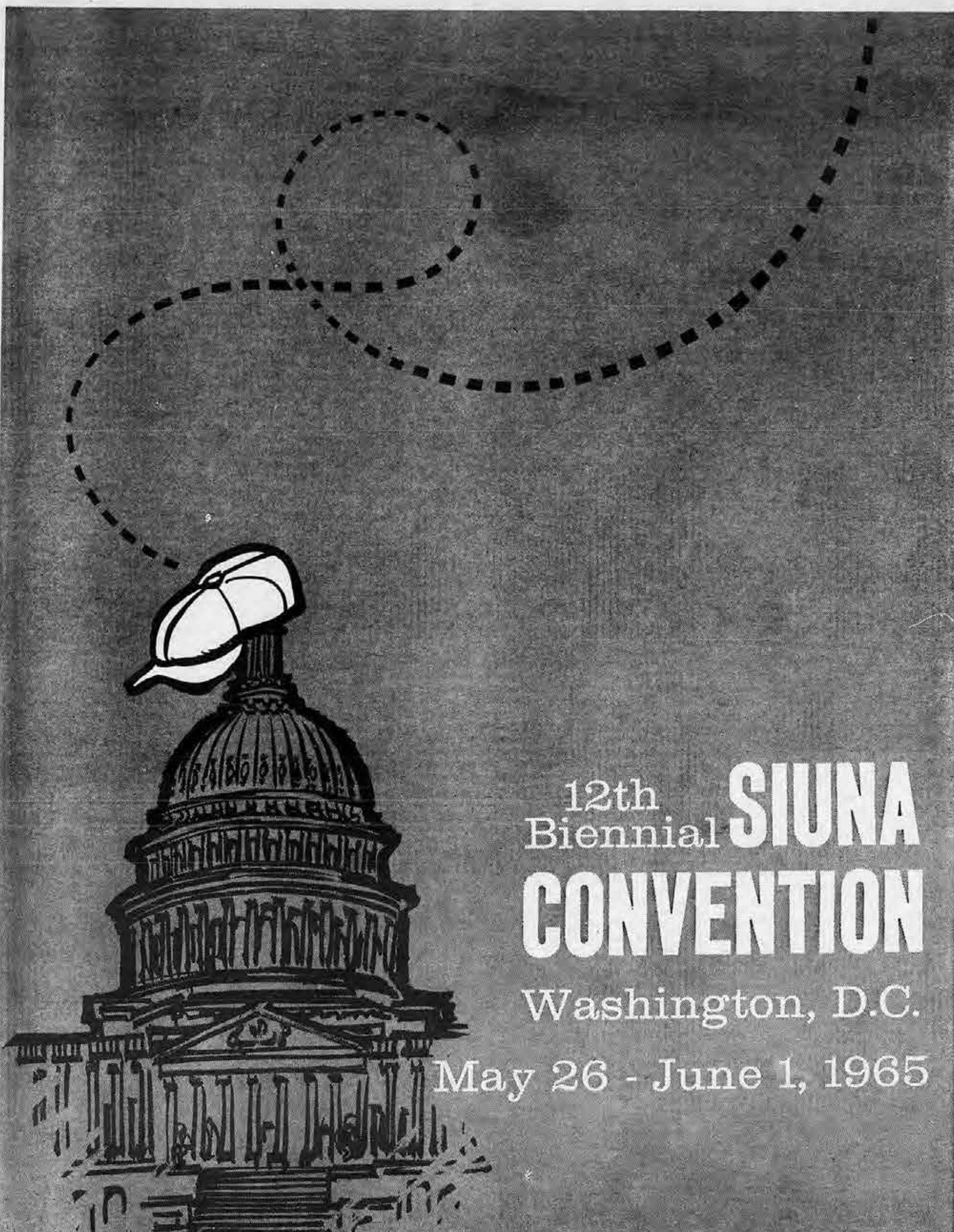


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SEAFARERS LOG

May 28
1965

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



12th Biennial **SIUNA**
CONVENTION

Washington, D.C.

May 26 - June 1, 1965

President Urges 14(b) Repeal, Other Labor Goals

AFL-CIO Council Hails LBJ's Labor Message

WASHINGTON—The AFL-CIO has hailed President Johnson's "forthright and forward-looking" labor message and pledged an intensive effort to translate his proposals into "legislative reality."

The President's message calling for repeal of Sec. 14(b) of the Taft-Hartley Act, broader coverage and overtime penalties under the wage-hour law and an improved unemployment compensation system "will go far to bring about long-needed reforms in America," the Executive Council said.

AFL-CIO Pres. George Meany declared at a press conference at the council's spring meeting here that the federation still has as its "top priority" for the current legislative session repeal of Sec. 14(b) that allows states to adopt "right-to-work" laws. He said a canvass of the House indicates that "we have the votes" to secure repeal and that prospects in the Senate are "quite good."

He added that the abolition of so-called "right-to-work" laws would have the effect of raising wages in the 19 states now barring union security provisions and giving an immediate lift to the wage levels of the lowest-paid workers.

The council statement pointed up the President's "clear and unequivocal" call for repeal of Sec. 14(b), and his correctness in stress-

For the highlights of President Johnson's labor message to Congress see the backpage of this issue.

ing the divisive effects of repeated battles over "work" laws. "With his support, we are confident that Sec. 14(b) will be repealed."

Labor Sec. W. Willard Wirtz will lead off for the Administration on repeal of Sec. 14(b) when a House Labor subcommittee opens hearings May 24. Meany is scheduled to testify on May 25.

The statement on the President's labor message topped a two-day discussion of domestic and international developments during which the council:

- Supported Pres. Johnson's proposal to reduce excise taxes and

urged that full tax savings be passed on to consumers through lower retail prices.

- Urged the House to retain an all-inclusive ban on the poll tax in its version of the voting rights bill and inclusion of such a ban in any bill emerging from a Senate-House conference.

- Voiced its "unequivocal support" of Johnson's policies in Viet Nam and the Dominican Republic and underscored the relationship between the crises in the two countries by the "fifth columns of Communist imperialism."

- Approved a subcommittee report recommending that the AFL-CIO seek federal legislation banning lie detectors and requesting the President to issue an executive order banning use of the instruments in the federal government. The use of lie detectors, the subcommittee report said, "violates basic considerations of human dignity in that they involve the invasion of privacy, self-incrimination and the concept of 'guilty until proven innocent'."

- Initiated a study of the Trade Act of 1962 and its specific provisions of aid to workers injured by provisions of the act. Meany said that in the two years since the act's passage the Tariff Commission has rejected every union application for aid under the injury provisions. These provisions are "not working in the way we expected them to work," when the AFL-CIO supported passage, he emphasized. If some relief is not achieved, labor will have to seek relief through new legislation, he added, commenting that the Tariff Commission has apparently closed its mind to "our problems."

- Took a "very strong position" against extending the most-favored-nation principle in international trade to any Communist country and voiced strong opposition to scrapping the law providing that at least 50 percent of all grains and other foreign aid materials be shipped in American vessels. The council said also it will take a close look at the sharp rate of increase of American firms setting up overseas companies and importing the goods back into the U.S.

The President's message recommended extension of coverage of the Fair Labor Standards Act to 4.6 million more workers "most in need of wage and hour protection" and amendment of the FLSA to require payment at the rate of doubletime for all work done by covered employees beyond 48 hours a week, a ceiling that would drop to 45 hours in three years. (Story Page 1.)

He urged creation of a permanent federal program of extended unemployment compensation for long-term jobless who have exhausted benefits under state programs and enactment of federal standards which state unemployment insurance systems must meet by July 1, 1967, to receive full tax credit.

The council statement declared the AFL-CIO's agreement with the President that the federal minimum wage should be increased from time to time, adding "such a time has now arrived." Meany

said the federation will ask Congress to adopt a \$2 an hour minimum wage when it testifies on a wage-hour bill.

Extension of coverage to additional millions of workers and increasing the overtime penalty also won the council's approval. It termed the President's wage-hour proposals "mighty weapons in the war against poverty."

Shorter Week Needed

The council welcomed the President's request for a full study of the need for a shorter workweek by the Automation Commission and reiterated its "confidence" that a comprehensive study will bear out labor's contention that a 35-hour week is essential to the economy.

The proposals for modernizing the unemployment compensation system was hailed by the council as meeting long over due needs. "His proposals," the statement said, "would at last enable unemployment compensation to meet in twin objectives—the alleviation of individual distress and the protection of the economy from a disastrous drop in purchasing power among the jobless."

Sorry!

Due to the heavy activity brought about by preparations for the opening of the 12th Biennial SIUNA Convention, the customary 24-page edition of the Seafarers LOG has been reduced to 16 pages. With the cutback in pages, several of the regular LOG features will not appear in this issue.

However, with the publication of the June 11 issue of the LOG, the paper will revert to its normal size.

International President's REPORT



By Paul Hall

Some Problems Facing Convention

The 12th Biennial Convention of the Seafarers International Union of North America opened this week in Washington. In attendance are delegates from the 33 affiliated unions which make up the SIUNA family. Events move swiftly between Conventions, and it hardly seemed that the last one had ended before plans began for the next.

This is to be expected. We work in an industry which has undergone many changes in recent years, many of them negative and some of them positive. Your Union has had to stay on top of the ever-fluctuating situation in the merchant marine in order to be able to set a proper course for the SIUNA. Moreover, we have had to battle on occasion, before the Administration and Congress as well as before the ship operators, to obtain a proper consideration of our position. All has certainly not been roses since the last Convention as far as the merchant marine is concerned. The U.S.-flag fleet has continued to decline, while competition from the runaways and foreign-flag operators has continued to rise.

Because of recent events, however, the SIUNA has reason for a certain amount of optimism regarding the merchant marine picture as we go into the Convention. The Federal Government appears to be taking an even greater interest in preserving and strengthening our American-flag fleet. Two years ago, the President established a Maritime Advisory Committee composed of representatives of maritime labor, industry, the government and the public, which, if nothing else, has given us a chance to present our case before the nation. Additionally, legislation has been proposed in Congress that seeks to bolster the position of the non-subsidized segment of the merchant marine, including the declining bulk carrier fleet. The legislation would also aid the nation's fishing fleet.

The delegates to the SIUNA Convention will have the chance to sift the latest maritime winds coming from the Administration and other places and will be able to take the necessary action to show the Administration what the Union feels about the policies being considered. The optimism which may be called for at this stage of the maritime crisis, of course, should be tempered with a realistic view towards what is actually taking place.

To prove that all is not roses, the SIUNA has had to point out the way in which the Government's lack of a positive maritime policy is creating an unfavorable atmosphere for the collective bargaining now underway to meet the June 15 contract expiration date in large sections of the maritime industry. To document its charge, the SIUNA presented a 12,000-word statement to all the members of the Maritime Advisory Committee during its recent meeting in Washington.

The SIUNA charged that the Maritime Administration, in its current presentation, has attempted to horn into legitimate collective bargaining areas by unilaterally issuing a series of edicts virtually ordering a number of American-flag shipping companies to make so-called "economies" in their operations. Using these edicts as justifications, ship owners have attempted to reduce the size of their crews and have refused any realistic or positive negotiations on manning and other traditional contract issues.

While we realize that in today's world, the Maritime Administration must and will have a certain influence on collective bargaining, if only by its existence and the kind of job delegated to it, certain issues must remain the exclusive province of the Union and the employers. Manning is most certainly one of these issues.

Only when the government and the ship owners display a more positive attitude toward the problems confronting the merchant marine, including the expansion of the fleet and the improvement of job opportunities, will the machinery of collective bargaining be able to be used most fully and most efficiently.

West Gulf Ports Council Dinner-Dance



The West Gulf Ports Council of the AFL-CIO Maritime Trades Department held its first annual dinner-dance in Houston recently, and speakers included many representatives of Gulf labor. Speaking above is SIU Vice-President Lindsey Williams. Others (l-r), are West Gulf Ports Council President C. E. Defries; SIU Houston Port Agent Paul Drozak; and International Longshoremen's Association President Teddy Gleason.

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SIU Raps Gov't Failure To Develop Positive U.S. Maritime Program

WASHINGTON—The Seafarers International Union of North America has charged maritime management and the U.S. Government with creating an unfavorable atmosphere for collective bargaining by failing to develop a positive and affirmative attitude towards the future development of the American-flag merchant marine.

The contracts of various SIUNA-affiliated unions expire June 15, as do the contracts of a number of other American maritime unions, and both management and government officials have voiced fears of a widespread tie-up of American-flag shipping at that time.

The SIUNA's view on this matter was set forth in a 12,000-word statement presented to all members of the President's Maritime Advisory Committee. The statement is entitled: "Position of the Seafarers Union of North America on Automation and Manning of the American-flag Merchant Fleet."

The Maritime Advisory Committee was established by Executive Order of President Johnson last June to consider the problems of the American maritime industry, but has never discussed the impact of automation on the American-flag fleet or job opportunities for American merchant seamen.

SIU Represented on MAC

The committee consists of Secretary of Commerce John T. Connor, chairman; Secretary of Labor W. Willard Wirtz, and 15 non-Government members representing maritime management, labor and the public. The SIUNA representative on the committee is its president, Paul Hall. Also participating in the discussions of the committee are a number of other Government officials, including Maritime Administrator Nicholas Johnson and William E. Simkin, director of the Federal Mediation and Conciliation Service. Simkin is one of those recently indicating concern over the possibility of a maritime strike.

The SIU charged in its current presentation that the Maritime Administration has attempted to inject itself into the collective bargaining area and has muddled the collective bargaining outlook by unilaterally issuing a series of edicts virtually ordering a number of American-flag steamship companies to effect economies in their operations.

Clarification

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

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

Shipowners, on the other hand, have seized upon these Government edicts as justifications for attempting to reduce the size of their crews and refusing to negotiate realistically on manning and other traditional contract issues, the SIU added.

The SIU said that both management and the Government had called upon the SIU, as well as other maritime unions, to cooperate in automating the American-flag fleet, particularly by agreeing to reductions in manning scales on automated and retrofitted ships.

The SIU asserted that American maritime unions have been cooperative in this respect and noted that the "statesmanlike attitude" of these unions has been commended by the Maritime Administrator.

The SIU charged, however, that neither management nor the Maritime Administration have been willing to exhibit a quid pro quo attitude, nor indicated any affirmative desire to work toward expansion of the total American merchant fleet as a means of creating new jobs to replace those which union members are being asked to give away.

The SIU said that this lack of a quid pro quo attitude was the chief reason for the impasse which resulted on the West Coast, where SIU-affiliated unions as far back as last Fall began to negotiate on manning reductions proposed by the Pacific Maritime Association. PMA represents the operators of some 120 West Coast vessels.

No Automation Assurances

As an example, the SIU cited the fact that its West Coast unions have been unable to obtain any assurance from the Maritime Administration that any savings accruing to the Government, as a result of crew reductions on automated vessels, would be utilized for improvement and expansion of the fleet.

The SIU said its West Coast unions have been unable to obtain any positive statement from the Maritime Administration, although a request for the MA's position on this matter was submitted in writing more than 15 months ago, during the course of the negotiations with PMA.

The SIU said it recognized that decisions by the Maritime Administration have an impact on collective bargaining. The SIU made it clear, however, that collective bargaining must remain the exclusive province of management and labor. It added that manning and other traditional contract issues would continue to be the subject of exclusive negotiations between the unions and companies involved, and that it would oppose interference in these negotiations by any third party—Government or otherwise.

The union also pointed out, however, that a more positive attitude by the Government, as well as management, toward expansion of the fleet and the improvement of job opportuni-

(Continued on page 10)

SIUNA Convention Faces Vital Labor, Maritime Problems

WASHINGTON—AFL-CIO President George Meany and Under Secretary of Labor John F. Henning were among the speakers representing the Government, maritime industry and organized labor, who addressed the more than 200 delegates and guests here at the opening session of the 12th Biennial Convention of the Seafarers International Union of North America on May 26.

The Convention is being held at the Gramercy Inn, 1616 Rhode Island Avenue, and will continue through June 1. Meany, in his convention address, placed the blame for the decline

of the American merchant marine at the doorstep of government agencies "who simply wish the American merchant marine problem would disappear without a fuss, and that American seamen would allow their occupations and their industry to disappear without a fuss."

The AFL-CIO President said

that the answer to the problems of the merchant marine "rests with those who have the responsibility and the power to take the necessary steps to revive and expand the maritime industry." Meany cited laxity and indifference on the parts of the Defense, Agriculture and State Departments as contributing greatly to the decline of the American merchant marine.

"The only strong consistent voice over the years on behalf of a better merchant marine, to provide a decent standard of living for our people, has been the voice of American unions in this field," Meany declared.

Meany called on Government agencies to enact a positive, constructive program aimed at the revival and expansion of the American merchant marine. In his convention remarks, Meany also stressed the importance of extending minimum wage coverage to millions of workers who are presently not covered, and he urged that the minimum wage level be raised to \$2 an hour from the present \$1.25, which the AFL-CIO President described as "being below the poverty level."

Meany added that greater Government expenditures are needed to meet the growing needs of this country, particularly in the areas of schools and housing.

Under Secretary of Labor John F. Henning, in his address to Convention delegates at the opening session, emphasized that so-called "right-to-work" laws have served to drive down the wages and living conditions of workers employed in "right-to-work" states.

House Majority Whip Hale Boggs (Continued on page 16)

St. Louis Taxi Vote

SIU Cabbies Scuttle Teamster Raid Bid

ST. LOUIS—Taxi workers of the SIUNA-affiliated Local 1 of the Transportation Services and Allied Workers Union defeated a raiding bid by the Teamsters Union here in a hotly-fought NLRB representation election held on May 21.

Drivers for St. Louis' Yellow Cab Company voted to remain with the AFL-CIO and the Transportation Services and Allied Workers, giving the SIUNA affiliate its third election victory over the Teamsters in as many weeks. TS&AW locals turned back the Teamsters in Chicago by a whopping two-to-one margin in the first instance, and beat Jimmy Hoffa on his home grounds in Detroit in the second vote.

Lloyd Young, president of TS&AW Local 1 here, called the election result a "victory for decent, honest trade unionism. The drivers in St. Louis, just as the drivers in Detroit and Chicago, wanted a decent union and voted for one."

"This makes it three in a row over James R. Hoffa's Teamsters, and we appreciate this membership support," Young said.

Local 1 had the full support of the St. Louis AFL-CIO and the Missouri State AFL-CIO. Joseph P. Clark, president of the St. Louis AFL-CIO Labor Council, said that the Council "stands solidly with your Local 1, through which you can gain every benefit and security without sacrificing your personal thoughts, your voice, your ideas, and your ideals."

St. Louis cabbies voted for the TS&AW by 118 to 92, with just two blank ballots and one challenged vote. The election was conducted by the St. Louis office of the National Labor Relations Board.



SIU President Paul Hall, flanked by Representative Emmanuel Celler (left) and SIUNA Executive Vice-President Morris Weisberger, is shown addressing delegates, representatives of labor and government and others at the last biennial convention of the SIUNA held in Washington in 1963. AFL-CIO President George Meany was the leadoff speaker for the Twelfth Biennial SIUNA Convention which began this week, also in Washington.

Three Seafarer Veterans Join SIU Pension Ranks

The Seafarers Welfare Board of Trustees has approved the pension applications of three more SIU veterans. The three new pensioners join the growing list of Seafarers already enjoying the comfort and security of their lifetime \$150 monthly pension checks.

The three new pensioners are **Diego Martinez, 67, James McConathy, 38, and Olaf Olson, 71.**

Martinez joined the SIU in the port of Baltimore, sailing as a cook in the steward department. Born in Curacao, Netherlands Antilles, Brother Martinez now makes his home in Baltimore, Maryland with his wife Margaret. He last shipped out aboard the SS Chatam.



Martinez

McConathy signed on with the SIU in the port of Mobile, where he sailed as a member of the engine department. He was born in Alabama, but now makes his home in Chattanooga Tennessee. His last ship was the SS Steel Age. Brother

McConathy is looking forward to a future protected by his SIU pension benefits.

Olson joined the SIU in the port of Buffalo, sailing as a deckhand. A native of Sweden, he now makes his home in Kenmore, New York. Olson last sailed for the Great Lakes Dredge and Dock Company. He will spend his retirement years in Kenmore with his wife Anna.



McConathy



Olson

AFL-CIO Urges Ban On Lie Detector Use

WASHINGTON—The AFL-CIO Executive Council approved a report urging federal legislation to ban the use of "lie detectors" and a presidential executive order barring the use of the instruments in the federal government.

The recommendations highlighted a detailed report on the use of polygraphs—popularly termed "lie detectors" by a council subcommittee of Vice Presidents Al J. Hayes and James A. Suffridge.

Recommendations

The committee, acting on the basis of a resolution adopted by the council in February 1965 deploring the use of lie detectors, recommended also that the AFL-CIO:

- Encourage and assist anti-polygraph campaigns at state and local levels.
- Distribute lie detector facts as widely as possible.
- Survey affiliates to gain more information on the extent of the use of lie detectors.
- Request that the congressional investigation into federal polygraph use be broadened to include use in all segments of American society.

The committee report noted the "alarming spread" in the use of lie detectors in recent years and that in order to get or keep a job, "workers with established records of honesty, dependability and integrity in their personal and employment lives must suffer themselves to be hooked up to a machine and answer a whole gamut of questions about their past, present and future activities on and off the job."

The report emphasized that "there is no 'lie detector'" and the use of these machines is based on "deception and myth." It added:

Violates Basic Rights

"The use of 'lie detectors' violates basic considerations of human dignity in that they involve the invasion of privacy, self-incrimination and the concept of 'guilty until proven innocent.'"

It noted that six states and two cities have statutes prohibiting use of the machines in all private employment, and with the exception of one, in public employment and that similar measures are under consideration in nine other states. It commented, however, that "it would take

many years" to secure meaningful legislation in the 44 states currently allowing the use of lie detectors and state laws would create "a hodge-podge of inequities," underscoring the need for a federal law.

The committee urged unions to include in collective bargaining agreements clauses prohibiting the use of lie detectors and suggested the following language as a guide:

"The company shall not require, request or suggest that an employe or applicant for employment take a polygraph or any other form of lie detector test."

The 31-page report and accompanying exhibits covers the theory of the lie detector operation and probes deeply into a number of assumptions governing their use as well as marshalling expert testimony against the machines and their usage.

House Bill Would Block PHS Closings

WASHINGTON—A bill that would block the proposed closing of seven U.S. Public Health Service hospitals has been introduced into the House of Representatives by Congressman Herbert C. Bonner (D.-N.C.). The North Carolina representative recently presided as chairman at hearings conducted by the House Merchant Marine and Fisheries Committee, at which the SIU attacked the proposed closings.

Under a plan advanced by the Department of Health, Education and Welfare, seven U.S. Public Health Service hospitals would be closed and seamen receiving treatment at these facilities would be transferred to Veteran Administration hospitals. Hospitals scheduled for closing are located in Norfolk, Va., Savannah, Ga., Boston, Galveston, Memphis and Detroit.

After hearing severe criticism of the HEW closing plan, Chairman Bonner introduced his bill (H.R. 8160). His proposal will be considered by his own committee.

The Atlantic Coast



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

SIU Convention Underway

The Seafarers International Union temporarily moved its major activities to Washington last week for the Union's 12th biennial convention. Representatives of all the SIU affiliates converged on the Gramercy Inn convention site to discuss and act on the problems facing the American merchant marine and the men who go to sea. The convention was still going on as this column was written, so that a full report on activities affecting the Atlantic Coast will have to wait until the next issue of the LOG.

New York

Shipping held steady in New York at a fairly good level. During the last period 17 vessels paid off, six signed on and 16 were serviced in transit. The outlook is good for the next period.

E. Wang, who sails in the steward department, spent two years on the research ship *Anton Bruun* exploring in the Indian Ocean. He says that he liked it so much he wants to get back on another research ship. It looks like he's turning into a regular professor with all that research time at sea.

William Miller, last aboard the *Hercules Victory* as an AB, wants a ship this time that's going to take him around the world.

Joe Sarnicola's been telling all the Seafarers at the New York Hall about his new baby, born just last December. With another member of the family, Joe, who last shipped on the *Oceanic Cloud*, is looking for a coasthugger so he can stay close to home.

Clifford Herzog last sailed in the engine room on the *Trans-globe*. Now he's watching the shipping board for the first wiper's job on a ship heading overseas.

Boston

Shipping has been slow in Boston, with just one payoff and one ship serviced in transit during the last period. Shipping is expected to improve, however, when the summer ships start running.

Charles Ferrin, a 20-year union man, was sorry to see his last floating hotel, the *Mt. Washington*, go into layup. He was aboard her for a year. Now he plans on spending some time with the family before shipping again.

Waiting for his fit in drydock right now is John Gala. A quarter-century SIU man, John last sailed as a wiper aboard the *Cities Service Baltimore*. As soon as he's fit, he says he will grab the first job.

Philadelphia

Shipping has been on the slow bell in Philly also. With several ships due in for payoffs or in transit servicing during the coming period, shipping is expected to improve.

Angel Rosa, who sails as bos'n, had to get off the *Commander* because of illness in the family. Everything is now squared away, and Angel says he's ready to ship again.

Pat Dorrian, who's been sailing for 17 years, was last aboard the *Potomac*. Right now he's waiting for a Europe-bound ship on which he can sail as an oiler or fireman-watertender.

William Gerry, a 20-year veteran, got off the *Calmar* for a happy reason—his sister's wedding. Bill says you can't beat the *Calmar* ships and he's set to take the first FWT job on a *Calmar* ship that comes along.

Dimas Riviera, who's been in the SIU for 25 years, got off the *Alcoa Trader* due to illness. He is now waiting for his fit for duty slip so that he can ship on the first *Alcoa* ship.

Baltimore

Shipping was very good in Baltimore during the last period, with three payoffs, ten sign-ons and 11 ships serviced through the port in transit. The prospect for the coming period is only fair. On the local labor front, the AFL-CIO Newspaper Guild is still on strike

Three IBU Boatmen On Pension

Three new members of the SIU Inland Boatmen's Union joined the growing ranks of IBU men already on the SIU pension roster as their applications were processed and approved by the Seafarers Welfare Board of Trustees.

The three new IBU pension holders are **Thomas Englesbee, 55, Harrison C. Winslow, 67, and George Winston, 65.**



Englesbee

Englesbee joined the IBU in the port of Ashtabuta, sailing as a fireman, oiler and line-man. He last shipped out as an employee of the Great Lakes Towing Company. He and his wife Luella now make their home in Erie Pennsylvania. Brother Englesbee and his wife are both looking forward to retirement that is secured by the \$150-a-month IBU pension benefits.

Winslow signed on with the IBU in Baltimore. Born and bred in the state of Maryland, he makes



Winslow



Winston

his home in Baltimore. Winslow shipped as a member of the steward department, last sailing for the Arundel Corporation.

Winston joined the IBU in the port of Mobile, Alabama where he shipped as a cook in the steward department. Born in Mandeville, La., he and his wife Neugirtha now make their home in Mobile. He last sailed for the Mobile Towing and Wrecking Company.

against the Sun papers here. The picket lines are holding solid and the Guildsmen are maintaining high spirits despite the fact that a long strike is anticipated.

A 19-year veteran of the steward department, **James Temple** last sailed on the *Mt. Vernon Victory* as chief cook and baker. He says he thought her officers and crew were tops and hated to see the ship lay up. He is hoping to make it back to the same ship when she crews up again.

Jacob R. Gnagney, a 20-year SIU man, had to pay off the *Losmar* because of an injury he suffered. Currently taking treatment at the USPHS here, he hopes to have his fit in the near future so he can get back to his old ship.

Edgar F. Armstrong, who sails as an electrician, says he has proudly watched the union grow in every respect and thinks the SIU has the best welfare plan in the maritime industry.

Norfolk

Shipping has been good here also. The *De Soto* paid off and took practically a whole new crew for her trip to Viet Nam. The *Hall* was just about cleared out, and the outlook is even brighter. During the last period there were two payoffs, two sign-ons and seven ships serviced in transit.

Carl Carlson, a 22-year SIU man who last sailed aboard the *Potomac* as deck maint., paid off so he could get in a little fishing. Carl claims that this is the time of the year that the crokers are running.

Andy Noah, who sails in the steward department, had to get off the *Potomac* to go into drydock. He says she was a fine ship and that he hated to leave her.

Guy Whitehurst, last aboard the *Andrew Jackson*, is in drydock now, but the report is that he is coming along nicely.

Puerto Rico

Shipping has been fair in sunny San Juan, with 23 vessels contacted in the last period. The outlook, though clouded somewhat by local beefs concerning the ILA, is good.

The SIU of Puerto Rico membership was saddened by the death of oldtimer **Concepcion Rivera**, who succumbed to a heart attack while sailing as a fireman-watertender on the *Alcoa Runner*.

Phil Rubish is back at the Hall after a couple of months aboard the *Bienville*. **Tony Gonzalez** left his bos'n's job aboard the *Florida State* so he could get a look at his new baby.

"Grapes Of Wrath" Revisited - The MIGRANT WORKER

HELP WANTED

Salary—50 cents an hour.

Hours—sunrise till sunset.

Working conditions—backbreaking .. "stoop" labor, food like the menu of a concentration camp."

Living conditions—tin shack, unheated, no cooking stove, no bathroom, no water, burlap room dividers, bare wall, floors, owned by the boss—\$5 a week rent.

Security—none. Future—none.

A "want ad" like the one above wouldn't be expected to draw many applicants, but it is precisely what big farm interests in the South and West are offering to farm workers.

To get away with these starvation wages and sweat shop conditions, they have mounted a tremendous propaganda campaign to pressure Congress into bringing back the so-called "bracero" program.

The bracero program, revoked by Congress as of December, 1964, has for years allowed these rich growers to bring cheap, foreign farm labor into the U.S. from Mexico and the British West Indies. With unemployment rampant among American farm workers, the growers imported foreign laborers and exploited them unmercifully for greater profit—offering them little and often cheating them out of even that.

Plenty Of Time

When Congress terminated Public Law 78 which allowed the bracero program to exist, it allowed a full year before the revocation took effect to give the growers plenty of time to recruit American farm workers, which are plentiful, to fill their needs. The growers chose instead to spend this time putting together a massive propaganda program aimed at bringing back the braceros. Instead of farm workers they hired public relations men to amass heaps of distortions and outright untruths aimed at making it seem that the growers could not continue to exist without the braceros.

Their phony campaign to bring back the old bracero system involves three basic claims, stated in the Florida Citrus Manual on behalf of the Florida agricultural industry—one of the growers' propoganda sheets—in a recent article called "A Case History of Failure & Losses to Florida Agriculture." These claims are:

- Under the bracero system farm workers' wages, working and housing conditions improved constantly.
- Although they have a positive recruitment program there is an insufficient supply of American farm labor.
- Because they cannot get a sufficient supply of American farm workers they are suffering great crop losses.

The truth is that the growers have been practicing systematic discouragement of American farm workers who do apply for work and many growers absolutely refuse to comply with prescribed decent wages and working conditions.

Unfortunately, Florida growers are among the worst offenders, and farm worker wages and

conditions in that notorious "right-to-work" state are deplorable. The propaganda put out by the growers is refuted by on the spot interviews and reports collected by the National Advisory Committee on Farm Labor, a voluntary, non-profit organization dedicated to getting a fair shake for the American migrant worker.

Propaganda vs. Truth

Growers' claim—"constantly improving wages, working, housing conditions . . ."

The truth? During the 10-year period (1951-1961) wages paid by the major Florida users of foreign agricultural labor increased from 50 cents an hour to only 60 cents an hour.

The going rate for potato pickers is six cents a crate. Crates hold 70 to 72 pounds, so to earn a dollar a worker would have to pick 16 crates, or slightly more than half a ton of potatoes .

"I was a fruit-picker, and this is the way fruit pickers work. You have to be on the job at 8 in the morning . . . You wind up 85 miles from your starting point . . . When you get to your destination you may have to hang around an hour and a half until the dew is off the oranges. That would be about noon. Then when you start picking, they know that they have you way-out, so they tell you they are paying 30 cents a box . . . You have to travel back to the plant which is another 2½ hours, and you don't get one red cent for travel time . . ."

"Slave Labor"

" . . . The swill they serve at meals is like the menu of a concentration camp . . . The whole setup smells of slave labor . . ."

" . . . There are no camps in Dade County with indoor plumbing for each cabin. The electrical outlet provides a bare bulb for light . . . Sometimes burlap is the only privacy between rooms. The floors and walls are generally bare, unpainted planks. Families with 10 and 12 children can live in one two-room shack for \$8 to \$10 a week. The children are bedded down on the floor . . ."

Growers claim — "a positive recruitment program but insufficient supply of American farm labor."

The truth? " . . . They could get plenty of domestic cutters if they'd pay enough. These Jamaicans and other islanders are no better man for man than our own people . . . The owners keep bringing them in to keep the wages down."

"I was able to line up several hundred experienced workers who were willing to go to Florida for farm work. On March 17th I went to the local Farm placement office and told that there were no requests from Florida growers for additional workers. Rural people are used to heavy work; many of these men chopped cotton for years. They want farm work but can't find any."

" . . . There are plenty of workers in the groves, in vegetables, and in the packing houses . . . I would say there has been a great publicity campaign across the country on the so-called shortage of agricultural labor. Most of the big growers did not get ready for the end of Public Law 78 and the cut-off of foreign farm workers. They had always pressured the government into a continuance. They believed they could do it again."

Growers' claim—"disastrous crop losses caused by insufficient supply of American farm workers."

The truth? " . . . Prophecies of disaster flow daily



" . . . The swill they serve at meals is like the menu of a concentration camp . . . The whole setup smells of slave labor . . . There are no camps in Dade County with indoor plumbing for each cabin . . . Families with 10 and 12 children can live in one two-room shack . . ."

from many growers, though none of the prophecies has yet been fulfilled. Despite loud alarms at the first of the year, lettuce growers in California's Imperial Valley harvested their entire crop. The early and midseason harvesting of Florida citrus will be completed by next week with little more than the usual 5-percent loss; Florida found enough workers to replace British West Indians to harvest 5,500,000 boxes of citrus the last week in January, the largest harvest in a week in three years."

Growers' Scare Tactics

" . . . One claim that has been recently made is that crops . . . are rotting on the ground, unharvested because domestic labor cannot be found to do the job . . . Thanks to a reporter for the St. Petersburg Times, Peter Kramer, this spurious claim has been exposed as a half-truth, to put it gently. The facts are, as Mr. Kramer learned while working in the groves himself, that exceptional weather conditions caused the fruit to drop early."

With all their phony claims refuted, the true aims of the big farm interests are revealed. They wish to continue their planned exploitation, growing fat on the misery and suffering of the migrant farm workers. They will not improve wages or conditions unless they are compelled to by law.

To improve the lot of these migrant farm workers, and abolish forever what has been called the "Blue-Sky Sweatshop," the AFL-CIO is pressing for congressional action to bring farm workers under the minimum wage provisions of the Fair Labor Standards Act and to insure their right to organize and bargain collectively under the National Labor Relations Act.

This is possibly the most important and most needed measure to help migrant farm workers to help themselves. Until they are provided protection by the National Labor Relations Act, farm workers who join unions will continue to be fired and blacklisted at will, without legal recourse, especially in anti-labor "right-to-work" states like Florida. Likewise, farm employers can continue to refuse to bargain with, or even recognize, a bona fide union even if 100 percent of their employees ask for its recognition.

Above all, Congress must continue to resist pressure from the growers to bring back the braceros. With this supply of cheap, almost slave labor at their disposal, the growers would be able to continue to thumb their noses at all attempts to aid the domestic migrant farm worker.





SEAFARERS ROTARY SHIPPING BOARD



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

May 8 to May 21, 1965

Ship Activity

Shipping activity slackened off in the last two week period, with 1,054 men taking job calls as compared with 1,147 during the previous period. Shipping along the East Coast dipped in all ports except Baltimore, which experienced a sharp upturn, and Philadelphia, where shipping remained at the same level as in the last period.

Shipping also declined in the Gulf ports. Tampa showed the biggest drop percentage-wise. Mobile job calls were off by more than 50 percent, and a loss was also registered in New Orleans. Houston was the only Gulf port where shipping showed a sharp improvement as compared with the last period. On the West Coast, Wilmington showed an appreciable gain, while San Francisco declined. Seattle, where shipping had reached a very high level in recent weeks, began to settle to a more normal level.

The job breakdown by department shows only the engine department gaining over the last period. The largest loss was suffered by the deck department, followed by the steward department.

The drop in job calls was matched by a drop in the

number of men registering. During this period 1,135 Seafarers registered; during the last period the number registering was 1,206. The number of men registering on the beach also dipped. In the last period there were 3,804 beach registrations; in this period there 3,624 men registered on the beach.

The seniority situation reflected the decrease in jobs. The percentage of Class A men shipping rose from 51 to 54 percent during the two week period. Seafarers holding Class B cards who shipped declined by three percent over the period, their share of the total slipping from 36 to 33 percent. Holding constant as compared with the last period were Class C men, who accounted for 13 percent of the total number of men shipped.

Following the generally slow trend, ship activity figures were also down. Payoffs dropped to 55, as compared with 61 in the last period. Sign-ons dropped to 41, as compared with 43 last time. The number of vessels serviced in transit, however, rose by one ship, with 101 in transits reported, compared with 100 in the last period.

	Pay Offs	Sign On	In Trans.	TOTAL
Boston	1	0	1	2
New York	17	6	16	39
Philadelphia	5	3	6	14
Baltimore	3	10	11	24
Norfolk	2	2	7	11
Jacksonville	1	1	9	11
Tampa	0	0	3	3
Mobile	6	2	2	10
New Orleans	4	3	8	15
Houston	5	6	14	25
Wilmington	1	1	4	6
San Francisco	7	6	15	28
Seattle	3	1	5	9
TOTALS	55	41	101	197

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	1	2	3	ALL	A	B	C	ALL	1	2	3	ALL	1	2	3
Boston	2	3	0	5	0	1	2	3	1	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	1	5	20	1	26	0	5	3	8		
New York	25	30	9	64	1	14	13	28	13	32	6	51	2	8	5	15	0	2	4	6	51	15	6	72	78	124	32	234	10	29	57	96			
Philadelphia	6	9	0	15	0	3	7	10	3	8	0	11	0	2	3	5	1	1	0	2	11	5	2	18	21	20	5	46	0	8	17	25			
Baltimore	9	14	3	26	1	6	13	20	11	26	4	41	2	5	10	17	0	2	2	4	41	17	4	62	33	47	8	88	3	14	27	44			
Norfolk	4	3	0	7	0	0	5	5	3	0	0	3	0	1	4	5	0	0	0	0	3	5	0	8	12	16	1	29	0	2	11	13			
Jacksonville	2	0	0	2	0	1	3	4	2	0	0	2	2	0	2	4	1	0	0	1	2	4	1	7	5	6	0	11	2	3	8	13			
Tampa	7	2	1	10	1	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	8	1	13	2	1	3	6		
Mobile	13	9	1	23	1	3	4	8	7	5	1	13	3	1	1	5	1	1	4	6	13	5	6	24	34	34	3	71	0	6	21	27			
New Orleans	19	27	7	53	1	17	16	34	14	18	8	40	1	14	8	23	0	1	1	2	40	23	2	65	87	78	9	174	5	52	84	141			
Houston	12	24	2	38	0	5	9	14	6	23	4	33	2	9	9	20	0	2	3	5	33	20	5	58	64	91	16	171	4	10	28	42			
Wilmington	2	4	0	6	2	2	4	8	5	4	1	10	1	3	3	7	0	0	0	0	10	7	0	17	11	14	2	27	1	7	8	16			
San Francisco	9	11	2	22	1	4	6	11	10	12	5	27	3	9	6	18	0	5	8	13	27	18	13	58	10	70	2	32	2	6	2	10			
Seattle	9	10	1	20	0	7	5	12	2	13	2	17	0	6	6	12	0	1	0	1	17	12	1	30	25	18	2	45	1	13	11	25			
TOTALS	114	146	26	286	8	63	88	159	77	141	31	249	16	58	57	131	3	15	22	40	249	131	40	420	389	496	82	967	30	156	280	466			

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	1	2	3	ALL	A	B	C	ALL	1	2	3	ALL	1	2	3	ALL	
Boston	1	2	2	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	9	4	15	0	1	0	1
New York	18	33	5	56	2	15	10	27	8	25	5	38	1	7	8	16	0	4	5	9	38	16	9	63	56	105	13	174	5	48	50	103					
Philadelphia	1	13	2	16	0	6	6	12	1	10	1	12	0	3	4	7	0	2	1	3	12	7	3	22	3	32	7	42	0	12	10	22					
Baltimore	10	14	3	27	2	16	8	26	8	25	1	34	2	16	8	26	0	1	2	3	34	26	3	63	8	47	4	59	2	21	17	40					
Norfolk	2	4	1	7	2	2	4	8	0	3	0	3	0	3	2	5	0	0	3	3	3	5	3	11	4	15	2	21	2	3	10	15					
Jacksonville	0	1	0	1	0	3	1	4	0	0	0	0	0	4	1	5	0	2	1	3	0	5	3	8	1	2	0	3	1	3	3	7					
Tampa	0	0	1	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	4	0	5	0	1	3	4				
Mobile	6	11	1	18	0	5	7	12	2	5	0	7	0	1	5	6	0	1	0	1	7	6	1	14	13	20	3	36	1	11	15	27					
New Orleans	4	24	2	30	2	13	10	25	6	24	5	35	1	7	7	15	0	1	0	1	35	15	1	51	29	77	8	114	8	56	58	122					
Houston	8	13	1	22	2	13	14	29	6	12	1	19	1	19	8	28	0	1	0	1	19	28	1	48	30	71	4	105	11	53	54	118					
Wilmington	0	2	0	2	1	4	0	5	2	4	3	9	2	2	0	4	0	0	0	0	9	4	0	13	6	11	1	18	3	9	5	17					
San Francisco	8	8	1	17	1	3	6	10	7	11	4	22	4	2	2	8	0	4	7	11	22	8	11	41	5	20	2	27	0	5	6	11					
Seattle	0	9	0	9	0	4	2	6	1	9	3	13	0	4	5	9	0	0	1	1	13	9	1	23	4	2	2	8	1	5	0	6					
TOTALS	58	139	19	216	12	84	69	165	41	128	23	192	11	68	50	129	0	16	20	36	192	129	36	357	162	415	50	627	34	228	231	493					

STEWARD DEPARTMENT

Port	Registered CLASS A				Registered CLASS B				Shipped CLASS A				Shipped CLASS B				Shipped CLASS C				TOTAL Shipped				Registered On The Beach CLASS A				CLASS B									
	GROUP				GROUP				GROUP				GROUP				GROUP				CLASS				GROUP				GROUP									
	1-s	1	2	3	ALL	1	2	3	ALL	1-s	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	A	B	C	ALL	1-s	1	2	3	ALL	1	2	3
Eos	0	0	0	1	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	4	2	5	12	1	0	1	2
NY	5	12	9	17	43	3	3	9	15	1	6	5	9	21	0	1	10	11	0	0	6	6	21	11	6	38	24	50	28	84	186	7	14	41	62			
Phil	1	1	2	3	7	0	1	5	6	1	4	0	2	7	0	0	9	9	0	2	0	2	7	9	2	18	2	9	6	8	25	1	3	9	13			
Bal	0	6	5	6	17	1	0	12	13	2	9	3	5	19	0	0	14	14	0	0	6	6	19	14	6	39	11	20	9	19	59	2	0	30	32			
Nor	0	0	1	1	2	0	2	5	7	0	1	1	0	2	0	0	3	3	1	2	4	2	3	4	9	4	7	5	4	20	2	2	17	21				
Jac	1	1	0	0	2	1	0	3	4	0	0	0	0	0	0	0	2	2	0	0	0	0	0	2	0	2	2	1	0	5	1	0	4	5				
Tam	0	3	0	3	6	0	0	1	1	1	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	1	0	5	2	7	14	1	1	2	4			
Mob	1	6	4	4	15	0	0	11	14	0	1	0	0	1	0	0	8	8	0	0	2	2	1	8	2	11	9	22	11	19	61	2	2	13	17			
NO	2	6	4	16	28	4	1	30	35	0	5	2	15	22	1	1	9	11	0	0	0	0	22	11	0	33	29	41	20	76	166	13	5	111	129			
Hou	1	8	5	5	19	2	4																															

SPAD

Seafarers Political Activity Report



"Replacement of the unworkable Condon-Wadlin law with one guaranteeing full labor relations rights to government workers is one of the most meaningful pieces of legislation backed by labor at this session in Albany," Raymond Corbett, president of the two-million-member New York State AFL-CIO, said recently.

He made the statement in commenting on one attributed in the New York Times to Sen. Joseph Zaretzki, Senate Majority Leader, that organized labor did not have any "desire for a meaningful bill" as a replacement for the Condon-Wadlin law.

"There is a very meaningful bill available to the Legislature, supported by the State AFL-CIO," Mr. Corbett said. "It was introduced by Senator (Edward S.) Lentol on April 6.

"It would guarantee government workers the right to form unions, bargain collectively, represent members in grievance procedures. Like the Railway Labor Act it would provide for a series of cooling-off periods in an impasse in negotiating a contract, including mediation, fact-finding and advisory arbitration.

"Certainly there has been nothing less positively meaningful than the Condon-Wadlin law," he said. "It has been unworkable because it hasn't prevented strikes and because it hasn't provided the means to take care of government workers' labor relations needs — the surest way heading off strikes.

"This law is a form of segregation at its worst, because it denies to these workers rights and privileges of all other groups of workers. It commands loyal public servants to continue working regardless of the conditions existing, and defies them to do otherwise.

"The time has arrived for this Democratic-controlled Legislature to open the doors of this Condon-Wadlin law cage that was built by Governor (Thomas E.) Dewey in 1947. The bill the State AFL-CIO backs would accomplish this."

LABOR ROUND-UP

A 32-day strike against glove manufacturers in the Gloversville, N.Y. area which closed 60 plants ended with an agreement between the Amalgamated Clothing Workers Union and the companies which will provide more than 500 workers with wage increases, larger hospitalization and surgical benefits and other improvements. Beginning next April, the employers will finance an expanded health and welfare program. Pickets lines set up by members of cutters and shavers Local 1714 of the Clothing Workers were respected by the 2,500 members of the unaffiliated United Glove Workers.

Air Line Dispatchers have won a new two-year contract with United Air Lines which provides across the board increases to \$40 a month, raising the new top to \$1,140. Another \$35 a month increase will follow in the second year of the contract. Dispatchers assistants won wage increases of \$25 a month.

Raymond Klescewski, an International Representative of the Papermakers and Paperworkers Union, was elected an international vice president of the union at a special regional convention in Green Bay, Wisconsin. He will fill the remaining term of Arthur E. Pinten, who passed away in March. Klescewski will also become director of the union's Region X, which includes Wisconsin, Minnesota, North and South Dakota and the Upper Peninsula of Michigan.

The American Federation of Teachers, on a snowballing organizing drive, won three recent representation elections, defeating the National Education Association in all of them. The AFT triumphed over the NEA in Yonkers, N.Y. by 733 to 449 margin. In Mastic, N.Y., the AFT won by a 60-55 vote, while the winning vote in Ashland, Wisconsin, was 50 to 38. In each

instance the union had drawn collective bargaining proposals with school officials that call for higher salary schedules, smaller classes, cumulative sick leave and better opportunities for disadvantaged children. The NEA, which the AFT ran against, is a national organization of teachers which shuns collective bargaining for a so-called "professional" approach which emphasizes the teacher's status but has done little to raise wages or improve conditions for teachers.

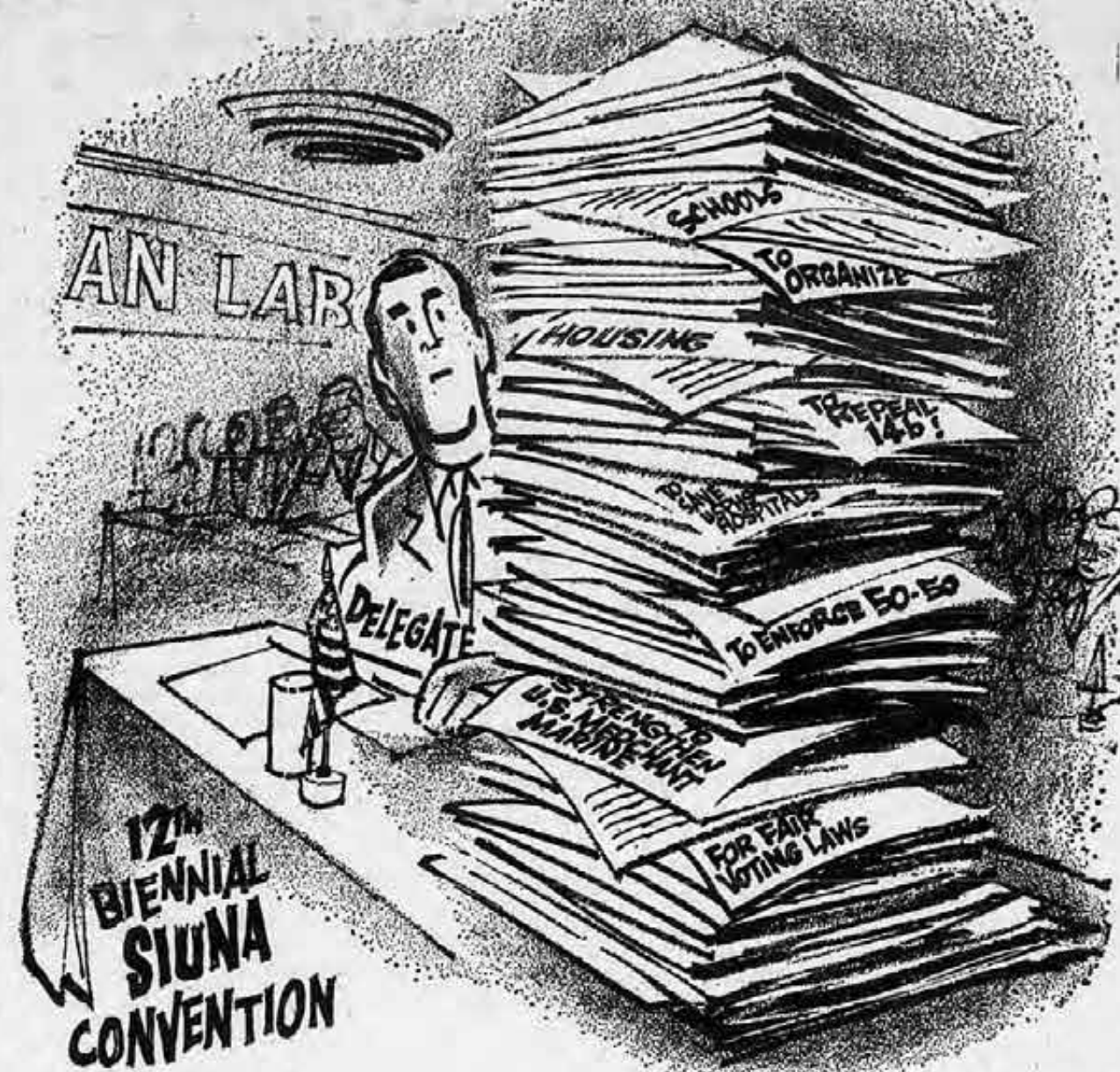
More than 500 members of the Amalgamated Clothing Workers in El Paso, Texas, have been walking picket lines for over a month in an effort to get a first contract at the Top Notch Manufacturing Company, a subsidiary of the Levi Strauss Company, manufacturers of jeans and levis. The union has laid the blame for the strike on the determination of the El Paso Manufacturers Association to keep the area's apparel industry non-union. There are about 10,000 unorganized apparel workers in El Paso, most of whom commute to work from nearby Juarez, Mexico.

Mark Darroch, president of Electrical, Radio and Machine Workers Local 510 in Brockville, Ontario, was named "Citizen of the Year" by the local Chamber of Commerce for his work in the labor movement, his support of other community projects and his activities on behalf of youth.

The AFL-CIO has appointed labor attorney James P. Doherty to the post of AFL-CIO legislative representative. During the past year Doherty served as an attorney in the Solicitor's Office of the Department of Labor. He was for four years legal director of the Upholsterers Union and previously had been staff counsel for the Papermakers and Paperworkers.

"For Your Consideration"

SEAFARERS LOG



The Twelfth Biennial Convention of the Seafarers International Union of North America got under way at the Gramercy Inn in Washington, D.C., on May 26, with a heavy and important list of items for consideration and action by the delegates. Those delegates represent the 80,000 members of the SIUNA and all its affiliate unions. Included in the 33 unions which make up the SIUNA are those of deepsea sailors, staff officers, radio operators, railroad marine and harbor tugmen, inland boatmen, dredgemen, fishermen, cannery workers and allied workers in every part of the United States, and in Canada, Puerto Rico and Trinidad.

The chief problem that will occupy the minds of the delegates will be, of course, the continuing crisis faced by the American merchant marine. That problem—always with us—is even more acute this year because Seafarers and other maritime workers are currently negotiating new contracts with management.

Despite the problems we face in the industry, the SIUNA Convention began on an optimistic note. The Federal Government, after long years of neglect, finally has become aware of our nation's maritime crisis. For the first time in many years, programs and formulas to ease the crisis are being thrashed out by labor, industry and government. Additionally, positive legislation has been introduced in Congress to implement the President's call for a "new policy" for the merchant marine.

It was that call, in President Johnson's State of the Union message, that provided at least part of the impetus for the current increase in interest toward maritime problems. The renewed attention being given maritime, though welcome, will not even begin to help solve the problem.

A massive effort, spread over a period of years, will be needed to revitalize the U.S.-flag fleet and provide jobs for maritime workers. Every effort counts, however, and the delegates and guests of the SIUNA Convention can be expected to offer a positive contribution.

Also at the top of the Convention's calendar will be those problems faced not only by maritime labor, but by the labor movement and the nation generally. As good trade unionists, members of the AFL-CIO, the Convention delegates will set forth the suggestions and criticisms on those issues that reflect the wishes well-being and aspirations of the SIUNA membership.

The repeal of anti-labor Section 14(b) of the Taft-Hartley Act, often mentioned in this editorial column, will be considered by the delegates and their resolution for action will be sent to the appropriate organizations.

Other issues which will probably be touched upon are resolutions concerning:

- Enforcement and strengthening of the Cargo preference laws so that U.S.-flag ships may carry their proper share of government-generated cargoes.
- Support of the Administration's Foreign Aid bill.
- Support of the Administration's proposal to reduce federal excise taxes with the provision that tax savings be passed on to the consumer.
- Support for the Voting Rights Bill, including an all-inclusive ban on the poll tax.
- Extension of the Fair Labor Standards Act to the more than four million workers currently not covered by the Act.

These are only a few of the problems the delegates to the SIUNA Convention will consider during the busy week before them. They will also consider problems affecting the SIUNA, the maintenance of the Union's high standards, ways to further improve practices and procedures to the benefit of the members and similar matters.

In addition, they will hear from leading law-makers and government and labor officials. It promises to be a most productive Convention, the kind of Convention that can and will help to shape and guide a bigger and better SIUNA that will be playing an increasing role in solving the problems facing all Americans.

SEAWALK

Raps Employers' 'Captive Audience' Technique

AFL-CIO Seeks 'Equal Time' Ruling To Speak To Workers

WASHINGTON — The AFL-CIO has urged the National Labor Relations Board to assure workers the chance to make "a free and reasoned choice" in representation elections by guaranteeing unions the right to address lists of employees and "equal time" to respond to management "captive audience" speeches.

In a brief filed with the board, the federation emphasized that NLRB rules aimed merely at "equality of access" to employees may not be enough to assure a fair election, and the goal should be "an election where the individual employee can enter the

voting booth after a thorough exposure to meaningful persuasion, without having been subjected to undue influence from any source."

The federation brief was filed in connection with an NLRB hearing involving four cases in which unions which lost elections ob-

jected to employer conduct in pre-election campaigning.

Offenders

The companies and the unions involved are the Auto Workers and McCulloch Corp. of Los Angeles; the Electrical, Radio & Machine Workers and General Electric Co.; the Clothing Workers and Excelsior Underwear, Inc., and Saluda Knitting, Inc., of Saluda, S. C.; and the Operating Engineers and K. L. Kellogg & Sons of Long Beach, Calif.

The brief based its arguments on the experience of the federation's organizing staff in 780 representation elections during 1964 and on "a cross-section of the views of leading sociologists, social psychologists, and other experts regarding the factors influencing voters' minds and the effectiveness of various campaign techniques."

From these sources, the brief developed "two cardinal principles" which it said "must govern all realistic thinking" on the problem of fair representation elections.

Principles

- Any employer starts an election campaign "with certain built-in advantages over the union" flowing from his employees' awareness of "the crucial job control" he exercises and from his position as a paternal figure, advantages frequently reinforced by community attitudes as expressed in the local news paper, by civic leaders and sometimes even by churches.

- Personal contacts are "the single most important source of influence in determining the way most persons make up their minds in a representation election or a political campaign."

Cases Cited

The federation cited a number of studies of NLRB elections showing the effectiveness of company "captive audience" speeches attacking union organization efforts and the significance attached to management's presentations by the workers involved.

"A fair and free election cannot be held" where an employer makes such a speech and a union has no chance to reply, the brief declared. It urged the NLRB to adopt a rule that "an employer making a captive audience speech to a unit of any size at any time after a petition has been filed . . . should be required to grant the union equal time to reply."

On the question of address lists the AFL-CIO noted that in this respect, too, the employer starts a campaign with "the enormous advantage" of having a complete, up-to-date list covering every employee, whereas union organizers must devote "an inordinate amount of their time to what is only a partially successful effort to track down the names and addresses" through their own efforts and through in-plant committees.

"This imbalance can be redressed," the brief asserted, "only by compelling the employer to supply the union on request with a complete address list, preferably when the board's regional director accepts the union's showing of interest . . ."



By Frank Drozak, West Coast Representative

California Labor Scores Gains

The state of California reported a boom in labor beefs for the first three months of 1965. The Industrial Relations Department said there were 80 strikes or lockouts for the period, the highest number since 1953. Fewer man-hours of working time were lost, however, than in 1964. Most of the heavy total of 80 beefs were over fast. Three large strikes accounted for a good percentage of the lost time. Unionists were forced to strike American and Continental Can (Steelworkers), Pan American Airlines (Pilots) and Ford Motor Company (Auto Workers) to achieve contract improvements and prevent employers from trying to take back previously won gains.

The SIU Pacific District contracted Chena (Alaska Steamship) was awarded the highest honor given U.S.-flag ships for safety training and discipline. It's the "Ship Safety Achievement" award of the National Safety Council. The Chena won the honor for the heroic job performed by the crew during the 1964 Alaska earthquake. The crew not only did a magnificent job of saving their own ship during a tidal wave, but also maintained the lines of communication between the small Alaskan town of Valdez, which was almost totally destroyed, and the outside world until the Army and other government agencies could take over the relief work.

The SIU's seagoing West Coast affiliates will take part in a big buffet dinner for SPAD, the political action arm of the SIU, to be held by the Marine Cooks and Stewards at their Hall in San Francisco. The dinner, to be held June 5, will also honor MSC secretary-treasurer Ed Turner for his long contribution to the union. Several hundred are expected to attend. West Coast members are urged to get their tickets before they are all gone.

San Francisco

Shipping has been very good in San Francisco, especially for ratings in the deck and engine departments. Entry ratings are also good in the steward department. During the last period the Longview Victory paid off and signed on. The Express Buffalo (formerly the Seneca) also signed on. Ships hitting the port in transit were the Penmar and Steel Recorder. Earlier payoffs, like the Santa Emilia, Norberto Capay and Ocean Dinny, finished up loading here after several weeks in the port and headed out for the Far East.

Expected payoffs during the next period are the Wild Rancier, Cities Service Norfolk and Steel Flyer. In transits expected are the Express Buffalo, Ocean Ulla, Bowling Green, Elizabethport, Ames Victory, Steel Traveler, Steel Admiral, Montpelier Victory, Coe Victory and Robin Hood.

A number of Gulf Seafarers have come out to sunny California to take advantage of the good shipping and good weather. Among the Gulfers registered here are K. C. Smith, who sails as chief pumpman; E. B. J. Granada, and J. V. Doland.

A couple of oldtimers who've stopped by the Hall after payoffs are D. Grayiano, R. L. Williams and G. Elot.

Wilmington

Shipping activity here was very good, with the Western Clipper paying off and signing on. In transits were the Iberville, Longview Victory, Penmar and Elizabethport. Some nine ships are expected through the port in transit during the coming period.

Stan Sokol, a 20-year union man who has been shipping out of Wilmington recently, piled off the Longview Victory after a trip to Guam. He says he will be ready to go again after a short vacation. Stan also says he doesn't personally believe in too much beach time between ships.

Harry "Poppey" Cronin has been a regular visitor at the Hall since he went on SIU pension two years

ago. He plans to visit his old shipmates as often as possible, he says.

Seattle

Shipping remains good in Seattle, with three payoffs during the last period. They were the Jefferson City Victory, Summit and Eagle Voyager. In transit vessels serviced through the port were the Anchorage, Flomar, Losmar, Alamar and Seattle. The super tanker Manhattan was in Portland and Seattle since the last report. She took 100,000 tons of grain to Karachi, Pakistan. Besides being the largest bulk load ever moved out of a Pacific Northwest port, it was the first time since the Manhattan was built that she was able to load up fully at dockside. Since the ship is able to load dockside in Seattle, it is expected that she will be seen more often in the port.

The best shipping during the last period was for ABs, FWTs, Ollers and Group 1 jobs in the steward department. The picture is expected to remain bright.

John Clapp, just off the Choctaw Victory where he sailed as an AB, really raves about the feeding on that ship. John says he plans on staying on the beach for about a month before trying for a "sharang" job heading anywhere. John A. Sullivan, who sails as a deck engineer, fwt or oiler, is waiting for a job in the first category. A union member for 23 years, John likes to compare benefits then with the SIU Welfare Plan we have today. A big difference, John says.

Charles H. Foster, who last sailed as a baker on the Seattle, is looking for another baker's job. He says he is not particular where the ship is going, either. Charles has been an SIU man for 23 years.

Turned Down OT? Don't Beef On \$\$

Headquarters wishes to remind Seafarers that men who are choosy about working certain overtime cannot expect an equal number of OT hours with the rest of their department. In some crews men have been turning down unpleasant OT jobs and then demanding to come up with equal overtime when the easier jobs come along. This practice is unfair to Seafarers who take OT jobs as they come.

The general objective is to equalize OT as much as possible but if a man refuses disagreeable jobs there is no requirement that when an easier job comes along he can make up the overtime he turned down before.



By Al Tanner, Vice President

and Fred Farnen, Secretary-Treasurer, Great Lakes

Shipping Good On The Lakes

Shipping has been very good on the lakes recently with shortages of rated men appearing on several occasions. Now is a good time for men who want to ship to head for the halls and check up on what's needed in the way of manpower.

DETROIT

The SIU-contracted Buckeye Steamship Company recently bought the J. A. Campbell from Pickands-Mather, the only non-union fleet left on the Great Lakes, and renamed this vessel the Buckeye Monitor. For the first time in many years we posted three permanent wheelman's jobs on our Shipping Board, and believe it or not, it took all day to fill these jobs. This is just an example of the good shipping here in the Port of Detroit.

The S.S. Hastings (Waterman Steamship Company) signed on Foreign Articles May 21st, and is now on her way to India via Montreal and the Seaway. Some of the old timers who made jobs on the Hastings were Jimmy McQuaid, Claire Otis, and Teddy Tillicia. Our professional "BR," Vern Ratering, passed this one up hoping for a European run. Vern says he has been to India so many times that he is now saving his money for the day he can travel to Mecca.

CHICAGO

Registrations and shipping in all departments are at their peak. We find a lot of new faces showing up at this port, but it isn't long before they, too, are shipped out.

Many oldtimers are wondering and asking about "Coast to Coast on a Piece of Toast," namely, Stanley Modzelewski, who hasn't been around this port for two years. All are wishing him well and smooth sailing.

Two salties seeking their retirement are Hjalmar Olofsson of the Black Gang, and Claus Nelson, Wheelman from Gartland Company who will retire in sunny Florida.

BUFFALO

The Port of Buffalo, along with the other ports on the Great Lakes, is beginning to get well into the shipping season. We have been fortunate in being able to replace men on the vessels as they are needed, and hope to be able to continue doing so.

ALPENA

Shipping in this port is booming and we have very few members registered on the board. Alpena, as all other ports on the Great Lakes, is having difficulty filling jobs, especially rated jobs.

Almost everyday we have a visit from one of our SIU pensioners, Edward "Shy" Ryan.

DULUTH

Shipping is very good in this port. We have only a few members left registered on the board. Some AB's are waiting for wheeling jobs. Shipping has been tremendous for firemen in the last couple of weeks, and we have filled all of these jobs. We hope our luck holds out.

The oldtimer and standby, Alf Bensman, registered and shipped in one day, and was elated, to say the least, that this could happen to him. He didn't get to spend any time in our wonderful port.

FRANKFURT

The MV Arthur K. Atkinson was back in operation as of May 20th. The Ann Arbor #5 went into the "mud" on May 18th until further notice. The crew was paid off, and many of those crewmembers have already placed themselves on other vessels in the Ann Arbor fleet. Others are taking a brief rest before going back.

Shipping is good in this port and we still have a shortage of rated men.

George Charters has received his special disability pension and has joined the ranks of the retired. He'll probably be spending a lot of time fishing, as Edward Fitzhugh, also on pension, has been doing. Whitefish are really biting right now, and we hear that Ed has got his limit.

CLEVELAND

This port has started a rebuilding program of manpower, since all members and even the biggest part of the non-pro list have been used as replacements at fitout. Although we are doing pretty good at building an unrated list, rated men are breaking the door down trying to get into the hall to register.

In for a short visit before shipping out again was Leon Striler, who didn't have to wait long once he decided to ship. Also dropping into this port to try their luck are George Koehler and James Gibson who are going to wait for that special ship. Hope they get what they want.

The INQUIRING SEAFARER

QUESTION: Now that warmer weather is coming, do you have any special formula for keeping cool?

John Mueller: I sail in the deck department and usually the air moves pretty well, especially on the Atlantic runs. I think it might be a good idea if each man were issued his own fan that he could adjust as he saw fit — low, medium or high. But let's not kid ourselves, summer is summer, and lots of people suffer in the city too.



Jose R. Velez: The best way I know of keeping cool is to take as many showers as possible on my time off. I also recommend wearing a hat and sunglasses to protect against injury from the sun. Another good idea is to switch from hot drinks like coffee and tea to cold ones.



Israel Rhoden: Working in the steward department can get really hot and uncomfortable, especially in the summer. The best solution would be to install air conditioning in the galley. In the meantime, we could use larger and more numerous fans. As of now there are only two small fans in the galley.



William R. Miller: I wear khakis while I work and take showers three or four times a day. At night, I sleep out on the deck — anything to beat the heat. Probably the worst heat runs are those made to India and the Persian Gulf. Those are really something.



Duke Gardner: At night, I sleep out on deck. When things get really tough, I stand under the galley fans. Laying off the heavy food helps as does changing over to cold drinks at coffee time. Also, it is a good idea to wear a hat and generally lighter gear. As for the rest, well you just have to sweat it out.



Robert Russ: I'm a deckhand, so a hat to protect against the sun is a must. When I sail into the real tropics — like India — I peel my shirt. When the weather turns hot, I turn to a lighter menu which really helps against the heat. At night, cots are issued so that you can sleep on deck.



Beef Box

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

Questions On Standing Watches

The Contracts Department received the following series of questions about watch standing in foreign ports from crewmembers aboard a tanker in the Far East. The first query was:

Question: While in the shipyard in Japan, is the company required to have crewmembers stand gangway watches?

Answer: The ship is required to have a member of the Deck Department stand gangway watches when a vessel is not loading or discharging.

Reference: Standard Tanker Agreement, Article III, Section 8 (b), which reads as follows: "Deck Department's Duties In Port. Quartermasters or any other unlicensed personnel in the deck department shall stand tank watches and shall handle valves in connection with the loading or discharging of cargo or ballast. When vessels are not loading or discharging, deck department members shall stand gangway watches. Quartermasters shall not be required to chip, scale, sougee or polish brass. When watches are broken, deck department crewmembers shall be required to stand gangway watches."

The second was:

Question: Is overtime payable between the hours of 5:00 p.m. and 8:00 a.m. on weekdays for the standing of such watches?

Answer: Overtime is payable for the standing of these watches between 5:00 p.m. and 8:00 a.m. on weekdays.

Reference: Standard Tanker Agreement, Article III, Section 6 (b) and (c), which reads as follows:

"(b) In port when sea watches are broken the hours of labor shall be 8 a.m. to 12:00 noon and 1:00 p.m. to 5:00 p.m. Monday through Friday. Any work outside of these hours or on Saturdays, Sundays and Holidays shall be paid for at the regular overtime rate for the respective ratings."

"(c) In port when sea watches are not broken, members in the Deck Department shall stand their regular watches, and perform their regular duties. Employees standing these watches shall assist the officer on watch in attending mooring lines, tending gangway lights, handle valves and blanks, handle, connect and disconnect vessel's cargo and bunker hoses on board the ship, replace butterworth plates and close tank tops when necessary for cargo operations. Men on watch may assist Pumpman in pumprooms when accompanied by Pumpman to make changes for handling cargo, but not to do repair work.

On Saturdays, Sundays and Holidays, or between the hours of 5 p.m. and 8 a.m. on weekdays, overtime shall be paid for such watches."

We received the following inquiry recently from the Deck Department on the Mankato Victory where the crew was required to stand by in the holds and watch cargo. Their question was:

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 8 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., week-days and the same on Saturdays and Sundays."

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 as follows:

"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."

Finally, we received this inquiry from a representative of the Deck Department on the Western Clipper.

Question: "I am writing this letter at the request of the Chief Mate aboard our ship. He requests that I ask you if the members of the Deck Department, on their regular working hours, are entitled to overtime for placing and removing thermometers in tanks. Some of the crewmembers have put in overtime for this, and it has been disputed.

Answer: This is not considered part of the routine duties of the Deck Department, therefore, overtime would be payable.

Reference: Standard Tanker Agreement, Article II, Section 10, which reads as follows:

"Customary Duties.. Members of all departments shall perform the necessary and customary duties of that department. Each member of all departments shall perform only the recognized and customary duties of his particular rating.

When it is necessary to shift a man to fill a vacancy, the man so shifted shall perform his duties of the rating to which he is assigned."

The contract department is holding checks for the following Seafarers, and they can be received by notifying this department in writing.

R. V. Robert Conrad—Disputed Overtime, Readus R. Wheelington (IBU).

S. T. Manhattan—Disputed Overtime—Wage Differential for Tank Cleaning, L. Harvey.

S. S. Hercules Victory—Disputed Overtime, Murry Carrol, Edward Jensen, Ernest J. Lichtensen, Robert Smith, George Stanley.

S. S. Valiant Hope—Transportation Checks, Thomas E. Bewley, Edward E. Edinger, Thomas E. Hanson, Donald Kershaw.

S. S. St. Lawrence—Subsistence due ex-crewmembers, Nicholas Sakellarides.

S. S. Ames Victory—Transportation Check, Ralph L. Jones.

S. S. Niagara—Disputed Overtime, Richard Heckman, Francis M. Greenwell.

Lodging Dispute, John Bennett, Joseph Cayou, Harry Dean, William Knapp, Warren Weiss.

S. S. Natalie—Checks covering one day's wages, James R. Boone, Spiros D. Cassimis, Howard W. Gibbs, Alfred D. Kirkconnel, Jose Ortiguerra, Frank G. Valerie, Aldoph Vante.

Shipbuilders Council Cites Gloomy Figures

'Shipbuilding Race'—U.S. Plays Tortoise To Swift Red Hare

SEATTLE—The Russians are engaging us in a "lop-sided ocean space race" which they can hardly fail to win if U.S. shipbuilding continues at its present low level, a shipbuilding industry spokesman warned at a meeting here of naval architects and marine engineers.

Not only is the national security of the United States at stake in the coming race on the high seas, but also the collective security of the entire free world, Edwin M. Hood, president of the Shipbuilders Council of America said.

"As of February 1, 1965, for example, 612 merchant vessels totaling slightly more than four million deadweight tons were on order or under construction for the Russians. As of the same date, there were only 44 merchant ships totaling less than 650,000 deadweight tons on order or under construction in U.S. shipyards." Hood pointed out.

"Deliveries of new ships for the Russian merchant marine have exceeded 100 vessels annually for the past several years. In sharp contrast, U.S. shipyards delivered only 16 merchant vessels during the entire year of 1964. These trends cannot continue indefinitely without consequent peril to our national security as well as our national strength."

Mass Obsolescence

Hood noted that while the Soviets are building a modern sea power, America's fleet continues to

grow more ancient and inefficient. "About 90 percent of all U.S.-flag dry cargo ships and 55 percent of our tankers are 20 years of age or more," he said. "The average age of the ships in our Great Lakes fleet is 47 years."

The Soviets are aiming at a modern fleet of more than 2,500 vessels by 1970, Hood said. At its present rate of retrogression, the U.S.-flag fleet will consist of only about 650 ships by 1970. Of the 1,600 vessels, mainly of World War II vintage, now in the government's reserve fleet, few are expected to ever see service again. Almost all would be relatively useless in time of emergency.

Hood pointed out that there is now a revolution between conflicting ideas and beliefs in the world today—a revolution with centers of gravity in both Moscow and Washington. A showdown in this revolution is likely to take place at sea. "It could be a contest between conflicting national strategies which rely in varying degree on the importance of sea power to the attainment of national objectives."

For this approaching contest, the U.S. must be prepared—with sufficient ships to meet the Soviet challenge on the high seas.

Jobs

By Cal Tanner, Executive Vice-President

'User Tax' Levy Proposed Again

President Johnson's program to build up a head of steam in the American economy through a series of excise and income tax cuts has won the approval of American labor. The tax cuts are designed to put more purchasing power (cash) in the consumer's pocket when he goes to the marketplace. Every good idea, however, has its drawbacks. The drawback in the President's tax plan is in the new compensating levies he has asked Congress to impose on the transportation industry, and, more particularly, on the inland waterways industry.

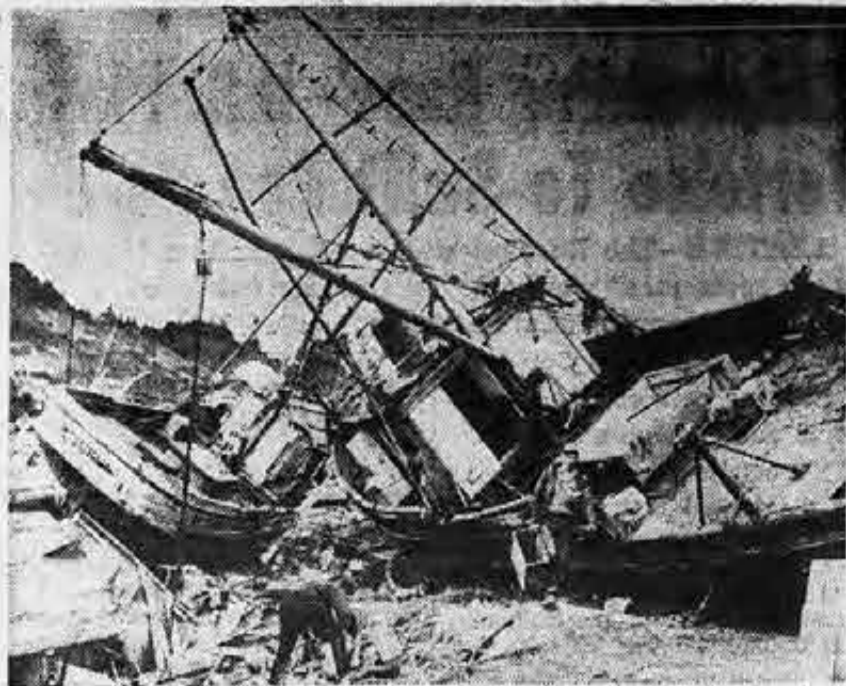
The Administration has proposed that a two-cents-a-gallon tax be levied on the fuel used by the inland boats. Referred to as the "waterway user tax," it had been called for by other Administrations, but, thankfully, it never won the support of Congress. In its new version, the user tax would only bring an additional \$8 million to the government — a drop in the bucket when compared to the nearly \$4 billion in excise tax cuts the President has called for.

This \$8 million, however, would be taken from an industry that is currently hard-pressed to maintain its competitive position against the railroads. If approved by Congress, the user tax could, and probably would, bring a sharp decline in the inland waterway industry. This country's inland water carriers must be able to provide cheaper rates than competing forms of transportation in order to survive.

Cheaper rates for freight moving on the nation's rivers and canals is the only benefit that encourages manufactures from using other, quicker forms of transportation. It is no surprise that the railroads have been using their Washington lobbyists to press for increased tax burdens on water carriers. With the water carriers out of the picture, the railroads would be in a position to charge whatever the traffic would bear for the movement of bulk freight. The only thing now standing between the total domination of the nation's domestic bulk freight commerce by the rail lines is the competitive rates the inland water carriers are now able to offer.

It has also been pointed out that this new form of tax on the inland shipping industry is only the first sign of the kind of injurious legislation which could plague the shipping industry for years to come. There is nothing to stop Congress from extending the user tax principle first to harbor craft and coastal shipping, and then to deep sea shipping itself. Should such an eventuality come to pass, it would be another major drawback in the U.S.-flag fleet's long and painful struggle for survival.

It is certainly to be hoped that the Congress will again turn down this misguided proposal as it has done in the past. Seafarers and inland boatmen, are advised to write to their Congressmen and Senators urging them to oppose the inland waters "user tax" measure.



The terrible power unleashed by the earthquake which struck Alaska in March, 1964 is clear from this picture of smashed and broken fishing boats left high and dry at Kodiak, Alaska. The SIU Pacific District-manned *Chena* crewmembers not only saved their ship but also provided vital aid and assistance to the hard hit town of Valdez.

SIU Pacific Ship Wins Award For Alaskan Quake Rescues

WASHINGTON—The S.S. *Chena*, operated by the SIU Pacific District-contracted Alaska Steamship Company, has won the highest maritime safety award for the fast, effective and heroic action displayed by its Union crewmembers during the disastrous earthquake that struck Alaska in March, 1964.

The *Chena* was presented the Ship Safety Achievement Award by the National Safety Council; the highest honor that can be won by a U.S. vessel for performance of duty that demonstrates the high standards of its safety training and discipline.

The citation accompanying the award said that it was presented in recognition of the outstanding feat performed by the crewmembers and master of the *Chena* who were responsible for saving many lives as well as the ship itself during the devastating earthquake. The *Chena* was caught at Valdez on March 27, 1964 near the center of the most disastrous earthquake ever to strike the United States.

The crewmembers of the *Chena* responded with almost unbelievable heroism at a moment when it literally appeared that the earth was about to swallow them up. The citation describes how the vessel was lifted 30 to 50 feet in the air and then dropped to roll on the bottom where the dock had stood seconds before. As a great tidal wave smashed through the harbor at Valdez, the *Chena* was lifted and dropped time after time.

The violent forces of nature spun the ship around and then seized her and carried her broadside onto the beach. The *Chena* would have remained totally helpless on the beach if it had not been for the immediate, effective and outstanding response of her crew.

Her SIU crewmembers not only saved the ship from almost certain destruction, but were

able to provide aid and assistance to the town of Valdez. During the chaotic hours following the earthquake and subsequent tidal waves, the *Chena* provided the only communication service available to the outside world until Army forces arrived some time later.

Rear Admiral R. D. Schmidtman, commander of the 13th Coast Guard District, made the presentation of the award which is made annually by the Marine Section of the National Safety Council. The award consists of a Green Cross of Safety pennant which will be flown by the ship for one year.



By Lindsey Williams, Vice-President, Gulf Area

Delta To Get New Ships

The Maritime Administration declared bids open in Washington for the construction of five spanking new modified C-3s for the SIU-contracted Delta Lines. The apparent low bidder as this issue went to press was the Ingalls Shipbuilding Corporation of Pascagoula, Mississippi. The Ingalls bid was nearly \$10.5 million per ship, for a total cost of \$53.8 million.

Seafarers will be happy to know that the five Delta ships on order will be modern in every respect. They will be big (13,250 deadweight tons and 522 feet long) and fast (18.6 knots on steam turbines). In its bid, Ingalls said they could deliver the first ship in 810 days, with the other four to follow at 90-day intervals thereafter. Passenger accommodations on the ships have been set at four instead of the usual twelve. Seafarers will probably be lining up early to get a job on one of these sharp new ships.

If the proposed but controversial expressway through New Orleans' Latin Quarter ever get built, Seafarer traveling from the Hall to the Delta facility on the Galvez Street Wharf will have their trip shortened considerably. Right now, that same trip means six miles of traffic jams.

The New Orleans SIU played host recently to a delegation from Iceland that was on a State Department tour of the United States. The delegates were especially im-

pressed by their visit to the SIU clinic here. The operations of the SIU Hall, they indicated, also impressed them greatly.

On the maritime industry scene, a top executive of the SIU-contracted Delta Lines, in a speech delivered in St. Louis, warned against the increasing use of third-nation shipping in this nation's commerce. Norway already hauls 15 percent of all U.S. oceanborne commerce, while U.S.-flag ships carry only nine percent of our nation's cargoes. It's certainly not a situation America can be proud of.

Mobile

Shipping has been slow in Mobile and beach registration light. Seven ships are currently in lay up here. They are the *Monticello Victory*, *Ocean Anna*, *Mayflower*, *Transhartford*, *Trans-texas*, *Afoundria* and *Warrior*. No crewing dates have yet been received for any of these ships.

E. C. Craddock, an oldtimer who has been sailing out of Mobile since the early days of the SIU, was last aboard the *Montpelier Victory*, where he served as Deck Maint. E. C. says that for his money the coastwise super tankers are the best ships to sail aboard.

T. P. Crawford, currently registered in Group 1 Deck Department, has decided to ship out of Mobile after shipping out of various Gulf and East Coast ports for years. His last ship was the *Oceanic Cloud*, where he sailed as bos'n.

P. O. Mack, registered Group 1 in the blackgang, wants to get back on his last ship, the *Monticello Victory*. She laid up when she could not pickup a charter. Mack had been shipping mostly out of Texas.

Jack Groen, who has been shipping out of the Gulf since 1940, is currently watching the board for anything headed out to sea. Jack makes his home in the Mobile area with his wife and daughter. He last sailed for six months on the *J. B. Waterman*.

W. E. Harper, currently registered in Group 1 Steward Department, has been sailing as a steward for a while, but would like to try his hand at cooking. He last sailed on the *Ocean Ulla*, where he made five or six coastwise trips. W. E. is married and lives in Lucedale, Mississippi.

W. E. Stone spent about a year on the *Transorleans* as chief cook. He had to pile off when she laid up because of a lack of available cargo. Now registered in Group 1 Steward Department, he's listening to the calls carefully.

Houston

The shipping picture remained sort of dim on the Gulf Coast and in Texas ports. During the last period only 23 ships were serviced through the port of Houston. The outlook for coming weeks appears brighter, however.

Mike Dembrocki, an oldtimer from the West Coast, piled off the *Choctaw Victory* recently. Mike says she was a real money maker and the best feeder in the SIU-contracted fleet. He had his own personal vote of thanks for the variety-filled menus prepared by chief steward Fred Sullins and night cook and baker Whitey Johnson. Mike will be ready to ship again soon.

John "Chiehl" Giancola just got off the *Penn Exporter*. He says she made a poor trip to Egypt. Now on the beach, he is waiting for another ship going just about anywhere.

Your Union Benefits

By Al Kerr, Secretary-Treasurer

Qualifications For SIU Scholarships

The last issue of the LOG carried the story of the Seafarer and children of four SIU members who won the 1965 Seafarers Scholarship Award. This benefit, which provides important financial aid for Seafarers and their children, was established by the Union through its bargaining relationship with various employers.

The Scholarship Benefit was originally established on August 5, 1952. Those eligible to participate in the receiving of this benefit are eligible seamen themselves or their dependent children. For either seaman or children, the seaman must have at least three years actual covered employment with companies signatory to the Seafarers' Welfare Plan, in addition to having ninety days employment time in the year prior to applying for the benefit, as well as one day in the six month period prior to applying.

The seamen must be under the age of thirty-five but this age limitation may be waived for the active seaman having completed one or more years in an accredited college or university during the three-year period immediately preceding his application for this benefit and provided he has maintained an average in high school or college in the top one-third of his class. Applicants who are dependent children of seamen must be unmarried when they apply, otherwise they are not considered dependent. Marriage, after the scholarship is awarded, will not effect the Scholarship.

Adopted children of eligible seamen are also able to apply for this benefit, provided they have been adopted by the eligible seamen for a period of at least five years prior to their making this application. All applicants for the benefit are required to take the college entrance examination. Each applicant must pay his own examination fee.

The Scholarship awards may be

used for post-graduate work in those instances where the Scholarship award winner completed his under-graduate work prior to having used the full four years of his scholarship award. However, in each case of this type, where the Scholarship award is to be used for post-graduate work, the Trustees must agree in advance to the Scholarship award being used for that purpose. In addition to the foregoing, eligible dependent children of pensioners are eligible to participate in the scholarship award program.

In the event that a seaman wins one of the Scholarship Awards, his welfare eligibility is automatically extended for the effective period of the scholarship, based on the eligibility he had at the time of his application for the scholarship. In the selection of the scholarship winners, the following persons, all of whom are connected in some official capacity with a university, are the trustees:

Dr. R. M. Keefe, Dean of Admissions of St. Louis University.

Dr. C. D. O'Connell, Director of Admissions of the University of Chicago.

Dr. F. D. Wilkinson, Research Associate, Howard University.

Dr. B. P. Ireland, Northeast Regional Director, College Entrance Examination Board.

Miss Edna Newby, Assistant Dean of Douglas College.

Dr. E. C. Kastner, Dean of Registration and Financial Aid, New York University.

Maritime Policy

(Continued from page 3)

ties for merchant seamen could notably improve the climate for collective bargaining.

"Only when such an attitude is displayed," said the SIU, "will the proper aura for collective bargaining be created. Only then, we believe, will it be possible for management and labor properly to utilize the collective bargaining machinery as an instrument for reaching agreement in the manifold and complex problems which automation is creating, not only for seamen and shipowners, but for the Government as well."

Administration's Views

During the course of the same meeting, Commerce Secretary Connor set forth the Administration's position on the American-flag merchant marine. Connor said that U.S.-flag must carry a greater share of the nation's export-import trade than the less than 10 percent of that trade they now carry.

He also said that the size of the U.S.-flag liquid and bulk carrier fleet should be increased. In a general statement, Connor reported, however, "that there is still no new government policy for the merchant marine." While calling for help from all interested segments of the merchant marine to help formulate a new policy, Connor said he did not believe that the government would increase its aid to the U.S.-flag fleet to any great extent.

Seafarers Log Wins AFL-CIO Press Award

WASHINGTON—The Seafarers LOG has been named one of the winners of the AFL-CIO Executive Council's 1965 awards contest for the LOG's coverage of the problem of "Health Care for the Elderly." This is the first such award to be made by the AFL-CIO Executive Council.

The LOG took third place in the competition which included the finest publications in the International Labor Press Association. Other winners were the Milwaukee Labor Press and the Machinist.

The ILPA observed that "This award is perhaps the most meaningful of all awards and honors available in the labor press field."

SEAFARERS PORTS OF THE WORLD

The beautiful island of Curacao, which lies in the southern Caribbean off the oil-rich coast of Venezuela, is the largest (178 square miles) and most important island of the Netherlands Antilles. Curacao's economy is dependent on the refining and shipment of crude petroleum and the care and entertainment of tourists.

Both the tourists and the crude oil arrive by sea, as often as not aboard American-flag vessels. The SIU-manned ships of the Delta Line make regular calls at Curacao, and many SIU-contracted tankers have called at the island also.

The island was first discovered in 1499 by the Spanish navigator Alonso de Ojeda. In 1634, the Dutch landed and drove the Spaniards out. In subsequent years both England and France tried to take control of the island, but their efforts were unsuccessful and Holland retained sovereignty. Once a center of the slave trade, Curacao lost much of its economic importance with the death of servitude in the Americas. The establishment of an oil refining complex in 1916 finally brought a measure of prosperity to the island.

Willemsted, the capital of Curacao and the whole Netherlands Antilles, is an attractive colonial-style city with a population of nearly 50,000. Hotels, restaurants and other facilities for visitors are modern and plentiful. The city is well-known as a Caribbean shopping center, and Seafarers should be able to find good bargains there in cameras, watches and other manufactured products. Local handicraft products can be gotten at the Home Industry Exchange on Plaza Piar.

The city's best hotel is the Curacao Intercontinental. It has a bar, restaurants, shops, swimming pool and many other facilities. There are also two seamen's clubs in town which offer lodgings, food and diversions. The better restaurants in Curacao include the Chunking and San Marco downtown and the Ritz snackbar in Bredestraat. Good Chinese eating places are the Formosa, Lide and Afro.

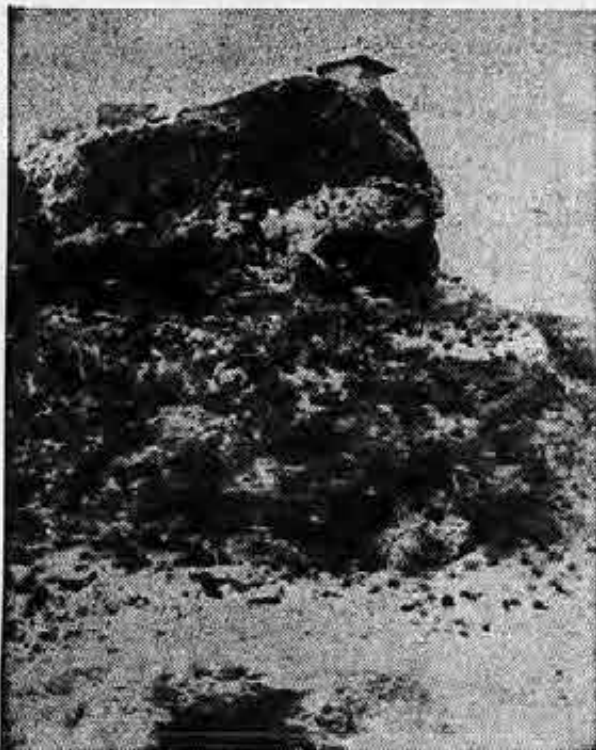
Along the south coast of the island are a number of quiet, sheltered bays with fine sandy beaches. The swimming and underwater fishing is reported to be excellent. West of Willemsted is Piscadera Bay. Here the island's Marine Biological Institute and Aquarium are located.

The whole island is only 38 miles long and seven miles wide at its broadest point. Rented cars are available, and a Seafarer will find that a tour of the island, with its many picturesque small towns and beautiful coves, is well worth it.

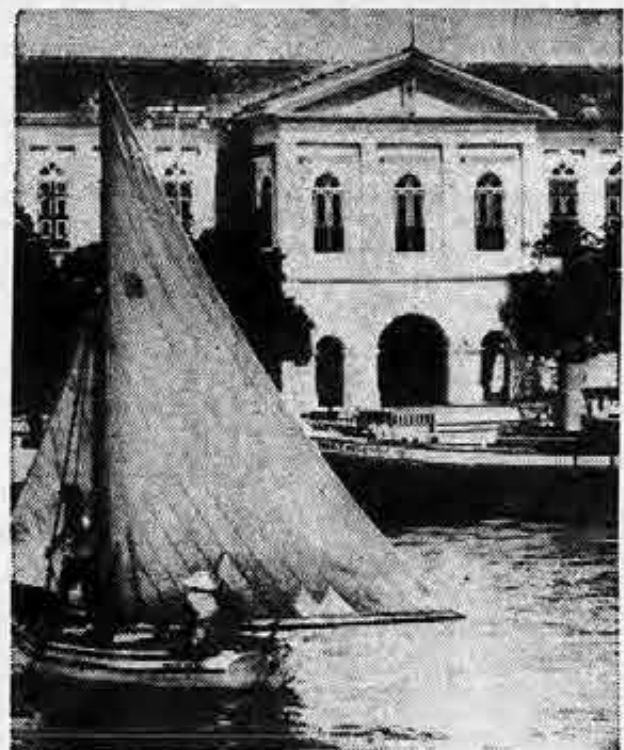
A good place to get a look at almost the entire island is from the top of Fort Nassau, an ancient fortification on the peak of a hill. A bar and restaurant specializing in Dutch cooking are located at the fort.



CURACAO



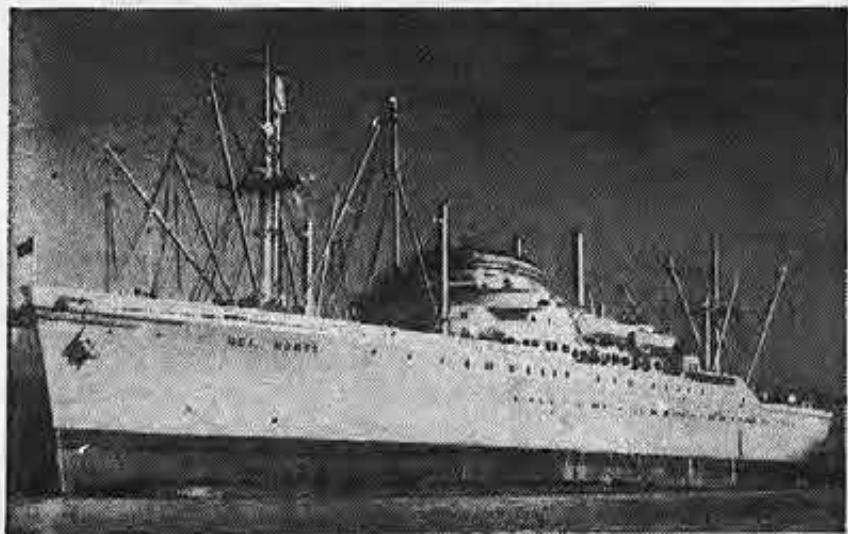
Fort Nassau offers a view of the entire island. Modern V-shaped building (top photo) is the Intercontinental Hotel.



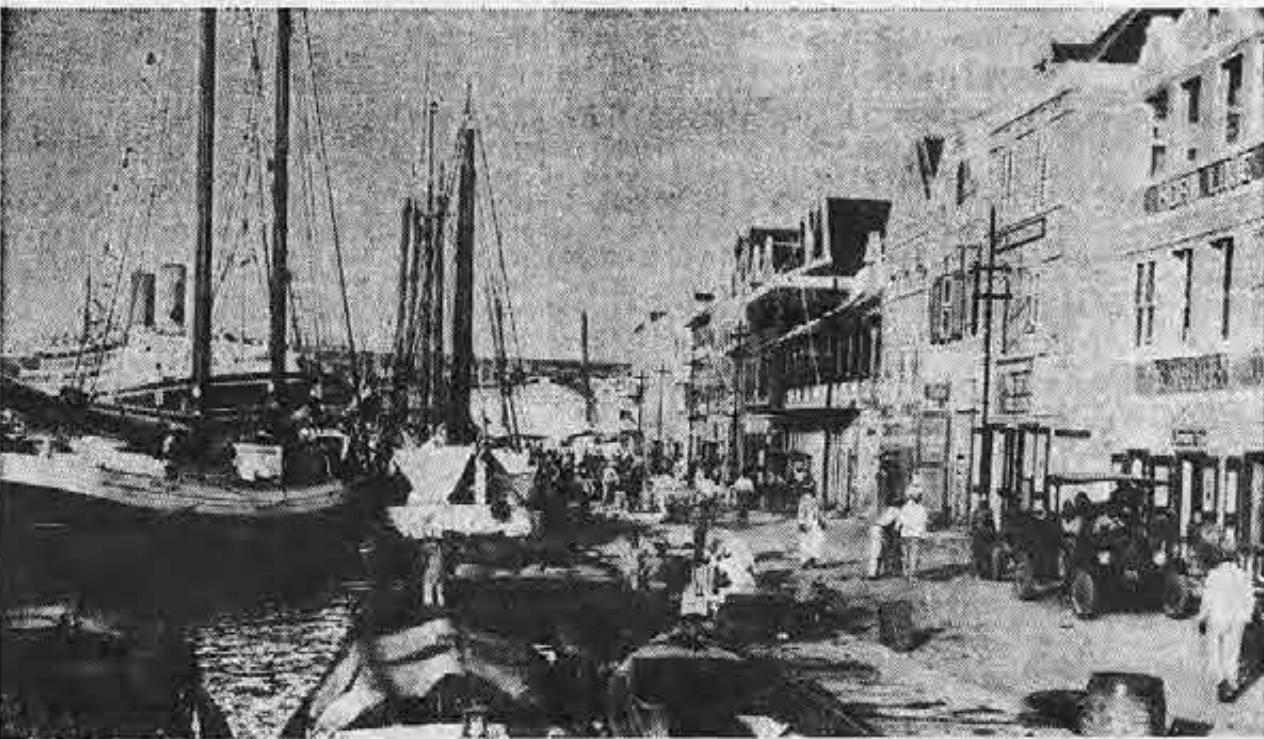
The Governor's Palace in Willemstad (above) is the White House of the Netherlands Antilles.



A shopping street in downtown Willemstad. The island offers many bargains for the visiting Seafarers, including low-priced hobby, household and other items.

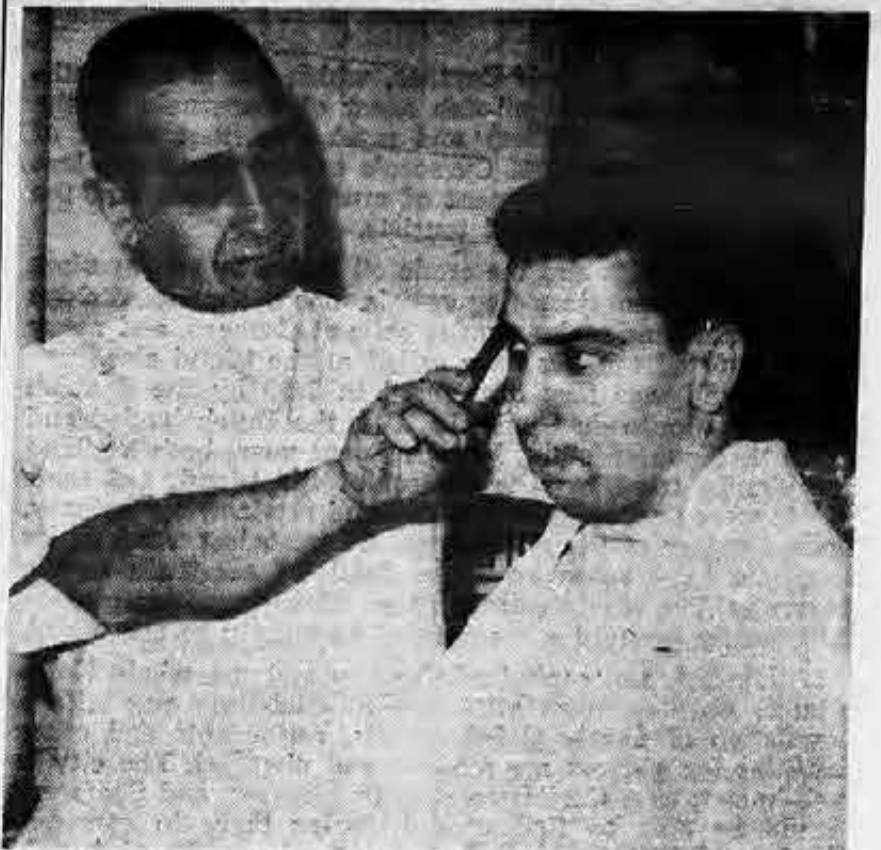


The Del Norte of the SIU-contracted Delta Lines is a regular visitor to Curacao. Many SIU-contracted tankers have also visited the tropical Caribbean island.



The colorful waterfront on Willemstad attract visitors by the score. The two mainstays of the Curacao economy are tourism, which flourishes in the winter, and the refining of Venezuelan crude oil, a year-round activity.

Cutting It Close



Seafarer George Evans who sails in the engine department gets expert haircut in New York Hall from barber Jimmy Gaetani. According to Brother Evans, "clipper Gaetani really knows how to cut into those waves."

From the Ships at Sea

The crew on board the San Francisco (Sea Land) is so happy with the galley staff that they have issued a lengthy and detailed report praising and describing each member of the mess gang and listing the particular skills and virtues of each. Ship's delegate Howard G. Glisson puts it this way: "The crew of the San Francisco wish to record their praise of cook Victor Silva's talents. Victor has been keeping us fat and happy (SIU clinics take notice) with coffee-time goodies, fine pastries, crisp rolls and fancy deserts. Vic just doesn't know when to stop. We wish to thank the entire steward department for a job well done. Knowing that they can't please everyone no matter how hard they try, they continue their efforts to please the majority. Our steward Roger Hall and Modesto Velez, our chief cook, have only the men in mind and they are always anxious and willing to come up with something new and different. Chuck Johnson, the third cook, is a jewel in any galley. He turns out the very finest sandwiches and cold plates and Rafael Rios, the saloon messman also puts out his best for the men. Charles Kavanagh, our Newfoundler, is 72 years young and makes some of the younger boys look like old men. He's still going strong. Wish we had his secret."



Glisson

Willie Henandez is the BR here. Our new addition is Jim (Baseball) Francisco, the crew messman. Jim hails from Boston. Tony (Shorty, 6'6") Roberts is crew pantryman. We wonder why he spends his time banging his head on low tops and hanging over shipside bunks when he should be dropping them through the hoop on a basketball court. We are now headed west on the Intercoastal run after a spell on the Puerto Rican swing. The West Coast boys can get some time at home and then it's back to the shipyards for us." Seafarer Howard Glisson concluded.

It from me," Brother Ortega declares, "our chief mate is a mean man with a paint brush."

Seafarers sailing aboard the Delmonte (Delta Lines) have extended a rousing vote of thanks to delegates from all departments for a job well done. Ship's delegate Howard Menz reports that when delegates are on the ball, all concerned have a pleasant and easy trip. "A smooth functioning crew of delegates keeps beefs down to a minimum and makes for a good voyage and a tight ship," he says. "The important thing is to establish and maintain good working relations between licensed and unlicensed personnel."

Seafarers aboard the Alpena (Wya Trans Co) have pulled a switch on the time honored t.v. snack tradition. Instead of snacking at the video, the Alpena crew has brought the video into the dining room. "We like to see a good program while we chow down," explains delegate Art Garretson. "It's a lot cleaner and more convenient to move the t.v. set into the dining room than to carry food into the t.v. room. Maybe we'll start a trend," he adds, "a t.v. in every kitchen."

T.V., or not T.V. was the question aboard the Steel Chemist (Isthmian), but the boys are back on the beam now that their set is in service again. "It sure was rough going there for a while," sighs ship's delegate H. Orlando. "The crew was particularly miffed about missing their weekly installments of McHales Navy and Gilligan's Island — two prominent seafaring shows. But thanks to Brother Shaky who repaired a faulty antenna, we're tuned in again and everything is looking good."

Orlando

Safety Instruction is a matter of grave concern for all who take to the seas. Aboard the Niagara Mohawk (Boland) a safety education program geared to the special requirements of Seafarers at sea is being initiated. According to ship's delegate John Ashe, safety meetings will be held once a month on a "rotary basis." Each month a different watch will participate in the meetings, enabling all crewmembers to eventually take advantage of the discussions. "It looks like a fine program,"

says Brother Ashe, "and the crew is for it 100%."

"Excellent!" that was the consensus of opinion about the food and service aboard the following vessels. Each of the mess staffs concerned was rewarded for special care and effort by an all hands vote of thanks "for those who cared enough to cook the very best."

Transindia (Hudson Waterways); Pilot Rock (West Coast); Trans-eastern (Transeastern SS); Morning Light (Waterman); Del Sud (Delta)—baker takes a bow; John B. Waterman (Waterman); De Soto (Waterman); Globe Progress (Maritime Overseas).

The ship shape crew aboard the Del Norte (Delta) has extended an all hands vote of thanks to first engineer Hilbert Desplas "for going all-out to take care of the repairs needed on the last voyage. Everything we brought to him—from soup to nuts—he took care of at once," declared the crew. According to delegate Robert Callahan, Desplas is an absolute wizard of repair magic. "That Desplas is amazing," Callahan reports. "He mends everything but broken hearts."

Seafarers are known for their consideration to fellow shipmates and for their general cleanliness. The boys on board the Hastings (Waterman) are living up to the letter of their reputation. Delegate John Wells reports that he and his mates have just finished cleaning up rooms and stripping bunks in preparation for the new crew that will board. "It's always wise to help the next guy," Brother Wells points out. "You never know when you may need his help."



Wells

Leon Striler, ships delegate aboard the Henry Steinbreher, (Kinsman Transportation Co.) reports that "steward R. C. Rutherford should be awarded a medal for being one of the cleanest and most accommodating cooks on the Great Lakes. The crew is very lucky to be blessed with such a wonderful cook. We certainly hope that he stays with us. I've never tasted better or more varied chow."

Ships delegate Joseph S. Youna, sailing aboard the Joseph S. Youna (B&C), announces that a daughter has been born to Seafarer Carl Ulrich and his wife.

PENN CARRIER (Penn), May 18—Chairman, R. DeBoissiers; Secretary, None. No beefs reported by department delegates. Brother Ralph O. King was elected to serve as ship's delegate.

STEEL ROVER (Isthmian), May 8—Chairman, Harry Huston; Secretary, Henry Martin. Brother Chuck Carlson was elected to serve as ship's delegate. Discussion on draws. \$25.00 in ship's fund. No beefs reported by department delegates. Letter from headquarters read pertaining to retirement and pensions.

LUCILE BLOOMFIELD (Bloomfield), April 11—Chairman, J. Rawlins. Secretary, S. Rothschild. Ship's delegate reported that everything is in order. No beefs were reported. \$19.00 in ship's fund. Brother Y. E. Johnny Pedraza was elected to serve as ship's delegate. Vote of thanks to former ship's delegate, Harold Worms, for a job well done.

MERRIMAC (Oriental Transport), May 17—Chairman, L. P. Hagmann; Secretary, Ken Hayes. Ship's delegate spoke on the very bad water situation. Most of the water is very muddy. To see captain and chief engineer about same. Crew demand that something be done immediately about the bad water.

MERRIMAC (Oriental Exporters), May 18—Chairman, L. P. Hagmann; Secretary, Bill Doran. Brother C. Quintt was elected to serve as new ship's delegate. Much repairs to be done as ship was laid up in Bombay for 2 years. Engine utility and deck maintenance already at work on them. Discussion by steward regarding cooperation of all three departments to make the trip enjoyable. Discussion on dirty water which is being used for drinking and washing purposes. Tanks need cleaning.

DEL VALLE (Delta), May 2—Chairman, G. M. Bowdre; Secretary, Charles P. Moore. Safety award \$70,000. \$53.83 spent for books and magazines. Balance of \$16.14 remaining in ship's fund. Brief discussion on library books, toilets, etc. No beefs reported by department delegates.

LONGVIEW VICTORY (Victory Carriers), May 9—Chairman, J. A. Wilchen; Secretary, W. C. Sink. Ship sailed short a galley man. Some disputed OT in deck department. Discussion about getting the old washing machine repaired. To see patrolman about the 1st assistant engineer chip-

ping on deck early in the morning. Also to see if the hot water line to crew's laundry room can be opened to run more freely. Suggestion made to keep library locked while in port.

GENEVA (U.S. Steel), May 8—Chairman, Frank Pasaluk; Secretary, Antonio Alfonso. \$143.10 in ship's fund. \$50.00 was donated to Brother Joe Slonn when his father passed away. Brother Richard Heffley was elected to serve as ship's delegate. Vote of thanks to electrician for repairs made in crew's rooms.

SEATTLE (Sea-Land), May 3—Chairman, Wally Mason; Secretary, Charlie Hippard. No beefs. Everything going

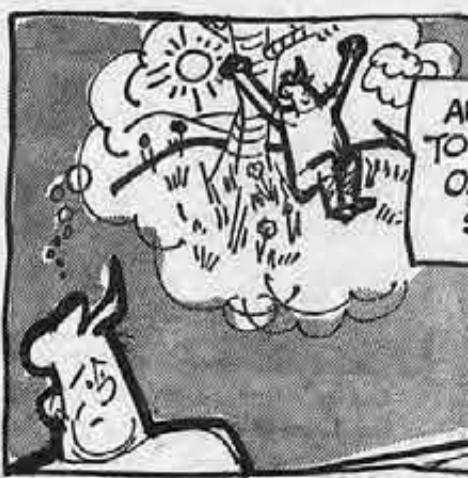
DIGEST of SIU SHIP MEETINGS

going smoothly. \$44.04 in ship's fund. Some disputed OT in deck department.

JEFFERSON CITY (Victory Carriers), May 11—Chairman, R. A. Barrett; Secretary, G. Lothrop. No beefs and no disputed OT reported. Discussion on negotiating for 100% bonus for ships going to Saigon. Also that next contract with companies be O.K'd by membership, and to have pension plan at 15 years seafaring or 20 years Union membership. Vote of thanks to the steward department.

WILMAR (Calmar), May 14—Chairman, T. A. Jackson; Secretary, T. A. Jackson. Few hours disputed OT in deck department. Motion to ask for sea time to be lowered to 13 years and age limited to 60 years of age for retirement benefits. Vote of thanks to the steward department.

DEL SANTOS (Delta), May 9—Chairman, Herbert Knowles; Secretary, Howard L. Campbell. Ship's delegate reported that all is running smoothly. \$3.00 in ship's fund. Some disputed OT in deck and engine departments. It was suggested that a letter be written thanking the crew of the SS HOPE for their hospitality in Conakry. Suggestion made that a letter be written to Bob Matthews regarding some improvements in new contract.



Fish Are Jumping



Seafarer Lloyd Arnold and his two kids, Karen (left) and Richard, were really reeling them in out at the lake. Fishing through the ice, Karen pulled up a 12 pound lake trout and Richard hauled in a 9 pounder. Daddy was along to bait their hooks.

**Seafarer Hit By Tornado
Blown Down But Not Out**

Seafarer Leonard Kirchoff and his family have taken a first big step on the road to recovery after being almost completely wiped out by one of the most devastating tornados in recent U.S. history.

The Kirchoffs lost their home near Toledo, two autos, new household furnishings and most of their personal possessions to the savage mid-April twister which swept through the mid-west with such destructive fury that President Johnson was forced to declare parts of Minnesota, Ohio, Indiana and Michigan major disaster areas.

Kirchoff, his two sons, Edwin 12, and Donald 10, and his wife Freida, were all painfully injured by the storm. Mrs. Kirchoff so severely that she was hospitalized for a considerable period of time.



Kirchoff

On a swing through the tornado ravaged area, President Johnson paused for a special visit with the Kirchoffs, commiserating with them over their loss. Observing the tragic shambles to which the storm had reduced their home, the President extended his sympathy and promised that massive federal aid would be funneled into the area. In a speech at the end of his tour, Johnson referred to Edwin, who had received a head wound during the height of the storm, as "the boy with the hole in his head."

Kirchoff, who, in the aftermath of the storm, has donated his time and effort working to help his neighbors dig out from beneath the ruins, is now engaged in the process of rebuilding—a heroic, cooperative endeavor in which the entire community is participating.

As Kirchoff struggles, his SIU Union brothers are kicking in to make up his hours on the job so that he can continue to draw his salary, and Kirchoff's employer, L. C. Turner, Cleveland President of the Great Lakes Towing Company, has donated a \$200 check to help put him back on his feet.

Proud of Their Home

Brother Kirchoff, 36, joined the SIU in 1961, sailing as a fireman for the Great Lakes Towing Company. He and his wife Freida were justifiably proud of their 2-year-old, \$19,800 Toledo home. They had just finished refurbishing and redecorating the boys' bedroom. They had a new \$550 stereo-record player. The family planted 100 tulip bulbs and 20 pounds of daffodils in the yard.

"We were looking forward to a good spring," Kirchoff says.

Above all, the Kirchoffs appreciated the neighborhood's closely knit communal ties which bound residents together in an almost "family" relationship.

"It was a close neighborhood," Kirchoff explains. "Everybody was like brother and sister."

Calm Before Storm

On Sunday, May 11, the Kirchoffs retired at 9 p.m. Outside the streets grew strangely still and the sky darkened ominously. Then it began to hail and Mrs. Kirchoff arose and looked out a window. The street lights flickered and blacked out. She feared that the

electric power in the house might go next.

"I decided that I might as well stay up for a while because if the power went out I would have to reset the electric clock when it came back on," she recalls.

She went to the family room and sat down to wait, nervously lighting a cigarette.

Suddenly, all the exhaust fans in the house started up as the vacuum of the tornado hit them. All the air seemed to be sucked out of the house.

"Then I heard the terrible crash of the garage being slammed to the ground," she remembers, "and I tried to bury myself in the couch."

Kirchoff, in bed when the tornado hit, recalls that in the house the windows blew out first and then "everything just went flying."

"I experienced a sensation of rising through the air. I remember hanging on to the couch, and then I let go," Mrs. Kirchoff says. "And it's a lucky thing I did, because later they found the couch completely demolished."

When the intensity of the tornado and passed, the Kirchoffs called to one another in the dark. Eddie pulled Donnie from beneath a bedroom desk which had fallen on him, and the family regrouped around Mrs. Kirchoff who was sitting with a piece of lumber lying across her legs. All were injured, but none critically. Kirchoff found a mattress and a blanket and improvised a rude shelter to protect them from the continuing fall of rain and hail. They huddled in prayer, waiting for help to come.

Sends Neighbor Aid

"The first to arrive was a neighbor, Gene Cerveny, who was out trying to find out who had been hurt," Kirchoff recalls. "I told him we were all O.K. and to go over to the Binns' house next door because we had heard Mrs. Binns yelling for help."

A short time later the police arrived. A patrolman picked up Mrs. Kirchoff and carried her out to a patrol wagon. She remembers seeing the general destruction of her home but says that it did not really dawn on her that almost everything was gone until hours later at the hospital. Even then, her basic reaction was one of thankfulness that all members of her family were alive and not seriously hurt.

Mrs. Kirchoff was kept bed-bound for more than a week, hospitalized with severe leg and back bruises. Kirchoff received minor cuts and bruises. Eddie had to have five stitches sewn in his hand and three in his elbow. Donnie had a half-dozen stitches taken in his head. It was the patch that had to be shaved on Donnie's head in order to sew the stitches that prompted President Johnson to refer to him as "the boy with the hole in the head."

"The hospital was really on the ball that night," Mrs. Kirchoff says. "They rushed me in and I bet I had a dozen doctors checking me."

While Mrs. Kirchoff and Donnie

remained in the hospital, Kirchoff and Eddie went to the home of "Waldie" Waldrop, a friend.

Waiting For Dawn

"I stayed up all night at the Waldrops, smoking a lot of cigarettes and talking about what we were going to do when dawn came and we could return to Creekside," Brother Kirchoff recalls.

"I decided that the first things I would try to salvage would be clothing and important papers — things like my insurance policies and checks that my wife had already written but had not mailed — and my wallet. We also did a lot of talking about how lucky we were."

About 6:30 a.m. the next morning, Kirchoff returned to Creekside. Police allowed him to enter the area, but would not permit anyone to go onto any of the lots.

The scene of destruction that awaited Brother Kirchoff was awesome. The house was reduced to a confused mass of rubble, bricks and broken lumber. A neighbor's auto was sitting in what had once been the living room. A broken utility pole was lying in the family room. One of Kirchoff's cars had been blown 100 yards down the road. The other was in the back yard. Both vehicles were totally wrecked. Two steel poles that had been set in concrete for a laundry line had been bent almost double by the force of the storm.

"I had been talking to my wife the other day about moving those poles closer to the house in order to save her steps," Kirchoff remembers. "I guess there's no sense in moving them now."

The Kirchoff's clothes dryer had been blown into the creek. A bathtub was perched atop the debris of the home but, according to Kirchoff, it's impossible to tell to whom it belongs "because all these houses had the same type of bathtubs."

This was typical of the intermingling of items between demolished homes. Later, when the residents started salvage operations, they just dumped items into piles and boxes and carried them away to be sorted and returned to their proper owners later.

While waiting for the police to allow them onto their property, Brother Kirchoff and other Creekside residents exchanged greetings and news of how they and neighbors had fared in the storm.

"Operation Love"

"As soon as they (friends and neighbors) would see you," Kirchoff declares, "they'd run up to you and hug you."

Kirchoff found his wallet and some cash, but most of his papers and possessions were lost. Friends, relative and neighbors are chipping in to help, and the Immanuel Lutheran Church has organized a drive called "Operation Love" to aid the Kirchoff family.

"We're starting to rebuild," he says. "The heck with all those tangible things we lost. I still have Freida and the kids and they're O.K. It'll just be starting all over again, but we're a lot better off than when we were first married. Thanks to all the help we're getting, we're bound to be all right."

Seafarer Lauds Welfare Plan

To the Editor:

I wish to express my most sincere thanks for the assistance I received through the Seafarers Welfare Plan.

Recently, my daughter was hospitalized with a kidney infection. After recovering, she had a tonsilectomy performed.

And let me tell you, it would have been a black prospect indeed without the SIU Welfare payments.

Speaking of black prospects, it will be a bad day for seamen if they succeed in closing the doors of the USPHS hospitals. The USPHS surgeons in Memphis are the best in the area. The same goes for Chicago where they pulled me out of an operation so serious that it might easily have been the end of me.

So thanks again to everyone.
Paul Lacy

Pensioner Thanks SIU

To the Editor:

I want to thank the SIU and all the men in it for everything the Union has done for me both during my stay in the USPHS hospitals and now that I am collecting my pension checks.

No one will ever know just how much the SIU has meant to me. It gave me more than twenty wonderful years at sea and provided me with the best shipmates a man could hope for.

Now that I am retiring, the Union has once again stepped in to take care of my needs. Because of the Seafarer's Pension Plan, I will never have to worry about money as long as I live.

May God bless the SIU and the entire membership. Thank you all for a wonderful life at sea with the helping brotherhood of SIU shipmates.

Sincerely yours in Union fraternity.

James C. Mitchell

**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.

In both cases, all hospital, medical and surgical expenses were paid for by the Seafarers Welfare Plan.

As the wife of a Seafarer, it is truly a relief to know of the wonderful assistance you receive when your husband is at sea.

Mrs. Kassim Samat

Union Aid Brings Thanks

To the Editor:

My wife and I take this opportunity to thank all union officers for their aid and kindness during my recent illness and surgery. Union representatives never failed to visit me both at the hospital in Chicago and here in Memphis where I am still under doctor's care.

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:

Michele Malloy, born January 18, 1965, to the Thomas Malloys, Sault Ste. Marie, Mich.

Jeffrey Violanti, born December 18, 1964, to the Joseph Violantis, Toledo, Ohio.

Elizabeth Foster, born January 1, 1965, to the Henry Fosters, Belhaven, N.C.

Karen Cave, born February 15, 1965, to the Joseph Caves, Kenner, La.

Gary Michael Cullen, born June 9, 1964, to the James Cullens, Arlington, New Jersey.

Amy Hughes, born January 26, 1965, to the Billie Hughes, Trinity, N.C.

Alfred Thompson, born September 26, 1964, to the Alfred D. Thompsons, Flomaton, Ala.

Lisa Marie De Fazio, born April 22, 1965, to the John De Fazio, Staten Island, N.Y.

Lisa Michele Gable, born January 31, 1965, to the Henry Gables, Whistler, Ala.

Lawrence Perez, born March 28, 1965, to the Laureano Perez, Baltimore, Md.

Troy Michael Farley, born April 5, 1965, to the Alfred M. Farleys, Manistique, Mich.

Tamie Jaramillo, born April 12, 1965, to the Amos J. Jaramillos, Denver, Colorado.

Jack Buzali, born March 20, 1965, to the Sal Buzalis, New Orleans, La.

Neil Nelancon, born January 30, 1965, to the Lawrence Nelancons, Plaquemine, La.

Jeffrey Allen De Camp, born March 31, 1965, to the William De Camps, Buffalo, N.Y.

Rafaela Calvillo, born April 12, 1965, to the Edward R. Calvillos, Los Angeles, Calif.

Bennie Gill, born May 25, 1965, to the J. B. Gills, Amite, La.

Shella Odette Gullett, born August 2, 1964, to the Clifton Gulletts, Mobile, Ala.

Bridget Fuseller, born December 4, 1964, to the Mayer C. Fusellers, Oberlin, La.

Gayle Bailey, born April 14, 1965, to the John Baileys, Detroit, Mich.

Kim Marie Barleiter, born April 9, 1965, to the Harold R. Barletters, New Orleans, La.

Ronald Sylvester, born March 27, 1965, to the Eddie Sylvesters, Mobile, Ala.

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

Martin Patrick Linskey, 55: Skin cancer proved fatal to brother Linskey on December 30, 1964 at the Savannah USPHS Hospital. A member of the deck department, he joined the Union in 1939. He is survived by his daughter Jane Linskey Hines and by his son Jean Linskey. Place of burial was the Laurel Grove Cemetery, Savannah, Georgia.

Robert M. Ellis, 76: Brother Ellis succumbed to heart disease on April 5, 1965 at his home in Brooklyn, New York. A member of the union since 1939, he sailed as a steward. He is survived by his wife Muriel. Place of burial was the Evergreen Cemetery, Brooklyn, New York.

Willard Johnson, 53: Brother Johnson died of a heart attack April 30, 1965 at St. Mary's Hospital Deluth, Minn. A member of the Union since 1961, he sailed as a fireman in the engine dept. He is survived by his wife Elizabeth. Place of Burial was Park Hill Cemetery, Deluth, Minn.

Bille Anderson, 66: Heart failure proved fatal to brother Anderson in the Albert Einstein M.C. So. Division Hospital, Philadelphia, Pa. A member of the Union since 1962, he sailed as a diver, tender and rigger. He is survived by Ragnar Gunderson, a fellow worker. Place of burial was the Fernwood Cemetery, Fernwood, Pa.

Everett J. May, 59: Heart failure proved fatal to Brother May April 24, 1965 at the Alpena General Hospital. A member of the Union since 1953, he sailed in the galley department. He was buried in the Evergreen Cemetery, Alpena, Michigan. Surviving is his wife, Opal M. May.

Henry M. Robinson, 56: Brother Robinson died of lung cancer April 2, 1965 in the Baptist Hospital, Dade County, Florida. A member of the Union since 1941, he sailed as a chief electrician in the engine department. He is survived by a friend, Morris H. Elliot. He was buried in Miami Memorial Park Cemetery, Miami, Florida.

Raymond Cazallis, Jr., 54: Brother Cazallis died of an intestinal disorder Dec. 19, 1964 at the Chicago Osteopathic Hospital, Chicago Ill. A member of the Union since 1961, he shipped as a tugman. He is survived by his wife, Martha. Place of burial was Oaklawn Cemetery, Homewood, Ill.

Robert Joseph King, 29: Heart seizure proved fatal to brother King Feb. 10, 1965 in the Boston USPHS Hospital, Boston Mass. A member of the Union since 1959, he sailed as a messman in the steward department. He is survived by Margaret Waldron, his sister. Place of burial was Holy Cross Cemetery, Malden, Mass.



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HEADQUARTERS 675 4th Ave. Brooklyn Hyacinth 9-6600
HOUSTON 5804 Canal St. Walnut 6-3207
JACKSONVILLE 2608 Pearl St. SE, Jax ELgin 3-0987
MIAMI 744 W. Flagler St. Franklin 7-3564
MOBILE 1 South Lawrence St. HEMlock 2-1754
NEW ORLEANS 630 Jackson Ave. Tel 529-7546
PHILADELPHIA 2604 S. 4th St. Tel. 822-1892-3
NORFOLK 115 Third St. DEwey 6-3638
TAMPA 312 Harrison St. Tel. 229-2768

GREAT LAKES TUG & DREDGE REGION REGIONAL DIRECTOR Robert Jones
Dredge Workers Section ASSISTANT DIRECTOR Richard L. Tillman
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CHICAGO 2300 N. Kimball Tryve Varden, Agent ALbany 2-1154
CLEVELAND 1420 W. 25th St. Tom Gerrity, Agent 621-5450
DETROIT 1570 Liberty Ave. Ernest Demerse, Agent DU 2-7664
DULUTH 312 W. Second St. RAndolph 7-4222
SAULT STE. MARIE Address mail to Brimley, Mich. Wayne Weston, Agent. BRimley 14-R 5
TOLEDO 423 Central St. CH 2-7731

Tug Firemen, Linemen, Oilers & Watchmen's Section ASSISTANT DIRECTOR Tom Burns
ASHTABULA, O. 1644 W. Third St. John Mero, Agent WOODman 4-8532
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Ray Thomson, Agent EXport 8-3024
LORAIN, O. 118 E. Parish St. Sandusky, Ohio
Harold Rutisata, Agent MAIn 6-4573
MILWAUKEE 2722 A. So. Shore Dr. Joseph Miller, Agent SHerman 4-6645
SAULT STE. MARIE 1086 Maple St. Wm. J. Lackey, Agent MELrose 2-8847

Rivers Section ST. LOUIS, MO. 805 Del Mar L. J. Colvis, Agent CE 1-1434
PORT ARTHUR, Tex. 1348 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
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United Industrial Workers BALTIMORE 1218 E. Baltimore St. Eastern 7-4900
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HOUSTON 5804 Canal St. Walnut 6-3207
JACKSONVILLE 2608 Pearl St. SE ELgin 3-0987
MIAMI 744 W. Flagler St. Franklin 7-3564
MOBILE 1 S. Lawrence St. HEMlock 2-1754
NEW ORLEANS 630 Jackson Ave. Phone 529-7543
NORFOLK 115 Third St. Phone 622-1892-3
PHILADELPHIA 2604 S. 4th St. DEwey 6-3818
TAMPA 312 Harrison St. Phone 229-2768

Know Your Rights

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

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

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

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

CONTRACTS. Copies of all SIU contracts are available in all SIU halls. These contracts specify the wages and conditions under which you work and live aboard ship. Know your contract rights, as well as your obligations, such as filing for OT on the proper sheets and in the proper manner. If, at any time, any SIU patrolman or other Union official, in your opinion, fails to protect your contract rights properly, contact the nearest SIU port agent.

EDITORIAL POLICY—SEAFARERS LOG. The LOG has traditionally refrained from publishing any article serving the political purposes of any individual in the Union, officer or member. It has also refrained from publishing articles deemed harmful to the Union or its collective membership. This established policy has been reaffirmed by membership action at the September, 1960, meetings in all constitutional ports. The responsibility for LOG policy is vested in an editorial board which consists of the Executive Board of the Union. The Executive Board may delegate, from among its ranks, one individual to carry out this responsibility.

PAYMENT OF MONIES. No monies are to be paid to anyone in any official capacity in the SIU unless an official Union receipt is given for same. Under no circumstance should any member pay any money for any reason unless he is given such receipt. In the event anyone attempts to require any such payment be made without supplying a receipt, or if a member is required to make a payment and is given an official receipt, but feels that he should not have been required to make such payment, this should immediately be reported to headquarters.

CONSTITUTIONAL RIGHTS AND OBLIGATIONS. The SIU publishes every six months in the SEAFARERS LOG a verbatim copy of its constitution. In addition, copies are available in all Union halls. All members should obtain copies of this constitution so as to familiarize themselves with its contents. Any time you feel any member or officer is attempting to deprive you of any constitutional right or obligation by any methods such as dealing with charges, trials, etc., as well as all other details, then the member so affected should immediately notify headquarters.

RETIRED SEAFARERS. Old-time SIU members drawing disability-pension benefits have always been encouraged to continue their union activities, including attendance at membership meetings. And like all other SIU members at these Union meetings, they are encouraged to take an active role in all rank-and-file functions, including service on rank-and-file committees. Because these oldtimers cannot take shipboard employment, the membership has reaffirmed the long-standing Union policy of allowing them to retain their good standing through the waiving of their dues.

EQUAL RIGHTS. All Seafarers are guaranteed equal rights in employment and as members of the SIU. These rights are clearly set forth in the SIU constitution and in the contracts which the Union has negotiated with the employers. Consequently, no Seafarer may be discriminated against because of race, creed, color, national or geographic origin. If any member feels that he is denied the equal rights to which he is entitled, he should notify headquarters.

SEAFARERS POLITICAL ACTIVITY DONATIONS. One of the basic rights of Seafarers is the right to pursue legislative and political objectives which will serve the best interests of themselves, their families and their Union. To achieve these objectives, the Seafarers Political Activity Donation was established. Donations to SPAD are entirely voluntary and constitute the funds through which legislative and political activities are conducted for the benefit of the membership and the Union.

If at any time a Seafarer feels that any of the above rights have been violated, or that he has been denied his constitutional right of access to Union records or information, he should immediately notify SIU President Paul Hall at headquarters by certified mail, return receipt requested.

Schedule of Membership Meetings

SIU-AGLIWD Meetings

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

New York	June 7	Detroit	June 11
Philadelphia	June 8	Houston	June 14
Baltimore	June 9	New Orleans	June 15
Mobile	June 16		

West Coast SIU-AGLIWD Meetings

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

Wilmington	San Francisco	Seattle
June 21	June 23	June 25

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	June 7-2 P.M.
Alpena, Buffalo, Chicago, Cleveland, Duluth, Frankfort, Mobile	June 7-7 P.M.

SIU Inland Boatmen's Union

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

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

RAILWAY MARINE REGION

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

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

PERSONALS and NOTICES

Willoughby C. Byrd
You are requested to contact Mrs. Ruby C. Byrd at R.R. No. 7, Glasgow, Kentucky 42141.

Bernard Morton
You are asked to contact Miss Gloria Lassalle at 48-52 J, George Street, Port of Spain, Trinidad, T.W.I. Also, mail is being held for you at the New York hall.

John Dietsch
Please contact your sister Terri. Very important.

Frank Prympyska
You are requested to write or phone E. L. Meise, General Public Loan Corp., 70 Bay Street, Staten Island, New York.

Richard Anthony Quinn
You are requested to contact your wife Mrs. Maria Herrera Quinn at AC-28 Calle 45, URB, Santa Juanita, Bayamon, Puerto Rico.

Claude W. Pritchett
Mabel wants you to know that Luther passed away on the 19th of May. Please contact Harvey Prit-

chett, Route 1, Box 83, Alberta, Virginia.

Income tax refund checks are being held for the SIU members listed below by Jack Lynch, Room 201, SUP Building, 450 Harrison Street, San Francisco 5, California.

Margarito Borja; Orla S. Bushold; Clemente Ello; Robert W. Fernandez; D. R. Frezza; Willard R. Layton; James Lear (2); Potenciano Pacluba; J. W. Pulliam Jr.; J. S. Renfro; Emil H. Riutta; Henry R. Smith; Grover Turner.

Arthur Young-ex Ocean Ulla electrician
Please contact your son Richard as soon as possible.

Harry White-Z No. 164913D2
You are asked to contact your sister Mrs. Margaret White Serfass at 87 Market Street, Clifton, New Jersey.

Harry L. Oakes
Please contact Camille Oaks, Phone No. 112-6865304 concerning death in the family and legal matters.

SEAFARERS IN DEDOCK

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
STATEN ISLAND, NEW YORK
Ben Allen
Harris Arceneaux
Paul Bates
Conway Beard
Ed Boles
Herbert Burgess
Robert Burton
James Cann
Michael Cekot
Michael Cleary
Chester Coumas
Thomas Cox
James Cronin
F. Dacanay
Billie Darley
Herbert Dierking
Ed Duffy
Chris Elliott
James Farr
Michael Filosa
Dominick Fois
George Gibney
James Gillian
Julio Gonzalez
Charles Haymond
Antonio Ibarra

USPHS HOSPITAL
JACKSONVILLE, FLORIDA
R. B. Pardo
W. T. Matthews

USPHS HOSPITAL
NEW ORLEANS, LOUISIANA
Riley F. Beech
Howard A. Bergine
James V. Boring
Francis Bass
Forney W. Bowen
Ardell Burkett
Jack Chermie
Joseph C. Childress
A. E. Cunningham
Harry D. Emmett
Luis Franco
W. R. Gammons
G. C. Gierczle
Stanton L. Grice
Emmett L. Harvey
Leon M. Hinson
Timothy R. Holt
F. H. Houck
C. H. Houghtling
Frank F. Ames

USPHS HOSPITAL
SEATTLE, WASHINGTON
E. A. Ainsworth
R. W. Bunner
I. M. Cogley
C. W. Lane

USPHS HOSPITAL
GALVESTON, TEXAS
Thomas A. Borden
Jack D. Brock
Charles Copeman
C. C. Flowers
Gilbert R. Gonzales
Leon C. Harper
G. L. Hernandez
Paul M. Landry
Waitus Lockerman
Junior Moncrief
Cecil C. Morris
August Mussenman
W. N. McDonald

USPHS HOSPITAL
CHICAGO, ILLINOIS
Wm. J. Shadeck

USPHS HOSPITAL
BRIGHTON, MASSACHUSETTS
Frank Burns
Lawrence Campbell

USPHS HOSPITAL
NORFOLK, VIRGINIA
John Armistead
V. F. Baum
James C. Everett
H. M. Fentress
Thomas M. Gower
Alfred P. Hargis
Charlie V. Horton

USPHS HOSPITAL
DETROIT, MICHIGAN
Leroy Axline
John W. Bailey
Andrew Blahnik
Robert Bankston
Gerald Fast
Gerald Fizeil
Mohomed Hussian
Marcus Langston

USPHS HOSPITAL
BALTIMORE, MARYLAND
W. W. Balch
Johnny Broodus
Richard A. Carter
E. Czosnowski
Noble Duhadaway
Philip Jeffers
Erie Johnson
Chester M. Miller

USPHS HOSPITAL
FORT WORTH, TEXAS
Benjamin Deibler
Abe Gordon
Thomas Leahy

SAILORS SNUG HARBOR
STATEN ISLAND, NEW YORK
Daniel Gorman
Alberto Gutierrez
Edwin Harriman
Thomas Isaksen

ST. VINCENT'S HOSPITAL
GREEN BAY, WISCONSIN
Percy Johnson

US SOLDIERS HOME HOSPITAL
WASHINGTON, D.C.
William Thomson

CENTRAL ISLIP STATE HOSPITAL
CENTRAL ISLIP, NEW YORK
Charles Rozee

USPHS HOSPITAL
MEMPHIS, TENNESSEE
James McGee

VA HOSPITAL
HOUSTON, TEXAS
Thomas Manion

USPHS HOSPITAL
SAN FRANCISCO, CALIFORNIA
L. E. Bartlett

B. N. Broderick
Mervil H. Black
Edison R. Brown
Winfred S. Daniel
Vincent Genco
V. Gontarsky

VA HOSPITAL
WEST HAVEN, CONNECTICUT
John C. Mitchell
Pablo R. Ojers
Eugene Pierik
Frank C. Przybyska
H. K. Shellenberger

JEAN LA FITTE (Waterman), April 22 — Chairman, W. Sibley; Secretary, H. Ridgeway, Brother J. Misakian resigned as ship's delegate and was extended a vote of thanks. He reported that everything was O.K. on board. Brother V. A. Reid was elected to serve as new ship's delegate. No beefs were reported by department delegates. Life boats to be checked when ship gets back to States.

HASTINGS (Waterman), May 2 — Chairman, Daniel Fitzpatrick; Secretary, John Wells. One man hospitalized in Karachi, Pakistan. Some disputed OT and beefs to be taken up with patrolman. Men requested to clean their rooms and strip their bunks so that new crew will have everything in good shape.

NIAGARA MOHAWK (Boland & Cornelius), May 3 — Chairman, Derryl Elowsky; Secretary, John Ashe. All members contributed 50 cents to the ship's fund. Beef about first mate referred to union hall in Detroit.



Everything is running smoothly in the engine and steward departments. Skipper informed crew that they would hold safety meeting once a month.

DIAMOND ALKALI (Boland & Cornelius), May 4 — Chairman, Jesse R. Bostic; Secretary, Harvey Dinoff. \$19.30 in ship's fund. No beefs reported by department delegates.

PHILIP MINCH (Kinsman Transit), May 1 — Chairman, Horace Brown; Secretary, Eino P. Antila. Washing machine has not been replaced as yet. TV set installed on board. Everything O.K. in each department. Brother Arthur Ponte was elected to serve as ship's treasurer. Crew requested to keep galley clean.

ADAM E. CORNELIUS (Boland & Cornelius), April 14 — Chairman, Edward J. Derry; Secretary, Donald Raymond. Brother Edward J. Derry was elected to serve as ship's delegate. Discussed problem of old hatch cables.

JOSEPH S. YOUNG (Boland & Cornelius), April 24 — Chairman, Robert Skelly; Secretary, George Karr. Election of delegates. Men request that they be informed as to what proposals are being made for future contract in July. Daughter born to Mr. & Mrs. Carl Ulrich.

DEL MAR (Delta), April 28 — Chairman, R. Ransome; Secretary, J. Arnold. Ship's delegate reported no beefs. Some disputed OT in deck department. After pools and donations there is \$284.00 in movie funds. Three men had to leave vessel due to illness. Motion made to have dryer in crew's laundry. Motion made that

VA HOSPITAL
HINES, ILLINOIS
Oscar Kvaas
R. Arsenault

VA HOSPITAL
LONG BEACH, CALIFORNIA
VA HOSPITAL
ANN ARBOR, MICHIGAN
Robert Asbahr

Union attempt to persuade companies to allow crewmembers and their families to ride as passengers at half fare. Vote of thanks to the baker and other members of the steward department for their cooperation with the deck department party.

DEL MAR (Delta), March 20 — Chairman, R. Ransome; Secretary, J. Arnold. Brother A. W. Hanson was elected to serve as ship's delegate. He reported that all is running smoothly with no beefs aboard. \$29.00 in ship's funds.

JOE S. MORROW (Red Arrow), April 28 — Chairman, Tony Brumfield; Secretary, James Effinger. Discussion on the subject of clearance cards. \$4.15 in ship's fund. Discussion on the subject of mates working on deck. First mate said he would restrict persons involved from any further work on deck.

GENEVA (U.S. Steel), April 28 — Chairman, Frank Pasaluk; Secretary, Antonio Alfonso. Ship's delegate reported no beefs. \$272.00 in ship's fund. Brother Fred Israel was elected to serve as new ship's delegate. Some rooms need to be repaired and painted.

STEEL SEAFARER (Isthmian), April 18 — Chairman, Frank B. Rowell; Secretary, S. Kemp. No beefs reported by department delegates. Brother Sanford Kemp was elected to serve as new ship's delegate.

OCEANIC SPRAY (Trans-World Marine), April 11 — Chairman, Driscoll; Secretary, Gardner. Ship's delegate reported that there was 8 hours disputed OT for most of the crew. He extended a vote of thanks to the crew for their cooperation. No beefs were reported by department delegates. Motion made to have repairs made before ship sails on next voyage. Request that ship be fumigated for rats and mice. Request for latest clarifications from SIU be placed aboard all contracted vessels. Vote of thanks to the steward department.

JOHN B. WATERMAN (Waterman), April 25 — Chairman, J. Morris; Secretary, W. E. Morse. All repairs have been taken care of except for a few that will be done in port. Vote of thanks extended to the steward department for a job well done. Brother Taylor was re-elected to serve as ship's delegate.

DEL MONTE (Delta), May 1 — Chairman, Howard Manz; Secretary, Albert G. Espenada. No beefs reported by department delegates. One man left in Santos, Brazil due to illness. \$9.28 in ship's fund. Few hours disputed OT in Deck and steward departments. Vote of thanks to all delegates and brothers for making this trip easy. Subject of better menus to be taken up with the food committee.

FLORIDIAN (South Atlantic), May 2 — Chairman, A. Ortega; Secretary, T. Aronica. Brother Al Kastenhuber resigned as ship's delegate. Brother Waldo Banks was elected new ship's delegate. No beefs and no disputed OT reported. Vote of thanks to the entire steward department for a job well done.

STEEL NAVIGATOR (Isthmian), May 1 — Chairman, G. J. Scofield; Secretary, J. J. Kulas. No beefs and no disputes. Discussion about food and drinks.

Editor,
SEAFARERS LOG,
675 Fourth Ave.,
Brooklyn 32, NY

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Excerpts From LBJ's Message On Labor

President Johnson on May 18 sent to Congress a message urging repeal of the Taft-Hartley Act's Sec. 14(b), the section that authorizes state "right-to-work" laws, and urging both a stronger unemployment compensation system and broader coverage of workers under the Fair Labor Standards Act (wage-hour law). Excerpts from the text follow:

To the Congress of the United States:

The last 30 years have seen unprecedented economic development in this country and unparalleled improvement in the general standard of living of the working men and women of America.

Most of this has been accomplished privately. These are the fruits of free enterprise.

This process of economic and human growth has been helped by wise legislative enactment, much of it beginning in the decade of the 1930's.

But progress is never complete. Experience under various existing laws suggests changes which will make them serve even better their purpose, the nation's workers, and the economy.

I am accordingly urging early action to:

- Amend the Fair Labor Standards Act to extend its protection to an additional 4.5 million workers, and restrict excessive overtime work through the payment of doubletime.

- Strengthen the unemployment insurance program by providing a permanent program of federal extended benefits for long-term unemployed with substantial work histories.

- Ensure uniform application of our national labor relations policy by the repeal of Sec. 14(b) of the National Labor Relations Act.

I am transmitting herewith draft bills on the first two proposals. Bills embodying the third have already been introduced in Congress.

Fair Labor Standards

More than a generation of Americans has entered the labor force since we committed ourselves as a nation to the policy of improving the substandard living conditions of millions of our workers.

That policy proposed to eliminate conditions which are "detrimental to the maintenance of the minimum standard of living necessary for health, efficiency and general well-being of workers" in industries engaged in interstate commerce.

Many American workers whose employment is clearly within the reach of this law have never enjoyed its benefits. Unfortunately, these workers are generally in the lowest wage groups and most in need of wage and hour protection. We must extend minimum wage and overtime protection to them.

Unemployment Insurance

Improvements in our unemployment compensation system are essential if the program is to exert a stronger stabilizing effect on the economy and provide people with adequate income when out of work. The system has not kept pace with the times. No major improvements have been made since its original enactment 30 years ago.

There are still many workers who are not protected by unemployment compensation. Other workers, through no fault of their own, experience excessively long periods of uncompensated unemployment.

The plight of the long-term unemployed results primarily from economic factors such as automation, other technological changes, and relocation of industry. Their unemployment is a phenomenon of normal as well as recession periods. It can be dealt with effectively only through a nationally coordinated program.

The wider coverage, extended benefit periods, and increased benefit amounts provided in the bill will lessen the hardship and suffering that accompany unemployment and, at the same time, provide stimulus to the economy when it is most needed.

Sec. 14(b)

Finally, with the hope of reducing conflicts in our national labor policy that for several years have divided Americans in various states, I recommend the repeal of Sec. 14(b) of the Taft-Hartley Act with such other technical changes as are made necessary by this action.

I urge that early and favorable consideration be given to the enactment of these three legislative proposals.

SIUNA Convention Faces Maritime, Labor Issues

(Continued from page 3)
(D-La.) also addressed the opening session of the Convention.

Labor Secretary W. Willard Wirtz is scheduled to address the delegates today at 10 A.M. Others who are scheduled to speak during the course of the week-long convention are Senators Vance Harke (D-Ind.), Daniel Inouye (R-Hawaii), Joseph Tydings (D-Md.), U.S. Maritime Administrator Nicholas Johnson, U.S. Navy Under Secretary Kenneth E. Belieu, Assistant Secretary of Labor James Reynolds, and Edwin M. Hood, president of the Shipbuilders Council of America.

Also scheduled to speak at the convention are Paul Jennings, newly elected president of the International Union of Electrical, Radio and Machine Workers; Jay Lovestone, director of the AFL-CIO Department of International

Affairs; Leo Perlis, director of the AFL-CIO Department of Community Services; Nelson Cruikshank, director of the AFL-CIO Department of Social Security; Don Slaiman, director of the AFL-CIO Civil Rights Department; Thomas W. Gleason, president of the International Longshoremen's Association and Theodore Kheel, public member of President Johnson's Maritime Advisory Committee and noted labor arbitrator.

The delegates were welcomed to the nation's capital by J. C. Turner, president of the Washington, D.C. Central Labor Council.

Paul Hall, president of the SIUNA, said the union's convention occurs at a "time when the American merchant marine is on the verge of significant change. He said the convention will present positive recommendations to strengthen the U.S. maritime in-

dustry and to improve the security of American seamen."

Hall said, "Now, with the President's creation of the Maritime Advisory Committee, and his State of the Union pronouncement that a new policy for the American merchant marine is necessary, there is every indication that the maritime industry is at a point of significant change. These changes will have a serious impact on the union's membership. Therefore, the work of this convention will be of the utmost importance for the SIUNA."

The convention delegates will also deal with a number of critical issues, including the current contract negotiations covering seamen on the East, Gulf and West Coasts, automation and manning, and the need to preserve Public Health Service facilities for U.S. seamen.

Also scheduled for discussion is the status of the SIU's merger discussions with the National Maritime Union.

The delegates will hear reports on the union's three recent taxi workers' election victories over Jimmy Hoffa's Teamsters involving over 8,500 taxi workers in Detroit, Chicago and St. Louis. Plans for stepping up taxi workers organizing activities against the Hoffa organization will be formulated at the convention.

Delegates from the SIU of Canada will present a report on the activities of their organization.

Hall said that the delegates would also deal with the problems of fishermen, fish cannery workers, inland boatmen, railroad marine tugmen and workers in the transportation services and other maritime industry crafts who make up the membership of the International.

American President Launches New Monroe On West Coast

SAN DIEGO — The new President Monroe was launched here last week by SIU Pacific District-contracted American President Lines. The new 14,120-ton combination passenger-cargo vessel will replace the old President Monroe, which is being withdrawn from service in the APL modernization program.

The new vessel will have greater cargo capacity and a smaller passenger capacity than its predecessor, with 14,120 ton capacity instead of the 9,260 gross tons of the old Monroe, and deluxe accommodations of its namesake. She is expected to enter regular service in December.

The old Monroe has a proud

history. Along with her sistership, the President Polk—which is also slated for mothballing—the Monroe made her first round-the-world trip in 1940 and 1941 respectively. In December, 1941 they were requisitioned by the Federal Government, given a coat of gray paint, and started a new life as attack transports for the Navy. In 1946 they were returned to APL, got a fresh coat of white paint, and started their long-distance passenger-cargo service once more.



Mrs. William S. Mailliard, wife of the California Congressman, took a mighty swipe at the hull of the new American President Lines' cargoliner President Monroe at San Diego last week, and the vessel slid gracefully down the ways. Launching of the new President Monroe was part of SIU Pacific District-contracted APL's ship replacement program.

