedure involves taking a degrading means test. In some states, as experience under the Kerr-Mills program has shown, an older citizen would have to show evidence that he is a pauper to receive benefits.

All Seafarers and their families are urged to write their congressmen in support of the King-Anderson Medicare bill.

MEDICARE - NOW!

SEAFARERS INTERNATIONAL UNION OF NORTH AMERICA • AFL-CIO