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Senate Kills Move To Block One Man, One Vote Decision

WASHINGTON — The Senate has banged the door shut on a proposed constitutional amendment which would allow state legislatures to evade the Supreme Court's "one man, one vote" ruling.

Only 57 senators, well short of the needed two-thirds majority, voted for the constitutional amendment authored by Senator Everett McKinley Dirksen (R-Ill.). Thirty-nine senators voted against the Dirksen Amendment, thus defeating the resolution with seven votes to spare. A constitutional amendment must be passed

by a two-thirds vote of the House and Senate, then ratified by three-fourths of the states.

Labor and civil rights groups played a major role in what at the start of the session had seemed an uphill battle to block the amendment. An original small band of liberals led by veteran Senator Paul H. Douglas (D-Ill.) and fresh-

man Senator Joseph D. Tydings (D-Md.), picked up support steadily as they hammered away at the prospect of stalemated state government threatened by the Dirksen Amendment.

Tried Hard

Dirksen several times modified his plan in an effort to halt the erosion of support. Its final version would have permitted one house of a legislature to be apportioned on factors other than population, subject to referendum approval after every census—with voters having a choice of alternate plans.

A turning point in the battle came when Dirksen lost his majority in the Senate Judiciary Committee and was unable to bring the amendment to the floor under normal procedure.

Abandoning the committee route, Dirksen then moved on the Senate floor to substitute his amendment for a minor unrelated bill—to proclaim National American Legion Baseball Week.

For nearly two weeks, the Senate conducted an off-and-on debate on the issue—putting it aside periodically to take up other legislation. Meanwhile both sides and their supporters lobbied actively for votes.

Showdown Vote

The showdown came Aug. 4. First there was a vote on a substitute amendment proposed by Senator Jacob K. Javits (R-N.Y.), an original co-sponsor of the Dirksen Amendment who subsequently withdrew his support. Javits wanted to make any reapportionment not based on population subject to court review as to its "reasonableness." Both Dirksen and the Douglas group opposed this and it was rejected, 85-12.

Only a majority vote was needed to substitute the Dirksen Amendment for the baseball bill, and that was done. But the 39 votes against the substitution doomed the resolution on its final passage test.

On this showdown, 28 Democrats and 29 Republicans voted for the Dirksen Amendment; 36 Democrats and three Republicans opposed it.

Issues Warning

Dirksen earlier had served notice that he didn't plan to give up the fight even if he lost on this round. He might, he said, try to attach his amendment to other legislation such as the bill to repeal Section 14 (b) of the Taft-Hartley Act.

Most observers thought, however, that the 57 votes for the amendment represented the high point of his support. Tydings said that several senators who had voted with Dirksen to fulfill earlier commitments had promised to switch if their votes were ever needed to defeat the measure.

Vice President Hubert H. Humphrey, who actively opposed the Amendment, was credited with a major assist in the turn of the tide. Dirksen, whose embellished brand of oratory is a delight of Capital Hill newsmen, related that he had protested in vain to President Johnson—a declared neutral in the battle—asking "what is Hubert doing lobbying?"

President Signs Voting Rights Bill

Swiftly implementing the new Voting Rights Act signed into law last week by President Johnson, federal examiners began registering Negroes in Selma, Ala., and nine other "hardcore" county seats. In a

parallel move, the Justice Dept. filed a series of court challenges to the constitutionality of poll taxes imposed by four states.

Local officials in many other southern communities, including strife-torn Americus, Ga., acted voluntarily to register long lines of Negro applicants under the new voting law, dropping the patterns of harassment and discriminatory tests.

The machinery of government began turning just hours after President Johnson went to the Capitol to sign the legislation and tell the nation, in a televised address, of its significance.

He termed enactment of the voting bill "a triumph for freedom as huge as any victory that's ever been won on any battlefield."

The President recalled the bondage of the Negroes brought to America "in chains" and their long exclusion from the democracy which evolved in the United States.

"Today," he said, "we strike away the last major shackle of these fierce and ancient bonds."

Johnson praised the speed with which "this good Congress" acted on the legislation he proposed last March, adding: "And I intend to

act with equal dispatch in enforcing this act."

Speaking "to every Negro in this country," the President said:

"You must register, you must vote; you must learn so your choices advance your interests and the interests of our beloved nation."

'A Different Battlefield'

The "struggle for equality," he said, "must now move to a different battlefield," to expanded and new programs of economic opportunity and education to "forever end the special handicap of those who are black in a nation that happens to be mostly white."

Johnson asked "understanding" for those in the South "who see the old ways crumbling," but told them that "you will find a burden has been lifted from your shoulders, too."

Men, he said, "cannot live with a lie and not be stained by it."

The President spoke in the Rotunda of the Capitol and then went to the nearby President's room, where 104 years ago that day Abraham Lincoln had signed a bill freeing slaves impressed into the Confederate service, to sign the voting legislation. Guests at the historic ceremony included, in addition to leading members of Congress, representatives of the civil rights, labor and religious groups which had worked together for enactment of the legislation — the same broad alliance that helped win passage of the 1964 Civil Rights Act.

Action to carry out the new law came as swiftly as the President had promised.

The day after the legislation was signed, Atty. Gen. Nicholas deB. Katzenbach asked a three-judge federal court to invalidate Mississippi's poll tax as a condition for voting in state and local elections. Similar suits have since been filed in Alabama, Texas and Virginia—the other poll tax states. Poll taxes are already prohibited under the 24th Amendment to the Constitution for elections to federal office.

The new voting law does not specifically outlaw state poll taxes. But it declares a finding of Congress that such taxes are discriminatory and directs the attorney general to challenge their constitutionality in the courts.

International President's REPORT



By Paul Hall

The International Confederation of Free Trade Unions has recently concluded a world congress, its eighth congress since the founding of that organization in 1949. At the congress, which convened in Amsterdam, Holland, representatives from trade unions in all parts of the free world met in order to develop plans to combat the spread of Communism and strive toward achieving the traditional goals of the ICFTU, namely, "bread, freedom and peace."

At the founding of the ICFTU, one primary task was seen to demand the immediate attention of the free trade unions of the world. Moscow was attempting to reach out and subvert all free trade unions. Today, sixteen years later, Moscow is still using the same tactics in an attempt to grasp control of our free institutions, which, of course, include labor unions.

In 1949, the ICFTU chose to face the challenge of helping to build bona fide trade unions in the newly emerging countries and to assist their people in gaining national independence and achieve economic and social progress.

The problems remain with us, the challenges still to be met. This task deserves our paramount attention because it involves the very existence of free trade unionism in the world. If communism were to triumph, there would be no free labor anywhere.

It might be argued that the Communist threat against free trade unionism has lessened somewhat today as compared with 1949, the year the ICFTU was founded. It might further be argued that the fight against Communism has therefore lost much of its urgency and significance. While it is possible that the Communists' tactics have changed since 1949, in terms of style, their basic goals have not changed.

We must not forget one basic fact about the Communist movement. The Communists are still determined to capture control of the free trade union movement and transform it into their tool.

With this in mind we must not relax our guard nor can we close our eyes to the different form the Communist tactics take. One way we can do this is through the ICFTU, an organization experienced and specially geared in this area.

I had the honor of serving as part of the American delegation headed by George Meany, President of the AFL-CIO, at the ICFTU Congress. It was agreed among the entire American delegation that an effective and militant ICFTU is needed today as much as it was in 1949. The purposes, the goals, the ideals of the ICFTU are as valid in 1965 as they were in 1949. With energy, imagination, and with dedication to its fundamental democratic principles and aims, the ICFTU can fulfill the new tasks it faces and make new historic contributions to the progress of free trade unionism, human well-being and freedom everywhere.

Secretary of Defense, Robert McNamara told a Congressional committee about four years ago, that there was no further need to build or subsidize American-flag passenger ships because all troop movements in the future would go by air. But now with the Viet-Nam build-up, the Defense Department has asked for a total of 54 ships of which about 23 are now in use or being prepared for use.

Once again the need for a ready and adequate merchant fleet for military purposes has become apparent. As we have pointed out in the past, a large modern fleet manned by professional seamen is essential to the defense capabilities of this country.

It has always been the American merchant marine and the American seaman who are called upon in times of crisis. It is unfortunate that it takes a crisis to remind people just how important a role the American merchant marine plays in securing the welfare of all U.S. citizens.

Surely, the American seaman, who has unstintingly risked life and limb in any conflict that has threatened the welfare of the United States deserves a better fate than our presently declining merchant marine offers him.

SIU Of Canada Becomes Latest Member Of ITF

The International Transportworkers' Federation has chartered the Seafarers International Union of Canada as a direct affiliate, the SIU has announced. The ITF, which has its headquarters in London, is

made up of 340 unions representing some 6½ million workers in all transportation fields in 83 countries of the Free World.

The announcement of the SIU of Canada's direct affiliation was made by SIUNA president Paul Hall. The SIU of Canada is an affiliate of the SIUNA.

Hall was a delegate to the recently-concluded ITF 28th Congress in Copenhagen where recognition was given to the SIU of Canada as a separate unit of the SIUNA for the purpose of affiliation with the ITF. Until now, the SIU of Canada has participated in the activities of the ITF as an affiliate of the SIUNA.

"As a result of the direct affiliation," Hall said, "the SIU of Canada will now be able to directly represent the point of view and interests of Canadian Seafarers in dealing with the issues of concern to them and to the other transportation workers in the Free World."

In other action at the ITF's recent 28th Congress, International Longshoremen's Association president Teddy Gleason was elected to the Executive Board of the ITF.

In addition to the SIU and ILA, other American maritime unions represented at the ITF Congress were the Marine Engineers Beneficial Association and the National Maritime Union.

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An Editorial:

MARAD—Pros And Cons

As the maritime industry continued its downward trend almost without interruption since World War II, it has been rather clear that inertia was at least one of the many factors that has contributed to the descent.

Those in a position to exercise some influence toward correcting this situation generally had little to say or contribute other than to bemoan the fact, or to blame unions or union wages and conditions for the industry's decline.

The Maritime Administration, the agency with the greatest responsibility for the industry and the one in the best position to start pumping some life into American shipping, for the most part did little more than issue its periodical statistical reports over the years. And the men who were chosen to administer the functions of Maritime Administration did little to distinguish themselves or to be remembered by. In fact, it requires a little reflection to recall the names of some of the recent Maritime Administrators. Other than to take to the road on the speakers' circuit to pay lip service to the American Merchant Marine they said little that was stimulating and did less. They made not a ripple in the stagnant waters in which U.S. shipping was slowly but surely settling.

The present Maritime Administration leadership in this respect is strikingly different. That it is a center of controversy is quite true. But it is also true that it is a force for stimulation that has been badly lacking.

In the short time that Nicholas Johnson has been on the job as Maritime Administrator, there has been more discussion on the whole subject of maritime, with sharper focus on every area of its operations, than in all the previous administrations since the war. This, of course, by itself is not necessarily an indicator of what is to come, and whether it will be good or bad. We do not know what effect the influence of the present Maritime Administrator will have on the industry. Decision in this regard must be reserved until a judgment can be made based on the record.

A New Look

But the state of maritime when Nicholas Johnson took over the agency was such that it was necessary that the waters be churned, that every aspect of maritime policy and operation, so long in stagnation, be exposed to the light of day and examined, and discussed, and debated. All of this was, and is, prerequisite to a determination of what should be done to restore U.S. shipping to its proper role in the nation's total transportation picture in peace and war. From where we sit there is no question but that Nicholas Johnson accepted the challenge. Obviously completely unawed by the time-worn assumption that you don't tamper with status quo, the Maritime Administrator departed sharply from the lethargy and apathy that had characterized his predecessors' time in office.

Stimulated Thinking

He made it his business to amass, in the short time at hand, a knowledge of the industry, its competitive position and the views of the various and diverse interests which make up the industry. Even his most ardent critics must acknowledge he tackled his job with vigor and an obviously intense desire to find out what the problem is. Certainly none can deny that he has stimulated and sharpened the thinking of those in the industry. His comments from time to time have been provocative. To put it mildly, he has on occasion caused concern in every quarter of the industry over his views about the ultimate role of American shipping. Fears have been voiced over the possible influence these views may have on new maritime policy.

The Maritime Administrator has also expressed doubts that the Government is getting all it can for its subsidy dollar, and he has also indicated doubt that subsidies provide incentive.

Nicholas Johnson's expressions on these and other aspects of U.S. shipping policy have not only evoked concern, they have touched off reactions that range from mild apprehension to outright demands for his dismissal.

Effective Contribution

Nevertheless, it can be said that the Maritime Administrator has made an effective contribution at this point by virtue of the fact that he has given the industry a shot of adrenalin. And now, at last, everybody is talking about the subject from A to Z. There is an awareness of the need for change and new thinking in the search for answers. Without the discussion, without the exchange of views and the difference of opinions over what must be done to revitalize the American Merchant Marine, there can be no substantial movement in that direction. It may be that we will have reservations or even strong objections to the policies that arise from the Maritime Administrator's influence. But that is not the issue at this time. We believe that the pros and cons of every facet affecting the future course of the industry on which we as seafaring people depend, and which the nation needs, is an appropriate subject for a full airing before effective and helpful policy can be made.

Forum For Discussion

We believe this was the intent and purpose of President Lyndon Johnson in establishing the Maritime Advisory Committee. The President's Committee has provided the first forum wherein the interested parties have an opportunity to fully discuss every issue involved in the improvement of the maritime industry.

To this end the Maritime Administrator is making a tremendous contribution to the industry, and to our country. We hope that Nicholas Johnson will continue in his job.

SIU Fight Gains Support**Senate OKd Measure Would Bar USPHS Hospital Closings**

WASHINGTON—The fight by the SIU and other maritime unions to keep USPHS hospitals in operation has begun to make headway as the Senate has approved legislation which would ban any future closings of Public Health Service Hospitals. The USPHS

hospitals have, since the earliest days of our nation's history, been of great importance to the health and welfare of American merchant seamen.

The Senate-approved ban on USPHS Hospital closings is contained in the Departments of Labor, and Health, Education, and Welfare Appropriation Bill for the Fiscal Year ending June 30, 1968.

MEBA OKs New Pact With 8 Companies

NEW YORK—Members of the Marine Engineers Beneficial Association have overwhelmingly voted to accept a new agreement between the union and eight shipping companies. The agreement was substantially based on a plan proposed by Labor Secretary W. Wilard Wirtz to end MEBA's dispute with the shipowners.

As the LOG went to press, negotiations were continuing between the Masters, Mates and Pilots, the American Radio Association and the shipowners aimed at bringing the 65-day old maritime strike to an end.

The Government-proposed solution had previously been accepted by Jesse Calhoun, MEBA president, but was turned down by Ralph Casey, president of the American Merchant Marine Institute, which represented the eight shipping companies in contract talks. This week the eight companies issued a statement accepting the settlement plan.

Under the Wirtz proposal, AFL-CIO President George Meany will be asked to work out a formula resolving manning disputes with a panel including Assistant Labor Secretary James Reynolds; Lane Kirkland, assistant to President Meany, and Theodore Kheel, labor arbitrator.

Approximately 100 ships have been affected on the Atlantic and Gulf coasts. The MEBA began its strike on June 16. A week later they were joined by the MMP and ARA. The talks were undertaken in Washington by Secretary Wirtz. Up to that time virtually no collective bargaining had taken place. Although MEBA negotiators had indicated their desire to meet on an around-the-clock basis, the shipowners showed no willingness to discuss the issues and few meetings were held.

Meanwhile the SIUNA deep sea units—the MFOV, A&G District, SUP and MCS—which previously extended their contract deadlines to August 15, have agreed to continue their bargaining talks with management so long as there is evidence of good faith on the part of the shipowners.

The measure is now being considered by a joint House and Senate committee.

The important section of the appropriations bill, banning the closing of any USPHS hospitals states:

"None of the funds contained in this Act shall be used, either directly or indirectly, for the closing, or planning for closing, or for any activity in connection with the closing of any Public Health Service hospital."

The SIU and other maritime unions have been fighting to prevent the closing of the PHS hospitals since the Department of Health, Education and Welfare announced, early this year, a plan for the future closing of these facilities.

In reporting the bill to the full Senate, Senator Lister Hill (D-Ala.), a member of the Appropriations Committee, submitted a written statement which said, in part:

"This committee, along with many other committees of Congress, did not find the arguments supporting these closures, depend-

ent upon extensive use of Veterans' Administration hospitals, an arrangement which would benefit neither veterans nor seamen."

Planned Closings

It was the intention of the Health, Education & Welfare Department that with the closing of the PHS hospitals, merchant seamen in need of medical care should be treated at Veterans' Administration hospitals instead. However, as a result of a statement by the Comptroller General, which held that seamen could not be accorded special priority at VA hospitals, the HEW Department reversed its position with regard to the closing of three of the hospitals and announced that the Savannah and Detroit facilities would be subject to further evaluation and possible closing.

As passed, the Senate appropriations bill not only prevents the closing of any of these facilities by HEW without the prior consent of Congress, but provides increased funds for modernization and the replacement and purchase of much needed equipment for these facilities.

SIU Urges Building Aid For Unsubsidized Liners

WASHINGTON—The Seafarers International Union has strongly endorsed a recommendation that presently unsubsidized American-flag berth line vessels be replaced by modern and efficient vessels and be given operating subsidies by the Federal Government.

The SIU has also urged that Congress grant emergency appropriations, for a crash shipbuilding program, in order to achieve the above purposes as quickly as possible.

The SIU position was set forth in a statement made by SIU President Paul Hall to the members of the President's Maritime Advisory Committee at their meeting here on August 6.

The SIU statement was made in support of a report presented to the full committee by a subcommittee consisting of Deane Malott, president emeritus of Cornell University; Russell Berg, president of the International Brotherhood of Boilermakers, and Joseph Andreae, general manager of the marine department of the Humble Oil Company.

The report, which dealt with the advisability of extending subsidies to presently unsubsidized American-flag vessels, in essence stated that:

• The disappearance of the presently unsubsidized American-flag liner fleet would seriously damage the best interests of the United States.

• It is therefore advisable to ex-

pand the size of our subsidized liner fleet by bringing presently unsubsidized liners under the subsidy program.

• In order, however, that the Government may pay operating subsidies only on the most efficient tonnage available, it is desirable that the obsolete and uncompetitive vessels presently being operated by these unsubsidized companies be replaced at a rate of at least 25 ships a year.

• In order to achieve the above goals, there must be a substantial increase in subsidies.

The SIU, while endorsing these recommendations, noted that they applied only to some 100 American-flag berth liners being operated by companies which presently have subsidy applications pending with the Maritime Administration.

The SIU further noted that companies which now have subsidy applications pending with the Maritime Administration are States Marine, for 36 ships; Istemian, 24 ships; Waterman, 25 ships; Central Gulf 19 ships; Atlantic Express, 5 ships, and Coordinated Caribbean Transport, 4 ships.

The SIU, while urging the committee members to support

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Runaway's Cargo— Mutiny, Murder

KEY WEST, Fla.—Early this month, the bloodstained death ship *Seven Seas* was towed into Key West, Florida by the Coast Guard. Aboard the sway-backed banana boat, authorities found a grisly cargo of

bodies, a 17-year old survivor, and a tale of terror, mutiny and murder on the high seas. The ill-fated vessel, American-owned but sailing under Panamanian flag, was the scene of one of the most gruesome massacres in recent maritime history. When the gory details were untangled, officials announced that of the original eight man crew, five were known dead, one was missing at sea, one had survived by hiding in a chain locker, and the murderer — a pro-Castro Cuban exile — had been apprehended aboard a German freighter 60 miles South of Miami.

At first, with nothing more to go on than the spotty testimony of 17-year old Honduran survivor Elvin Burywise, Coast Guard and F.B.I. investigators were led to believe that members of the multinational crew had mutinied and murdered the ship's officers in an argument over working conditions. But with the arrest and confession of Roberto Ramirez, a muscular Cuban seaman, the facts surrounding the mass murder rapidly emerged.

According to Ramirez, he and Spanish-born captain Rogelio Diaz had engaged in a running dispute over the present Cuban political situation. The argument had grown hot and heavy, and Captain Diaz, supported by first mate Aldrick Hinds, Cuban chief engineer Jose Abad, 2nd engineer Franco Solomon, and seaman Antonio Fronier had threatened to turn him over to Anti-Castro refugees in Tampa. Terrified and enraged, Ramirez shot all five and then pointed the *Seven Seas* towards his Cuban homeland. Unable to switch over to the auxiliary tanks when the vessel ran out of gas, he lowered a lifeboat for an attempted get-away. He was picked up by the German freighter *Bellavia* near Alligator Reef. Soon afterwards, he was arrested and taken from the vessel by the Coast Guard.

Denies Shooting

Ramirez denied shooting *Seven Seas* Honduran cook Gerald Davison, who has been reported missing. Authorities believe that Davison probably jumped overboard in terror on the night of the murders. Asked why he had not attempted to kill Davison or Burywise, Ramirez replied that he had nothing against them. "They were not part of the argument," he said.

Burywise, who emerged from

his chain locker hiding place when the vessel was boarded by a Coast Guard party, said that he saw Ramirez shoot the first mate to death in his bunk.

"I'm lucky to be alive," nodded the short, slight Honduran youth who spent 18 hours in the chain locker.

Burywise said that he had never even seen the .38-caliber murder weapon until he was leaving the bunkroom about 10:15 on the murder night. He was going on deck because it was too hot to sleep.

"When I was walking out of the room, this fellow Robert (Ramirez) was coming out of the kitchen," said Burywise. "He was walking very fast."

Fires Three Shots

Without a word, Ramirez leaned over the bunk of first mate Aldrick Hinds, firing three shots point blank into his sleeping body, Burywise claimed.

"I ran up the stairs to let the captain know," he said.

Burywise found the Spanish-born captain dead, lying crossways on the bridge. Trembling with fear, Burywise said he bolted aft and ripped open the hatch to the cramped chain locker, a dark damp hole too small to stand in. He scurried inside, snapped the hatch shut and sat on the anchor chain.

"It was hot and dark," he said. "The sweat ran out of my ears."

He said he did not hear the shots that killed two more crewmen — one found face up in his bunk, and the other found on the deck where he had been sleeping.

Burywise said that later he heard the whistle of the Coast Guard cutter *Cape Shoalwater*, which was dispatched to the *Seven Seas* the day after the murder by a patrol plane which spotted the vessel wallowing in the Gulf Stream.

A three-man boarding team armed with .45's and a sub-machinegun went aboard, found the bodies, fixed a tow cable and headed for Key West.

Burywise's account tallies closely with that of Ramirez. According to the Cuban seaman, his running beef with captain came to a climax in the wheelhouse. He had again been defending the Castro regime and the captain threatened

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On The Mend



Temporarily in drydock at the Philadelphia USPHS hospital, SIU oldtimer Philip (Jiggs) Jeffers keeps up with the latest news in the LOG. Jeffers was last aboard the *Oceanic Wave*.

Ex-Seafarer To Hold State Labor Post

NEW YORK—Former Seafarer Leon Climenko has been appointed to the post of Deputy Industrial Commissioner for the New York City office of the State Industrial Commission.

Climenko, now an assistant commissioner attached to the Department's Division of Employment, has been with the Department since 1945 when he was named editor of the *Industrial Bulletin*. In 1947 he was appointed executive assistant to former Industrial Commissioner Edward Corsi.

Commissioner Climenko also served as executive secretary to the New York State Committee on Displaced Persons, having been appointed by former Governor Thomas E. Dewey. He also served with the New York State Committee on Refugees.

Prior to his 20 years with the Labor Department, Climenko was a member of the SIU and in 1943-44 was an assistant to the late Matthew Woll, a first vice president of the American Federation of Labor.

He and his wife Sylvia have two daughters, Mrs. Robert E. Johnson III, and Johanna.

The Atlantic Coast



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

Warm Weather Means Good Shipping

We've had some very warm weather in New York recently and the boys have been registering and signing on as soon as possible to get some of those cool ocean breezes.

Some of the oldtimers who were in the New York Hall recently were Bob Hayes who recently got off the *Spittfire* after making the Philly to Rotterdam run. Also around the New York Hall recently was George Kerr who recently signed off the *Puerto Rico*.

Delmar Craig recently paid off the *Coure D'Alene Victory* after making the run to North Africa and Del says that he's ready to ship out again. John Kozar was in and out of the New York Hall after paying off on the *Azalea City* and signing on the *Mayaguez* as oiler.

Philadelphia

Shipping has been running fair in the port of Philadelphia and should continue at a steady pace.

During the last period we had two payoffs and two sign ons and serviced 5 ships in transit.

John Bergeria, a member of the SIU for twenty years, is ready for the first bosuns job to come along. Joseph Brooke, 25 years with the SIU, is just out of dry-dock and ready to go on the first coal ship to Europe. Kosta Hatgimision, a member of the SIU for 25 years, is still in drydock but will be ready to go back on the *Globe Progress* soon.

Larry Savior spent a wonderful vacation with the family and is ready to go to work again as soon as possible. Joe Grabber, a member of the SIU for 25 years will take the first firemen's job on a coal ship to Europe.

Baltimore

Shipping has been pretty good in Baltimore during the past two weeks. We crewed up the *Columbia*, and *Meridian Victory*. During the past 2 weeks we paid off 7 ships, signed on 6 and had 6 intransit.

Voldemar Pold, has been sailing with the SIU 23 years and is waiting around for a Calmar ship after being on beach for a couple of months. He thinks the SIU's Welfare plan is the best in the business.

Floyd Fritz is waiting around for anything after being on the beach for three months. He has been sailing with SIU 20 years and has seen many gains in those years.

Ed Broaders is unfit for duty after hurting his foot on the *Chilore*. As soon as he gets FFD he will take anything going anywhere. Ed has been a member of the SIU for 22 years.

Boston

Shipping has been on the slow bell in Boston recently due to the strike. We have two Robin ships laid up here that will re-crew as soon as the strike is over.

Stanley Yodris who last sailed aboard the *Robin Trent* as AB was sorry to see the ship lay up and is waiting to ship as soon as the strike is over.

Elton Hamaty a member of the SIU for twenty years is working on the summer boats in Wood's Hole so that he can be close to his new baby and his family.

Peter Jomides who's last ship was the *C-S Baltimore* just got out of dry dock and is now looking for another coast hugging.

John Farrand a member of the SIU for 25 years last shipped on the *Steel Designer* as 2nd electrician. "Jack" was glad to get home and spend some of the summer with his family.

Norfolk

Sixty-six men were shipped from the Norfolk hall during the month of July 1965.

Ships paying off included the

Alcoa Marketer, *Beloit Victory*, *Keva Ideal*.

Signs ons included the *Beloit Victory*, *Globe Progress*, *Keva Ideal*.

Ships in transit included the *Steel Executor*, *Overseas Joyce*, *Achilles*, *Alcoa Runner*, *Steel Executor*, *Steel Chemist*, *Natalie*, *Kyska*, *Northwest Victory*, *Alcoa Explorer*.

Shipping was slow during the month of July but looks much better for August.

We have negotiated a new three-year contract with Cape Fear Towing Company of Wilmington, N.C.

We now have negotiations underway for a new contract with M. L. Hudgins Associates. The present contract with this company expires August 31st, 1965.

We are awaiting a decision from the NLRB on the appeal by NBC Lines to the election which we won May 28th, 1965.

A hearing on unfair labor charges against Sheppard Air A Plane Corporation was scheduled for August 3rd, however, this hearing has been postponed until September 8th.

Puerto Rico

An air, sea, and rail network linking the Eastern United States, the Caribbean Islands, and the Central American isthmus may start taking shape next year.

Construction on the island during the past fiscal year reached a new high of nearly a half million dollars—an increase of 32% over the previous fiscal year.

The four-year exploratory phase of the search for copper deposits in the Utuado-Adjuntas area by the Ponce Mining Company will end in the next few months.

Pat Dunhy has left his oiler's job on the M.U. Floridian with the prospect of getting his engineers license. With Pats experience and "know how," he'll have no trouble passing the exam.

We lost Julio Colon's pleasant company around the hall when he grabbed a galley job on the *Bienville*.

Paul Maitin, Ex Chief Cook of the *Monarch of the Seas*, who kept the crews appetites satisfied for over nine months, dropped by the hall to say "hello" to the boys.

Also, around the hall we have Andres Molina, Mario Farrulla, and Herbert Miranda. Phil Miranda, one of our bosuns is busy supervising his new restaurant, "Phil's Shrimp House," on Central Avenue.



Drifting aimlessly with three dead men aboard and one terrified 17-year-old crewmember hiding in the chain locker too frightened to come out, the Panamanian-flag vessel *Seven Seas* was photographed by the Coast Guard 100 miles south of Miami.

The LEGEND of BIGFOOT WALLACE

WHEN seamen around the world learned that the old liberty ship Bigfoot Wallace was being broken out of mothballs to be sold for scrap, a wail was heard across the seven seas. For years sailors have been spinning yarns about the legendary Texas Ranger for whom the World War II vessel was named. Now, with the hoary old rust bucket destined for the scrap heap, tall-tale-tellers will be deprived of one of the more colorful anecdotes in their Bigfoot Wallace story bags.

Seamen who have never heard a Bigfoot Wallace story are few and far between. William Alexander Anderson Wallace—better known as Bigfoot because of his enormous shoe size—has provided material for yarn spinners in every port the world over. What many seamen do not know however, is that Bigfoot actually existed and that many of his exploits really took place.

Born In Virginia

Bigfoot was born in Virginia in 1817. When he was 19, an older brother who had gone to Texas, was killed in a battle with the Mexicans—probably the massacre at Goliad. Bigfoot swore vengeance and made his way to Texas to become a scout, woodsman, ranger and Indian fighter, as well as one of the most murderous Mexican-killers of all time. Like Paul Bunyan, bigger than life, tales of Bigfoot's adventures swept across the frontier like wildfire. Robert C. Casey, in his historical "The Texas Border," wrote that Bigfoot Wallace "came as close as any human being can to being a superman without losing his popularity."

One well-known Bigfoot story tells how Bigfoot once stood off a "passel of Comanches who had stolen his string of horses while he slept in his camp in a 'holler' on the Trinity River not far from the Big Thicket. When he tracked the Indians down he saw that they were only armed

with bows and arrows. So he made his way into a stand of hickory trees and filled his buckskin shirt and breeches with hickory nuts. Then he crept close to the Indian camp and let out a blood-curdling war whoop.

He just stood there, rifle at the ready, while the Indians fired away. Soon bigfoot was standing chest-high in the middle of a



broken pile of spent arrows. He didn't have a scratch on his body, but the arrows had split and shelled every single one of those hickory nuts.

Lunch Time

Then, while eating nuts with one hand, Wallace drew a bead and began firing with the other, ruefully drawing, "It don't pay to mess with old Bigfoot."

Perhaps one of the best Bigfoot tales comes from

around Navasota way. "One day," it goes, "a traveller rode up at high noon on a hot day astride a huge grizzly bear. Townsfolk gathered around to stare and wonder. The stranger asked if they had anything to drink thereabouts. He said that he had been riding hard and fast and was mighty dry.

"One of the town people replied, 'we've been having a dry spell here recent', stranger, and there ain't nuthin wet we can give ye but some sheep dip out of that trough yonder."

"The bear-riding hombre, who might be described as tough, dipped him up a hatful of that sheep dip and tossed it off at one swallow. Then he gave the bear a drink.

"Then someone cried out, 'hey mister, watch out, look out behind you.' The stranger turned and there was a full-grown, nine-foot rattler coiled and ready to strike. The stranger, he just reached down and grabbed the snake by the neck, put him in his saddlebag and said: 'Now dammit, you just stay there till I tell you to git out.'

Not THAT Tough

"The stranger climbed back aboard his big bear and got ready to pull out when one of the men asked why he didn't stop a while and come out to the house for a mess of ribs. 'We'd be mighty proud

to share em with you, the wife and me,' the fellow said. But the stranger shook his head.

" 'Sorry, cain't do it,' he said. 'Bigfoot Wallace is on my trail and I got to be on my way.' "

The SS Bigfoot Wallace was one of the 2,480 Liberty Ships built in the War and named for legendary men of yore. Built in Houston in 1942, the old 10,000-tonner turned in a solid performance as did most of her sister ships. It



wasn't till the War was over, however, that the vessel began to live up to the history of her namesake. She just refused to stay down and out. She kept coming out of reserve after the War to sail and sail again.

Standard Fruit and Steamship Company operated her for a few years. Then she was put into the reserve fleet at Lee Hall, Va. in 1946. But she came out again in

the following year and sailed for another year for United States Lines and Dichmann, Wright and Pugh. In 1948 she was in the reserve base at Wilmington, N.C. but once again the Government needed her and this time she kept at it, in one ocean and another, until the final retirement to the Mobile mothball fleet, at 10:25 A.M. June 14, 1952. And her engines never turned again thereafter.

Listen—He's There

There is one final tale about Bigfoot Wallace. Texans insist that the legendary ranger never died and, on clear cool nights, they swear that a giant, ghostly stranger moves silently across the untracked western wilds. Out Cut 'n Shoot, Texas way, natives are eager to show the unsuspecting tourist foot-prints three times the normal Texas boot size. "Bigfoot Wallace," they whisper softly, looking cautiously over their shoulders. "Bigfoot Wallace," they say, feeling the crumbling print, "must have been here sometime this week . . ."

With the SS Bigfoot Wallace soon to fall into a pile of rusty iron beneath the wrecker's hammer, it won't be long till some salty Seafarer will swear that he saw her just off the starboard bow, "just a few seconds ago, right there." And who knows, he might be right.

Your Union Benefits



By Al Kerr, Secretary-Treasurer

File Welfare Claims Properly

Since the inception of this column, Seafarers have been asked to forward any questions or complaints they may have regarding the processing of applications for various benefits to the Secretary-Treasurer's office. The result has been a small number of complaints about the processing of some types of applications, and we are currently tightening up areas of administration where these items seem to crop up.

The complaints that have come in, as far as the majority of cases is concerned, have been the result of claims filed improperly at the time they were originally submitted. Therefore, in an effort to assist the membership in filing complete applications for the various benefits they may be entitled to under the SIU Welfare, Pension and Vacation Plans, we will continue to spell out the steps to be taken in filing for each type of benefit available, and to deal with one of them at a time.

Since the dependents benefits are the ones about which we receive the most inquiries, this area seems a good place to start.

A seaman who is filing for benefits must have been employed at least 90 days during the previous calendar year, and at least one day within the past six months immediately preceding the date his claim accrued. All of this employment must have been with an SIU-contracted company which was a part of the Seafarers Welfare plan during the period the seaman worked for the company.

Who is termed a dependent? The "dependent" includes an employee's wife, unmarried children under 19 years of age, and any other person whom the member is entitled to claim as a dependent on his current Federal Income Tax return, under the US Internal Revenue Act.

Copies of legal documents establishing proof of dependency status must be filed with the Seafarers Welfare Plan office.

In order to be entitled to the

dependent benefits, a patient must have been admitted to a hospital and/or surgery must have been performed. In the event of surgery, it is not necessary that this surgery be performed in a hospital in order to be entitled to payment of this surgery benefit. The surgery benefit is paid in accordance with the Surgery Schedule for Dependent Benefits.

Any claim, as well as proof of a claim for dependent benefits, must be submitted to the office of the Seafarer's Welfare Plan within 100 days of the performance of such

(Continued on page 23)

All Hands Reported Safe As SIU Lakes Ship Hits Bridge

DETROIT—Poor visibility and rough weather combined last week to severely damage a bridge and an SIU-manned Great Lakes Freighter. Hampered by dense fog and heavy crosswinds, the SIU Great Lakes District-manned John T. Hutchinson was forced off course and blown up against a Grosse Ile,

Michigan toll bridge. No one was injured in the mishap which toppled a bridge span into the Detroit River and dropped three unoccupied vehicles into the 21-foot Trenton Channel.

Warned of the impending collision, passengers and pedestrians fled the bridge before impact.

Apparently, negotiating the tricky Grosse Ile water is hazardous, and officials have long expected a major accident there. "We've been expecting it for years," said Patrolman George Clare of the Grosse Ile Police. "Every so often they hit the bridge."

The crash occurred at about four in the afternoon. The 620-foot freighter was proceeding northbound after unloading a cargo of iron ore pellets at the McLouth Steel Plant in Trenton. Caught in a crosswind and blinded by fog, she was thrown against a concrete pier supporting the permanent span on the Island side of the bridge. The span collapsed with one end splashing into the water and the other held up by concrete piers.

Two autos and a telephone service truck were bumped into the river while two other cars hung precariously on the sloping span. Police said that all the occupants

of the vehicles, which had stopped on the bridge to let the center swing-span open for the vessel's passage, anticipated the crash and had left their cars before the collision occurred.

"They saw it coming and they took off running," said a Grosse Ile police officer.

Bridge-tender Vincent Armbruster described the crash. "The boat dropped anchor about ten feet from the bridge before it hit," he said. "This had no effect. There was an awful crash. It sounded like metal rending metal."

Armbruster reported that there was no screaming or panic on the bridge. "They all got off before the boat collided," he said.

The John T. Hutchinson, owned by the SIU-contracted American Steamship Company and operated by Boland and Cornelius, suffered a three-foot gash in her port prow. The ship was towed to the Nicolson Docks for inspection. There were no reports of injuries on board.

According to police, the accident came just about the time when many islanders were leaving their homes to report for afternoon shift jobs on the mainland.

Since the span is open for about five minutes before the actual

passage of a vessel, there is adequate time for back-up cars to spot a crash.

The Grosse Ile Toll Bridge, spanning about 1,200 feet of the Detroit River, links the downriver community of Riverview with the Island. The bridge was built in 1913. There are two bridges linking the island to the mainland.

Prove Eligibility For Hospital \$

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

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

New Bedford Scallop Shucking Contest

Jobs

By Col Tanner, Executive Vice-President

Vietnam - A Lesson

As the U.S. military buildup in Vietnam requires more and more GI's and supplies, Washington is being confronted with the disheartening results of the Government's long standing policy of neglect and inaction toward the country's declining merchant fleet. Vietnam represents the first major military emergency facing the nation since the Korean War, and Maritime observers question whether the shrinking U.S. merchant fleet has the strength and capacity to perform its vital part as the country's "Fourth Arm of Defense."

President Johnson's recent address to the nation on Vietnam disclosed that an additional 50,000 American troops would be sent to that war-torn country in the near future. An obvious conclusion about this announced massive troop movement is that the U.S. fleet is going to do the lion's share of the work in getting our GI's to South Vietnam. The Defense Department itself has acknowledged that the American flag fleet will play a major role in this vast military movement of men and supplies.

This acknowledgment itself represents a decided change of attitude in the Pentagon's attitude toward the role of sea power in military emergencies faced by the country. Spokesmen for the Defense establishment, for instance, noticeably fail to speak of the instant deployment of huge numbers of U.S. fighting men by airplane, as they have for the past several years.

Faced with the reality of moving large numbers of men, equipment and supplies to a far-off Southeast Asian country, the experts in the Pentagon have turned to the most obvious and reliable means of getting them there - the U.S. flag merchant fleet.

Only a few short years ago Secretary of Defense Robert McNamara blandly told Congress that there was no justification for granting a subsidy for the construction of new U.S.-flag tonnage for reasons of national defense. Last year (Continued on page 17)



Members of the SIUNA affiliated New Bedford Fishermen's Union displayed plenty of fast wrist action during scallop shucking contest at the Scallop Festival held recently at New Bedford. They are (l-r, above) Tennes Kuinlaug, Kent Rytky, Francis Donovan and Arne Isaksen. Top honors (below) went to (l-r) Malvin Kuinlaug, third place, shown getting his trophy from Gwendolyn Skinner, wife of NBFU sec.-treas. Austin Skinner; Tennes Kuinlaug, second place, who got trophy from Sea Goddess Queen Sharon Vene; and Arne Isaksen, first place winner, who received his reward from New Bedford's 1965 Scallop Queen Dianne Berwier.



The Pacific Coast

By Frank Drozak, West Coast Representative Coast Shipping Sets Fast Pace

Shipping has been good in all three ports on the West Coast. Because of the additional men needed to ship supplies to Viet Nam, we are short of rated men on the west coast. All members are requested to consider upgrading themselves to fill this need.

SAN FRANCISCO
We recently paid off the following ships: Wild Ranger, Iberville, Fairport, Longview Victory, Fanwood, Transwestern.
Recent sign ons include the Wild Ranger, Fanwood, Iberville, Longview Victory.
Recent intransits included the Steel Flyer, Rio Grande, San Juan, Mankato Victory, Marymar, Erna Elizabeth.

Ships due in San Francisco include the La Salle, Panocceanic Faith, Bowling Green, Steel Apprentice Ames Victory, Steel Apprentice Portmar Elizabethport. The Panocceanic Faith, Bowling Green, Ames Victory are possible payoffs.

Shipping has been very good in the three departments for all ratings and entry ratings. To date we have shipped all departments - 145 members.

On the beach we have Jake Otreba who quit the Iberville - decided he was on her long enough and needs a rest. He took a two-day rest and has shipped again on the Fairport.

S. B. Woodell, Fireman-water-tender decided he was on the beach long enough and took the Fairport. Likes the Vietnam area. D. Gianzo, Deck Maintenance, decided he'll take the Erna Elizabeth, hoping she'll shuttle out in the Far East. J. Pendleton, A.B. on the beach here and is trying for a Vietnam ship.

WILMINGTON
During the past period we had the Coeur d'Alene Victory, San Juan, Marymar, Wild Ranger, Iberville, Erna Elizabeth, Neva West, and Wingless Victory in transit. Shipping was very good here and we are expecting it to remain active over the next two week period with 6 ships due in transit.

Bob Ingram is back in port after a trip on the Iberville as day man. He is glad to be back and plans to stay on the beach for awhile and enjoy his vacation pay and the warm weather.

Bill Hart just blew in from the Wild Ranger after a far east trip. Bill will be on the beach for a few weeks before shipping out as he has a few matters to take care of but then he will be ready to take the first oiler's job that comes along.

SEATTLE
Shipping is fair and the outlook is about the same.
The Washington State AFL-CIO Convention was held in Spokane, Washington from August 9 through August 12. One of the resolutions that was passed on was Resolution 34. The resolution said that if a favorable treaty is not reached between Japan and the U.S. on Japanese salmon fishing off Bristol Bay, Alaska, that an economic boycott of Japanese products be imposed in this country.

Karl (Swede) Hellman is a 20-year SIU member. His last ship was the Transhudson as Bos'n. He was in drydock for awhile and is still unfit for duty. Waiting to get his fit for duty so he can go again.

Gordon Citizen Anderson sailed last on the Robin Kirk and is a 20-year member. He will be ready to take an oiler's job shortly.

Scab RR Still Cries 'Sabotage' But Nobody Listens Anymore

JACKSONVILLE—The Florida East Coast Railroad, which has been operating with a scab work force since it was struck by a group of non-operating unions in January, 1963, is once again going all out to demonstrate its complete contempt for the public interest. Faced with an order from the Florida Public Service Commission to resume passenger train service between this city and Miami, the railroad reluctantly obeyed, but has instituted a determined effort to scare away passengers with a series of phony "sabotage" warnings.

The railroad's scare campaign is obviously aimed at keeping the line's passenger trains empty in an effort to convince the state PSC that there is no need for the service. Most of the nation's railroads are required by public regulatory agencies to keep their passenger services in operation as a vital service to the public even though they may not be money-making propositions. The FEC, however, seems intent on demonstrating its contempt for these legal obligations by its latest propaganda tactics, which are designed to strike terror into the hearts of its passengers.

If the line can convince the Public Service Commission to permit it to give up its passenger service, it can then concentrate on its scab-operated freight runs, which have proved profitable enough to put its balance sheets into the black.

Public-Be-Damned
The Florida East Coast Railroad's contempt of the public interest has been demonstrated time and again since the non-operating unions walked out in protest of management's attempts to cut the work force, end the union shop and other issues. The walkout has developed into one of the longest rail strikes in U.S. history. Since the strike began, the line has threatened to embargo construction material for the U.S. missile program at Cape Kennedy. U.S. Assistant Secretary of Labor James Reynolds has publicly declared that one of the chief blocks to a new contract for the striking unions has been the "petulant insistence" of company on a philosophy that has "no place in this century."

The railroad gave up its fight to avoid resuming passenger service only after the Florida Supreme Court upheld a PSC order that the line provide the service or cease operating altogether. In complying with the court order, the FEC scheduled the barest minimum of service—one train north and south per day. Union's promptly labeled the runs the "Toonerville Trolley."

"Sabotage" Bugaboo
However, the FEC immediately went to work to drive away its passengers. Customers riding the road on the first day service was resumed were greeted with notices that the railroad could not "provide or offer transportation free from the danger of criminal acts, sabotage, and vandalism."

Art Hallgren, a vice president of the Florida AFL-CIO, put this warning into perspective when he declared, "They are not afraid to use their facilities to transport profitable cargo, but when it comes to the public they raise the

old bugaboo of possible sabotage. They would like very much to back out of the passenger business."

One of the many rebuttals, of the "sabotage" charge came from an official of the striking Brotherhood of Railway Clerks who declared, "We're always skeptical of what the railroad says about these things. From past experience we know that many of them are ordinary accidents and failures due to lack of maintenance." He pointed out that the constant running of trains puts pressure on the rails which can work spikes loose.

First-day passengers on the newly resumed trains weren't alarmed at Board Chairman Ball's charges of sabotage. A Pompano Beach, Fla. advertising man told reporters that he had been told by an official of another railroad that "Ball has already blown up all his worn out equipment. They aren't going to wreck any more old trains." It was his opinion that the FEC board chairman was "just dragging a red herring across the track, trying to get an excuse to stop the passenger service."

Robert King High, Mayor of Miami, who led the fight for resumption of FEC passenger service and a frequent critic of the railroad also belittled the road's scare campaign.

The Miami mayor charged the railroad with trying to discourage passengers in an effort to get the supreme court order revoked. Then, he declared, the road could return to its policy of only running freight trains from which has earned record profits.

Feinstein Named Council Sec.-Treas.

N.Y. Port Council Official Urges Maritime Buildup

NEW YORK — An all-out attempt to save thousands of seamen's jobs by rebuilding the United States Merchant Marine and maintaining New York City's pre-eminence as a major port was urged by Charles Feinstein, newly-designated secretary-treasurer of the Maritime Port Council of New York City. Feinstein, a vice president of the International Leather Goods, Plastic and Novelty Workers Union, was appointed to his new post by the executive board of the Port Council, which represents some 450,000 maritime workers.

With increased passenger and cargo traffic being committed to ships flying foreign flags, in the face of a stepped-up war effort, the U.S. Merchant Marine faces the worst crisis in its history, Feinstein said. And if New York's maritime industry is to be saved from disaster, no effort should be spared to revitalize the Merchant Marine, he maintained.

"It is imperative that we have a first rate Merchant Marine if our nation hopes to retain its role as a first rate nation, and this means more shipping under American

flags," Feinstein declared. "Thousands of maritime jobs have been



Feinstein

lost to workers in the New York-New Jersey area because of commitment of passenger traffic and freight to foreign flag ships. Aside from this loss in revenue to American flag ships, if the war in Vietnam is expanded further, our nation will be confronted with disaster unless our Merchant Marine is strengthened."

Increased unemployment among maritime workers also involves a great reduction in purchasing power among maritime workers, Feinstein pointed out. This can be corrected, he suggested only through an extensive campaign to restore passenger travel and cargo to American vessels.

Feinstein said that the Maritime Port Council will also press for other measures sought by organized labor. These include repeal of section 14-b of the Taft-Hartley Act, establishment of a Federal minimum wage of \$2.00 an hour, enactment of anti-strikebreaking legislation and tariff revision. He noted that the International Leather Goods, Plastic and Novelty Workers Union's efforts in this area were partly responsible for securing elimination of an excise tax on leather goods.

Feinstein is director of the Health and Welfare fund of his international union; secretary-treasurer of Local 111, Frame, Plastic and Novelty Workers Union; a member of the executive board of the United Hebrew Trades; and an executive board member of the Jewish Labor Committee.

Senate OKs Bill To Create Dept. Of Urban Affairs

The Administration stood at the threshold of victory in a four year fight — begun by the late President Kennedy — for a Cabinet-level Dept. of Housing & Urban Affairs.

The Senate voted 57-33 approval of a House-passed bill to coordinate multi-billion dollar housing and transit programs under a Cabinet department which would also deal with special problems of the nation's cities. Differences between the two bills must be worked out in a House-Senate conference before the legislation can be cleared for the President's signature.

Establishment of the new Cabinet post has long been urged by the AFL-CIO, which stressed that the number of city-dwellers, already 70 percent of the nation, will nearly double by the year 2000.

"A scattered array of federal agencies simply cannot deal effectively with this staggering growth of urban areas," the federation said at Senate committee hearings.

Action by both the House and Senate ranked as a major achievement for the Administration since two earlier attempts to set up the new Cabinet department were killed in the House in 1962.

Earlier Defeats

That year the House Rules Committee defeated, 9-6, the Kennedy Administration's bill to set up the department. Kennedy then sought to bypass the committee by creating the department through an executive order. The House rebuffed this move on a 264-150 rollcall. Voting against the measure were southerners, who opposed Kennedy's announced intention to name Housing & Home Finance Administrator Robert C. Weaver, a Negro, to the Cabinet post, plus Republicans opposed to expanding government activities and congressmen from both parties representing rural areas.

This year, even though only nine Republicans supported the bill, the House passed it, 217-184.

Bipartisan support was higher on the Senate vote, with 10 Republicans joining 47 Democrats in voting for the bill. Nineteen Republicans and 14 Democrats were opposed.

Like It Or Not, A Knot Is A Knot

A seafaring life is full of interesting surprises.

Upon completion of an operation, an MSTC cargo vessel started to heave up the anchor, preparatory to getting underway. As the anchor chain came aboard, a neat overhand knot was discovered in the chain about 15 feet from the anchor.

Figuring out how the knot got there of course took second place to the immediate problem of getting it out. At first it was decided to get a "mike" boat from the beach, lower the anchor on the stern, and take out the knot. But because of the sea and swell, this was found impractical.

Finally number 1 booms were rigged with 3/4 inch wire, and the anchor was lifted on the fore'sle head. The knot was removed by opening the loop in the chain and pulling the anchor through.

Figuring out how the knot got in the chain took a little longer, and no one will ever be sure that the right explanation was put forth.

When the ship first arrived at the assigned anchorage, the sea was calm, with a very slight swell and no wind. It was decided to have a little way on the vessel so that when the anchor was let go, the chain could be paid out, and when the vessel fetched up it would be securely anchored.

As the vessel changed heading it probably made a round turn around the anchor and when the wind increased, fetched up, pulling part of the chain under the anchor and causing an overhand knot in the chain.

Most likely. But no one will ever really know for sure.



By Al Tanner, Vice President

and Fred Farnen, Secretary-Treasurer, Great Lakes

All Hands Safe In Collision

The Steamer John T. Hutchinson, operated by Boland and Cornelius Steamship Company, suffered extensive damage to her hull recently when she hit the Grosse Ile Bridge that crosses the Trenton Channel connecting Trenton, Michigan with the upper portion of Grosse Ile, which is an island in the Detroit River. Damage to the bridge was considerable with one section of her span completely off its mounting. Several autos were on the bridge at the time of impact, but fortunately no one suffered any injuries. Travel between the island and the mainland will be greatly hampered for several months while repairs are being made. The J. T. Hutchinson is in Chicago undergoing repairs. The forward end has been laid off until the week of August 16th when repairs are scheduled for completion and the vessel will return to service.

Detroit

Army Engineers urged a House Public Works subcommittee today to approve a proposal aimed at overcoming obstacles encountered by Great Lakes shipping during the winter because of ice conditions. The subcommittee is considering projects for inclusion in an omnibus water projects authorization bill. A bill passed by the Senate includes authorization for a study of the icing problem on the Lakes.

As outlined by Lieut. Col. Samuel W. Pinell, the study estimated to cost about \$75,000, would involve evaluating available data on conditions and possible remedies. At present, he said, the Great Lakes and their connecting channels are closed to shipping from mid-December until early April each winter. Possibilities for preventing icing in the harbors and channels, Colonel Pinell said, include bubbling, dusting, snow drifting and ice breaking. The house committee approved a similar proposal last year, but it did not clear Congress.

Chicago

Shipping again for the past period has been extremely good, with permanent jobs available always, plus many vacation relief jobs.

Carl "Smoky" West recently recovered from a month's illness and is now reporting to the John Kling of Reiss Steamship Company as Wiper. This is a new job for Smoky.

Leon Striler also just finished a relief job on the Steamer Chicago Trader and is registered and waiting to ship again. Harold Murphy has not been able to ship at any time during this reason because of a stomach problem. Harold is home collecting his S&A benefits, but wishes he could get back to work and real soon.

Would again like to suggest that all unrated men with time to sit for the upgrading of their papers do so at once and take advantage of the available higher rated jobs.

Cleveland

This port was honored about ten days ago when three destroyers stopped here for three days to discharge Naval reservists from other areas and take on a new group from this area on their yearly tour of duty. While here, the ships were open for public inspection and a few thousand people took advantage of the opportunity to go aboard for a tour of the ships.

Shipping is still very good in all ratings except the Steward Department. I guess the Porters and Cooks are holding on pretty good.

Radio Pete is around and waiting to ship after getting off the Joe Morrow. Another visitor to this port to try his luck is Harold Carroll, who manages to hit here at least once a year. Quite a few of the boys off the C.S. Robinson have also hit town waiting to get out, but since the Company now has the Norman Reem, they won't have long to wait.

Duluth

Shipping has slowed down in this port. We have been receiving more job calls lately for unrated men and have been filling these wipers and porters jobs with no difficulty.

The Norman B. Reem has been obtained by the Kinsman Transit Company to replace the C. S. Robinson, which hit the dock in the Soo. The Robinson is now in the Fraser Shipyard in Superior. The Reem has been laid up in this Port for approximately three years. She is a steel trust boat. They should be fitting out in approximately 10 days.

Leon Cliff, a member of the Dredge Section of the SIU Inland Boatmen's Union, had a misfortune in his family. His wife was in the hospital and needed six pints of blood which was supplied by the Seafarers' Blood Bank. Mrs. Cliff is all right now and back home. IBU member, Tom Lease, had to bring his son to the hospital. Three pints of blood were released at that time. Needless to say our blood bank is very low and we are striving to build it up in this Port. So, fellows, make your contributions please. Appointments can be made at the Hall anytime between 8 and 5.

Buffalo

This Port is still getting calls for men and we are able to replace them as they are requested. We are having a little trouble getting Second Cooks. Other ratings have been moving fairly good.

The Port of Buffalo, through the Maritime Trades Department, Buffalo Port Council, hosted a delegation from Washington, D. C. on August 14th, with a ride along the waterfront on a tug.

The purpose of this was to better convey the deplorable state of affairs on our waterfront with the inactive grain elevators and the other Port facilities which are not being utilized. Senators Javits and Kennedy will be represented, and representatives of the Niagara Frontier Port Authority will also be present for the tour.

Alpena

Shipping for rated men is still very good in this Port, although there is a slight slackening.

The construction work on Huron Portland Cement Plant was shut down for one day as a result of a dispute concerning the millwrights doing work other than their own. This situation has been resolved and everyone is back to work.

The Gulf Coast

By Lindsey Williams, Vice-President, Gulf Area

Favorable Outlook For Gulf Shipping

With the exception of a few key ratings, shipping has been very good in the Gulf area, and from all indications it will continue to be good in the very near future.

The Maritime Trades Council of Greater New Orleans and Vicinity, at its last regular meeting, went on record to support a bill introduced in the House of Representatives by Congressman Paul Rogers (D., Fla.) to rescue the American Merchant Marine from its present declining status. This bill (H.R. 9603) would require that a minimum of 75 percent of US Government-generated cargoes be carried in American-flag vessels. The existing cargo preference law calls for only 50 percent.

The Maritime Trades Department (AFL-CIO) objects to the present law for two main reasons:

- The all-too frequent granting of waivers by Government agencies which make the 50-percent requirement a mockery.
- Even if there were complete compliance with the 50-50 requirement, our country's Merchant Marine would still need additional assistance if it is to take its rightful place among the major fleets of the world and provide sufficient jobs for American seamen.

The tragic fact is that American-flag ships now carry a mere 9 percent of this country's foreign trade. This unjustified and unsupportable situation must be corrected.

An effective way of bringing about a healthier condition would be passage of the Rogers Bill. The Maritime Trades Council of Greater New Orleans and Vicinity instructed the Secretary to contact the Louisiana delegation, and as this is an important piece of legislation, all members are asked to contact their Congressmen and Senators, urging their support of this bill.

The Louisiana Supreme Court recently placed its stamp of approval on a state law moving up the dates of the Democratic primary elections in New Orleans. The six-judge court thereby unanimously overruled the decision of Civil District Judge Clarence Dowling.

Judge Dowling had said the 1965 act of the Louisiana Legislature was unconstitutional because it violated the state constitutional prohibitions against enactment of a local or special law pertaining to elections. Suits attacking the constitutionality of the act were filed.

The act changed the first primary election for mayor and other city and parish offices from January 29, 1966, to November 6, 1965, and moved the second primary from March 5 to December 11.

Now that the Louisiana Supreme Court has upheld this new law, bringing about an earlier election date, early registration takes on a greater urgency. Under the provisions of the law, registration books must be closed 30 days in advance of the voting. Therefore, the date that the registration books will be closed in New Orleans will be October 7 instead of December 30, and all members are urged to register and have their friends and families registered in order to vote in these important elections.

Delta Steamship Lines, Inc., of New Orleans was advised that the Maritime Subsidy Board and the Maritime Administrator at Washington, D.C., have approved the company's application for a 50 percent increase in its service between U.S. Gulf ports and West Africa. The decision will allow Delta Line vessels to sail from the Gulf to West Africa at intervals of 10 days.

New Orleans

New Orleans shipping has been moving along at a fast clip and is expected to continue this pace in the near future.

We had the pleasure of passing along their first pension checks to several SIU oldtimers at New Orleans recently. The new retirees are W. H. (Shorty) Cook, John

Picou and Gervais Babin. An SIU member since the Union's beginnings, Cook will be taking things easy at his home in Hattiesburg, Mississippi. Picou, who has been sailing in the steward department since 1941 but has been ailing lately said he has no intention of losing touch with his old shipmates and plans to visit the hall regularly in his retirement. Babin, a member of the SIU-IBU is also planning to keep in touch with his friends at the hall. He makes his home in Norco, La.

Anxious to ship here are Brothers Otto (Pete) Peterson, bosun and Henry (Smokey) Schreiner, steward. Both say they are ready to go any place at any time on anything that floats. Brother Ignace Decareaux is somewhat more particular however. After two months on the beach he's looking for a run to South America. His last ship was the *Del Norte*.

Houston

Shipping has been moving along at a very good pace here and is expected to hold good in the coming weeks. Among oldtimers around the hall has been Denis Boullit who admits a liking for old Liberties and Victories. His last ship was the *Warm Springs* on which he says he had a great trip to India. Now he's waiting for a steward department slot on the *Choctaw Victory* and doesn't care where she's going.

Deckman Ralph Palmer is looking for another ship after starting out for the Far East aboard the *Empress Baltimore* which had to turn back to Frisco because of a hole in the #3 hold. A. S. Freeman says Seafarer fishermen should try a run to Somolland. He said that his last ship, the *Steel Seafarer*, anchored off the coast there and the fishing is great. Freeman sails as chief cook. Mike Chandoha, engine department, is expecting to make just one more trip before retiring. He said he's taking things easy and wants to choose his last trip very carefully.

Mobile

Shipping has been pretty fair here for the last few weeks and should continue that way. Among oldtimers on the beach here is bosun Robert Lambert who makes his home in Mobile. He was all set to ship when he fractured his wrist in an accident was put out of action for a while. His last ship was the *John B. Waterman*.

Secret 'Dual Rate' Testimony Released

Anti-U.S. Rate Bias Is Real, FMC Head Tells Congressmen

WASHINGTON — American exporters pay higher ship freight rates for sending U.S. products to England than the British do for sending the same type of products to the United States, according to secret testimony given by Federal Maritime Commission chairman John Harlee over two months ago but released only last week by a congressional subcommittee.

In his testimony, Harlee presented an FMC analysis of the rate disparity on the outbound and inbound routes between the U.S. and the United Kingdom. According to the study, the American exporter had to pay 33 percent more to move 1 revenue-ton of cargo to the U.K. than the foreign exporter moving cargo to U.S. ports.

A study of the 33 percent disparity led to the conclusion that "in this trade American exporters were not only paying more than their fair share of the round-trip costs of transportation but, in fact, were subsidizing foreign exporters to this country," Harlee declared.

The testimony was given before and finally released by, the Joint Economic Committee's Subcommittee on Federal Procurement and Regulation, chaired by Senator Paul H. Douglas (D-Ill.), who is also vice chairman of the Joint Economic Committee. It was at the insistence of these groups that the FMC undertook studies of alleged rate disparities that seemed to be putting American exporters at a disadvantage in competing with traders of other nations and therefore adversely effected the already-serious U.S. balance of payments deficit.

Senator Douglas has concluded that "the testimony reveals widespread ocean freight-rate discrimination," and added that the study on United Kingdom trade would be followed by studies on other trade routes.

British Protest

The FMC study was immediately attacked by the British embassy in Washington and by spokesmen of various shipowning groups in Europe. The British charged that the findings are misleading and drawn from inconclusive evidence.

The two and a half month delay in releasing the testimony was due to an agreement reached last De-

cember in Paris, with 11 foreign maritime nations to allow them time to inspect the testimony and come up with rebuttals. For a long while, the foreign shippers refused to comply with U.S. regulations to make information available to the FMC, describing the request as "unilateral regulation" in an international activity and a violation of "freedom of the seas."

As an example of how an equal-

izable rate structure would aid the U.S. economy, Harlee disclosed in his testimony that the FMC had insisted on the equalization of rates for carrying Scotch whisky to the U.S. with those of carrying American bourbon in the other direction. Previously the rate on Scotch was only half that of bourbon. Since the equalization went into effect, U.S. exports of bourbon increased 45.8 percent, he said.

Plastic Seaweed To Halt Erosion Of Jersey Shore

NEWARK—Modern technology, which often likes to boast that it can build a plastic duplicate of anything in existence, is now turning out fake seaweed. While the average Seafarer

might question the wisdom of this accomplishment, the State of New Jersey has just purchased six tons of the imitation weed and is industriously dumping it on the ocean bottom off Barnegat Lighthouse.

Officials from the state Bureau of Navigation admit they are having difficulty explaining what their purpose is to dubious taxpayers, but marine conservation officials across the nation are watching the New Jersey experiment to see if it can halt beach erosion and improve the region's declining fishing industry.

Erosion Weapon

By anchoring clumps of the artificial seaweed, made of thin strips of polypropylene plastic, over 10,000 feet of ocean floor, New Jersey officials hope to slow erosion of the state's beaches by waves which will be moving over a sandy bottom (hopefully) held in place by the thin plastic fronds. Normally, severe storms erode the sand off the ocean's floor and then suck the bathing beaches clean.

In addition to preventing erosion, the plastic seaweed is also intended to provide a

sheltered feeding area for fish, giving the state's fishing industry a new lease on life. Tests in Denmark and in Philadelphia have shown that fish find the fake seaweed compatible and that it can build up deposits of sand where it is "planted."

The state of New Jersey is sowing its plastic seaweed crop 800 feet offshore in about 15 feet of water. The planting is taking place along a 900 foot stretch of ocean floor which is 90 feet wide. This area is criss-crossed by ropes to which are attached the phony seaweed, anchored to the bottom by four-pound lead weights. This arrangement permits the plastic weed to float free nine feet beneath the surface of the sea.

The plastic seaweed experiment had its origin in Denmark where it was observed that fishermen took refuge from storms in Kelp beds which appeared to break up the violence of the waves. The Danish government grew interested in the studies of this unusual occurrence and backed the planting of a polypropylene seaweed crop in the Tyboron Channel. At the end of four months, it was found that sand had accumulated in the "planted" area and on the ocean floor around it.

New Pensioner



SIU Inland Boatmen's Union member Richard Tuggle (left) got hearty congratulations from Norfolk port agent Gordon Spencer at the Norfolk hall where Tuggle picked up his first regular \$150 monthly pension check recently. A veteran deckman aboard SIU-IBU contracted Gulf Atlantic Towing Company tugs, Tuggle makes his home in Trevilians, Va.

Valdez, Alaska Receives Ferry Service Again

SEATTLE—The SIU-Pacfic District contracted Alaska Steamship Company has resumed regular service to the port of Valdez, Alaska, for the first time since the earthquake of March, 1964.

Service was begun this week with the departure of the *SS Tonsina*, from Seattle for the Alaskan port. Service will be on a weekly basis from now on. The ships to be used on the service will be "vanship" types with cargo being carried in containers.

The town of Valdez was destroyed during the earthquake and tidal wave that resulted. The entire town is in the process of moving to a new location, a few miles from the old site.



Beef Box

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

The following question, dealing with overtime for deckmen standing oiler's watch, comes from Seafarer Al H. Schwartz, deck delegate aboard the Ridgefield Victory.

Question: The Deck Maintenance has been signed on as Deck Maintenance on the articles, and is receiving Deck Maintenance wages. However, at the time the vessel was scheduled to sail, the full complement of oilers was not on board the vessel. The Master asked everyone on the ship if they had an Oiler's endorsement. It was established that the Deck Maintenance had such an endorsement. He is now standing the Oiler's watch and putting in eight (8) hours overtime for all watches stood. I would like to know if that is collectable, or does he receive Oiler's pay up until such time he is relieved, plus Deck Maintenance pay.

Answer: He is entitled to overtime for all watches stood since he is working out of his department.

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

Several interesting questions pertaining to blowing tubes, working cargo and blowing down boilers were received from Seafarer Gleason Weaver aboard the Bethtex.

Question: Is it the duties of the F.W.T. to blow tubes?

Answer: No. It is the Wipers duties to blow tubes.

Reference: Standard Freightship Agreement, Article IV, Section 28, paragraph (b), which reads as follows:

"Wipers. It shall be routine duties for the Wipers to do general cleaning, including oil spills on deck, painting, cleaning paint, wire-brushing, chipping, scaling, sougeeing, polishing work in the Engine Department, including resistor houses and fanrooms, cleaning and painting steering engine and steering engine bed, and to take on stores. However, when taking on fuel oil or water and the hoses are connected and disconnected by shoreside personnel, the Wipers shall not be required to assist. When the ship's personnel handles the connections, the Wiper shall be used to assist in connecting and disconnecting and putting hoses away but should not be required to stand by.

Pumping of galley fuel tank shall be performed on Saturdays, Sundays and Holidays during the two hours sanitary work."

Question: A ship I recently sailed had cranes on Deck to unload cargo with special steam winches to raise hatches. In port they raise them up and down and

the F.W.T. has to put in extra burners. I would like to know if this is overtime after 5 p.m. and before 8 a.m.

Answer: No. The only time that an F.W.T. receives overtime is when the ship's winches are being used to work cargo after 5 p.m. and before 8 a.m.

Reference: Freightship Agreement, Article IV, Section 29, paragraph (a)—Working Cargo, which reads as follows:

"The Watertender, Fireman Watertender, or Fire-tube Fireman detailed to look after the plant shall receive overtime while cargo is being worked with ship's winches between the hours of 5 p.m. and before 8 a.m. Monday through Friday.

Question: We have a salt water leak in the main condenser and we assist the Second Engineer in blowing down both boilers. It takes around two (2) hours to do this. They do this on sea watches and also on port watches. Please advise if this is overtime.

Answer: No this is not overtime. The F.W.T. can be required to assist the Engineer in the circumstances outlined in your letter.

The following questions, dealing with Firemen-Watertenders overtime while using diesel evacuators, was submitted by engine delegate Carlos Troncoso aboard the Transindia.

Blast ICC, Railroads

Water Carriers Protest Switching Charge Boost

WASHINGTON—Regulated U.S. domestic water carriers are vigorously protesting a decision by the Interstate Commerce Commission which will give the railroad industry a competitive advantage in the rates charged for the shipment of cargo.

The protest is against recent ICC approval of a railroad plan which would oblige users of water transport to pay a 10 percent increase in switching charges beginning August 27.

The water carriers point out that the increase in switching charges would not apply to the majority of line-haul rail carriers because railroads normally include switching charges in through rates. Water carriers do not however, and rail switching charges involved in water movements are normally paid directly by the shipper or consignee.

"Double Standard"

"Since railroads normally include switching charges in through

rates and water carriers do not," explained a spokesman for the Common Carrier Conference of Domestic Water Carriers, "it is obvious that the railroad device of this double standard of switching charge increases directly discriminates against regulated water carriers and those who use their services. If water carriers are obliged to absorb rail switching charges in their costs to avoid the 10% rate increase, the railroads will have achieved their purpose of narrowing the rate gap between low-cost water transportation and all-rail service."

He added: "It should be obvious, since under this proposal the railroads will not recover from line-haul carriers any larger portion of their switching costs, that the entire scheme is a transparent means to impose new cost burdens upon water shippers while preserving the rail rate structure."

U.S. water carriers have often charged that the ICC regularly displays a strong bias for the railroads and against the nation's water carriers in its rulings. Through such ICC-approved rate juggling, the railroads are continually trying to nullify the cost savings enjoyed by water carriers over rail transport in the movement of cargoes.

Tattoo Ban Called For In Denmark

COPENHAGEN—The art of tattooing, already taking a beating from lawmakers and sociologists all over the world is now under fire in one of its strongholds — Denmark—where it is estimated that five percent of the male population sports tattoos, including Denmark's King Frederik IX.

Two plastic surgeons in Copenhagen have called for legislation to curb the activities of tattoo artists, claiming that many clients discover too late that such body art can be a serious social and economic handicap.

The doctors reported that of 17,000 young men called before military examination boards last year,



more than 800 bore tattoos. Many admitted, say the doctors, that the art work had become a social and economic handicap. Cases were cited in which the tattoos barred individuals from job promotion and advances in social status, and even some broken engagements and wrecked marriages were blamed on bodily art work.

Reputable tattoo artists counter these charges by insisting that they never accept minors as clients and reject people who come to them for decoration while drunk. The two doctors point out however, that boys of 12 have found some professionals who would tattoo them.

Under present Danish law, there is no official interference with the tattooing trade and the tattooing of minors is now forbidden. Many other countries have adopted strict laws governing the art.

150,000-DWT Too Small For Jap Shipyard

TOKYO—Japanese shipbuilders are still thinking big.

In spite of increasing concern that modern mammoth tankers may be outgrowing their usefulness and turning into gigantic white elephants, a Japanese shipbuilder has announced plans to build a 250,000-dwt or 300,000-dwt shipbuilding dock instead of the "small" 150,000-dwt dock originally intended.

Either a 250,000-dwt or 300,000-dwt dock would be the largest in the world. The same company, Mitsubishi Heavy Industries, also owns the present title-holding dock of 200,000-dwt capacity.

Is Bigger Better?

Japanese maritime interests have become increasingly concerned about the "bigger-than-thou" attitude which has become the vogue. It was recently pointed out that there are no tugboats large enough to pull some of these huge tankers to port should they become disabled at sea.

To tow vessels over the 100,000-dwt class, they point out, a tug of 10,000 horsepower is required whereas the largest tugboats in Japan have engines of only about 4,000 horsepower. Negotiations were recently reported for the construction of a service vessel capable of towing a 150,000-dwt ship — which would still not be able to handle the newer vessels.

The INQUIRING SEAFARER

Question: In all your years at sea, have you ever seen a flying saucer?

John Szczepanski: I've never seen one, but they must exist because a whole lot of people have spotted them. Out in the southwest I keep running into people who say they have seen them. Once I saw Scott Carpenter, the astronaut, orbiting the earth from the deck of the Steel Admiral



Arthur Sankovid: I never saw a flying saucer and I never met anyone who did. They probably don't exist. I think what people see as saucers are atmospheric disturbances caused by the jet stream. If they really were around, we would have heard from them by now



Angelo O'Neill: Although I've never seen one, flying saucers probably do exist. I've become convinced that they are real after reading the accounts of people who have seen them. I think they come from another world. I've seen bright, mysterious lights at night while on deck, but I don't have the slightest idea what they were.



Larry Schroeder: I never saw a flying saucer, but I've seen many a missile pass over the ships I've been on while sailing off the Florida coast or down in South America. When you're out at sea and those missiles flash by, you never do know if they're American or Russian. It's hard to say if flying saucers exist, but I know that I'm not spending my time looking for them.



Jerry Saunders: I never saw a saucer, but a friend of mine on the Steel Seafarer saw one in the sky over Hawaii once. He told me that he saw this strange thing flying low over Pearl Harbor at dusk. It sure shook him up. It wasn't a question of him seeing things either, because the newspapers were full of the news



Robert Russ: I personally never saw a flying saucer. These days you can never tell what to believe, since anything turns out to be possible. For all we know, our own Air Force might be behind them. If you want to talk about things in the sky, the prettiest sight I've ever seen was the aurora borealis



Cigarettes To Carry Warning On Health

WASHINGTON—"Caution, cigarette smoking may be injurious to your health." Under a new law signed by President Johnson last week, every pack, box and carton of cigarettes sold in the United States after next January 1 must carry a label with the above legend inscribed on it.

The new legislation, was prompted by the Surgeon General's report of 1964, which linked lung cancer and other diseases to cigarette smoking.

Manufacturers who do not comply with the new law will be fined \$10,000 for every offense. In practice, a penalty could be imposed for every cigarette package that does not have a label.

The size, color and position of the label on the package is not specified in the bill. These details will be left to the cigarette industry.

After the industry decides on the composition and dimensions of the label, it must then go the justice department, which can either approve the design or order the industry to come up with a new one.

The bill has come under heavy criticism from many quarters as being too weak. One provision of the bill which has come under exceptionally strong attack would bar the Federal Trade Commission from requiring similar health warnings in cigarette advertising until July 1, 1969.

SPAD

Seafarers
Political Activity
Report

The Federal Communications Commission has held that a radio or television station cannot insist on payment for "equal time" if it is required to provide for reply to controversial programs.

The FCC position is one that has long been maintained by the AFL-CIO in cases involving stations which have loaded their air time with right-wing broadcasts.

Elaboration of the FCC's "fairness doctrine" was contained in a letter from the agency to Radio Station WGCB in Red Lion, Pa. The station's policy, the FCC said after an investigation, appeared to be that it would sell time to present conflicting views, but not make the time available as a public service.

"Such a policy is inconsistent with the public interest," the FCC said. The agency added that the station could try to get payment for the presentation of other opinions but stressed: "You cannot reject programming—otherwise suitable to you—solely on the ground that it is not sponsored where you have not presented and do not plan to present the conflicting viewpoints in other programming. The paramount consideration is the public interest in an informed electorate..."

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The Texas AFL-CIO has asked Gov. John Connally to leave the Democratic party unless he is able to support the national party platform.

The request came in the form of a resolution on repeal of right to work laws that was adopted at the closing session of the ninth annual state convention of the AFL-CIO.

Governor Connally has publicly supported retention of section 14-B of the Taft-Hartley Act, which permits states to have right to work laws. Texas has had such a law since 1947.

A strong anti-Connally theme pervaded the convention. The resolution noted that remarks made by Mr. Connally at the national governor's conference prompted a Republican, Albert Fay of Houston, "to publicly commend him and invite him into the Republican party."

"If the Governor continues to refuse to support the platform of the Democratic party, then it is further recommended that he seek a political party more in line with his own views and political positions," the resolution said.

LABOR ROUND-UP

The Firemen & Oilers have elected John J. McNamara of Boston, Mass., as secretary-treasurer to fill a vacancy and also named James B. Zink as executive vice president assigned to the union's headquarters in Washington, D. C.

The actions were taken at a special meeting of the union executive board. The union, one of the non-operating railroad brotherhoods, said about half its 50,000 members work on the railroads.

McNamara fills a post left vacant by the elevation of William E. Friedenberger to the IBF&O presidency July 1. A union member since 1934, he had been a vice president for 15 years.

Zink, a vice president since 1957, has been chief spokesman for the union in rail contract matters. In addition he has been a member of the Railroad Adjustment Board's second division, which hears grievances.

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The Texas Dept. of Corrections paid public honor to Pres. Harry Burk of the Harris County AFL-CIO for "outstanding contributions" to a state training program for prison inmates.

For two years Burk has given a day a month to teaching a class of prisoners at the Richmond, Tex., pre-release center. Burk said he was grateful to the department for giving organized labor a chance to help. Only 7.1 percent of the center's 4,294 students have returned to prison, Corrections Dir. George J. Beto said.

Initial wage increases of 10 to 15 cents an hour for all employees of Fields Plastic of Tennessee, Inc., are called for in an agreement announced by the United Textile Workers of America for the company's Cleveland, Tenn., plant.

Additional automatic increases in specified job rates, five paid holidays now increasing to six in 1967, vacations up to two weeks after two years of service and company-paid life and hospital insurance send the total contract value to more than 60 cents an hour for the five-year pact.

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More than 12,000 shipyard workers won two major objectives in a settlement ending a 24-day strike at the Electric Boat yard of the General Dynamics Corp.

Besides economic gains totaling 26.5 cents, unions in the New London Metal Trades Council won a three-year contract containing the yard's first sick leave clause, and the right to follow the grievance procedure to arbitration over the transfer of work to the firm's Quincy, Mass., yard or other outside location.

The yard is one of the nation's major builders of nuclear submarines. The strike started July 1 and work was resumed on full schedule after a union ratification meeting.

The new pact also provides improved pensions and vacations, an additional paid holiday for a total of nine, additional hospital coverage and another \$1,000 in life insurance for covered workers.

"Why Not Call It 'Union Day'?"



As Labor Day 1965 approaches, the American Labor movement can look back on a year which saw many of the major legislative goals of organized labor become reality.

Health care for our aged citizens through Social Security (Medicare) is one of these goals for which labor has fought and won despite strong opposition. Medicare is now a reality. The recent Voting Rights Bill which assures every citizen a voice in the governing of the nation of which he is a part is another goal for which labor has fought a winning fight.

The recently passed Housing Aid Bill is another labor-supported measure which goes a long way towards assuring every American a decent home in which to live and raise a family—as is the Aid to Education Bill whose purpose is to assure all Americans the best education available regardless of their financial ability to meet the skyrocketing costs of education. Another labor goal, the repeal of anti-labor Section 14(B) of the Taft-Hartley Act, is well on its way to final passage.

These legislative advances, although sponsored, supported or fought for by the American labor movement, benefit not only labor but the entire population. They represent not only labor legislation but social legislation—much of it badly needed and long-overdue.

In this sense, the achievements of this year are not anything new. The entire nation

has benefited many times in the past from legislation which organized labor has called for and fought for.

Legislation abolishing child labor was brought about largely through the efforts of organized American labor. The system of free public education for which our nation is justifiably proud became a reality largely through the efforts of organized labor. Social Security, which guarantees aid for those who are disabled or too old to work is another measure which organized labor fought for.

Looking back on these past achievements it becomes increasingly clear that Labor Day might more aptly be called Union Day. It was the organization into strong unions that made it possible for American workers to be heard and to exert an influence on their nation's future as well as their own. It was their organization into unions that gave them strength, broke the shackles of exploitation under which they suffered, and made it possible for them to attain a position of dignity in society.

What was true in the past remains true today. Much of the basic social legislation aimed at bettering the lot of all American citizens is coming into being through the direct action of organized labor—American workers organized into strong unions.

Whether it is called Labor Day or Union Day, every American will have much to be thankful for on September 6 because of the active part played by organized labor in the shaping of American society.

Congressman Urges More Ocean Research

U.S. Action Needed To Stop Red 'Wet Sputnik' Launching

According to a U.S. congressman, if America doesn't get her "ocean-auts" off the ground and into the sea, Russia may beat us to an "ocean sputnik." Warning the House Oceanography Subcommittee that Cuba-based Soviet scientists are already exploring the Gulf Stream for future submarine use, congressman Paul Rogers (D-Fla.) pointed to the need for a concerted, consolidated oceanographic research program.

"We must not let the Soviets get ahead of us with an ocean sputnik," he said. "These hearings," he continued, "will provide an opportunity to emphasize how important ocean research is to the nation. We know more about outer space." The congressman declared, "than we do about the earth's wet space. U. S. astronauts have gone more than 170 miles into space. But oceanographers have gone only seven miles down into the ocean."

One ocean phenomena of growing concern to the Navy is the

Gulf Stream. Many Navy men agree that the Gulf Stream could become a major future submarine battleground. "In case of enemy attack," says one expert, "the Gulf Stream could well become our closest point of vulnerability. To prevent drifting submarines from dropping down into it and being swept noiselessly up the coastline, we must investigate it thoroughly. There is no time for delay."

A major break-through in the area may soon be provided by the massive year-long survey of the Gulf Stream just launched by the Coast and Geodetic Survey. The Stream is far too huge to be covered in a single year by a single survey, so the work is being con-

ducted in limited areas—off Miami, Charleston and Cape Hatteras, plus a stretch of ocean reaching roughly from North Carolina to Nova Scotia. Although the research team is being coordinated by the Coast and Geodetic Survey, almost every major oceanographic group in the United States will participate.

Long A Mystery

The Gulf Stream has puzzled would-be researchers since it was discovered centuries ago. In 1575, a French scientist named Thevet announced that the Stream had its source in the Mississippi River. A hundred years later, Benjamin Franklin studied its effect on transatlantic sailing.

Today, most oceanographers believe that the stream is formed through the interaction of various natural forces—sun, wind and the rotation of the earth. According to this theory, warm air rising at the equator is replaced by cooler air from the north. Part of this cool air mass is diverted down onto the water by the earth's rotational spin. There it triggers the northward flow of water from the Caribbean and the Gulf of Mexico.

As it leaves the Florida Straits, the Gulf Stream resembles a huge river, 40 miles wide and 2,000 feet deep, moving northward at a surface speed of approximately four knots. Every hour, the stream moves an estimated 100-billion tons of water.

After the Stream passes by Florida, it becomes more and more diverse. Even its boundaries begin to change, becoming fluid as the stream continues its northward journey. Now more like a spiral of ribbons than a single massive river, the Gulf comes in as close as 10 or 15 miles to shore and then veers 40 or 50 miles out to sea.

Many Theories

Flowing through cooler ocean depths that may reach as deep as 8,000 feet, the Gulf Stream remains suspended, retaining its constant temperature and its 2,000-foot depth. There is even a theory that north of Cape Hatteras, there is a southward-moving counter-current under the Stream itself.

An important result of the Gulf Stream's flow is the effect it has on weather. The warm water it transports across the Atlantic has long been acknowledged as a major reason why Northeastern Europe enjoys a more temperate climate than other regions in similar latitudes.

As for the peculiar weather variations along our eastern seaboard, it is hoped that the current survey may unlock the mystery surrounding the strange body of frigid waters locked at sea off the mid-Atlantic states. An expert guess is that this cool water pool may be the prime cause of the severe four-year drought that has been plaguing the East and the heavy rains sweeping the Midwest.

Scientists agree that such a cold water pool could well cause an almost constant low pressure area. This of course could change prevailing wind patterns and influence the offshore weather that usually brings rain to the seaboard states.

Housing and Home Finance Agency, which is picking up the tab for two thirds of the \$1,062,311 cost of the operation. The project will be studied by the University of California Institute of Transportation and Traffic Engineering for the HHFA to learn how acceptable passengers find the craft.

The hovercraft test will continue for one year, after which the results of the project will be evaluated. Decisions about future use of the air cushion craft will be based on the information gathered during the year of operation.

The hovercraft are 39 feet in length with a beam of 25 feet. They draw their power from two gas turbine engines which operate a fan behind the passenger compartment which is forward. The fan produces a cushion of air which is enclosed by "skirts" extending four feet below the bottom of the vehicle. It is this cushion of air on which the hovercraft rides.

Really Skims

Since the skirts on the craft extend within six inches of the surface of the water, an observer gets the impression that the vessel is almost skimming the water when actually it is four feet over the water's surface. This permits the craft to clear obstacles of up to three-feet in height.

Passengers who have taken test-rides on the craft report that its motion was smooth, even though the effects of waves can be felt. The test-passengers report the craft has a tendency to fly sideways, forcing its pilot to lead it into the wind. Even though the craft may be headed to starboard, the passengers note that it might slip to port a bit.

Although the use of the hovercraft in San Francisco Bay will be the first time the craft has been used commercially in this country, it has been providing regular passenger service between England and the Isle of Wight for the last three years.

Hovercraft Serving San Francisco Area

SAN FRANCISCO—The first regularly scheduled hovercraft service in the United States was begun last week between this city and Oakland. The craft, which can skim over water or land on a cushion of air, is being given a one-year test to see if it represents an answer to big-city transit problems.

Two seven-ton hovercraft, or "jet skimmers" as they are known locally, will be operated by San Francisco-Oakland Helicopter Airlines, Inc., making a total of ten round-trips a day across San Francisco Bay. The craft, which cost \$300,000 apiece, will carry 15 passengers between the airports of both cities or to downtown San Francisco. The 20-mile trip between the airports is scheduled to take 15 minutes.

One-Year Test

The hovercraft service will be operated as a test by the U.S.

Sea-Land Plans New Terminal

JACKSONVILLE, Florida—The SIU-contracted Sea-Land Service has signed a lease with the Jacksonville Port Authority under which Sea-Land will build a new 13-acre terminal. The project is expected to be completed by November, 1966.

Built on the site will be a wharf and bulkhead 1,220 feet long and able to accommodate two ships at the same time. A 27½-ton gantry crane will operate over the entire length of the wharf. The crane alone will cost approximately \$700,000.

The \$3 million terminal for Sea-Land will replace the present company terminal at Pier 3. Construction of the new facility under the lease eventually provide for a 25 percent increase in available docking space in the port.



By Fred Stewart & Ed Mooney
Headquarters Representatives

Responsibility Is Mark Of SIU Crew

Although many ships under the SIU banner are noted for fast turn-arounds with comparatively little time in port, crew members missing the ship or failing to join are rare.

In cases when one or more members miss a ship it entails an undue hardship upon fellow crewmembers and the shortage of a full complement involves other possibly serious matters. Therefore an SIU man is very much aware of his duty to show up on time.

This commitment is spelled out specifically in the Union's Constitution and traditionally, the Union membership has taken a firm stand on this matter. Except under reasonable or extenuating circumstances a regulated fixed fine is imposed. Anyone who makes a practice or habit of missing his ship will promptly recognize that his Union brothers will not tolerate nor condone such action.

It is the duty of every Seafarer to be self disciplined. He knows that one of his duties is to keep himself accurately informed of the sailing time prior to leaving the vessel when going off duty. For this reason the Union strongly urges that, "the sailing time shall be posted at the gangway on arrival when the vessel is scheduled to stay in port 12 hours or less. When the stay is scheduled to exceed 12 hours the sailing time shall be posted 8 hours prior to scheduled sailing, if before midnight. If scheduled between midnight and 8 A.M., sailing time should be posted by 4:30 P.M., but not later than 5 P.M."

Permission, of course, must be obtained from the heads of the respective departments to exchange watches or to get a short leave if a member so desires. It is understandable that on occasion a crewmember may want to contact home or conduct other personal business.

After being granted a "leave" the crewmember must immediately report his return. This, however, has no bearing on scheduled sailings. It would also be wise for crewmembers to leave an address and telephone number with the department head at which they can be contacted. It is the responsibility of the seafarer to keep constant contact with the vessel. Failure to keep in touch may cause the vessel to sail short handed.

The Union and companies agree that "all members of the unlicensed personnel shall be aboard the vessel and ready for sea at least one hour before the scheduled sailing time . . ."

"If the vessel's departure is delayed and the delay is due to the loading or discharging of cargo, the new time of departure shall immediately be posted on the board and if such delay exceeds 2 hours the watch below may be dismissed and shall receive 2 hours overtime for such reporting."

Occasionally, it is difficult to determine the exact sailing time of a cargo vessel. It is therefore the duty and responsibility of licensed deck officers, with respect to the handling of cargo, to check as close as possible the correct sailing schedules. By doing this a seafarer off duty will be aided in taking care of his personal business without being deprived of reasonable shore leave. Ample off-time ashore to the professional seafarer is at a premium and is appreciated.

SIU crews are regularly commended for being consistently on the alert, and these commendations are well deserved.

Major Job Areas Report Employment On Upswing

WASHINGTON—The number of major job areas with 6 percent or more unemployment dropped to 21 in June, the lowest number since May, 1957.

Pacing the drop was the reclassification of South Bend, Ind., from the substantial unemployment category of 6 to 9 percent to the moderate unemployment group of 3 to 5.9 percent. The Labor Department termed the change in the South Bend situation "especially significant." The area had been in the 6 percent or more category since November 1963 when defense cutbacks and the closing of the Studebaker plant caused a sharp increase in joblessness.

A year ago in June the number of major job areas with substantial unemployment was 37. The all-time high of 101 was reached in the spring of 1961. In the past three months the number of areas had dropped from 25 to 21.

Based On Surveys

The department said the report reflected a continued reduction in unemployment in the nation. The classifications are based on surveys of local employment conditions in 150 major labor areas as well as

smaller and very small areas.

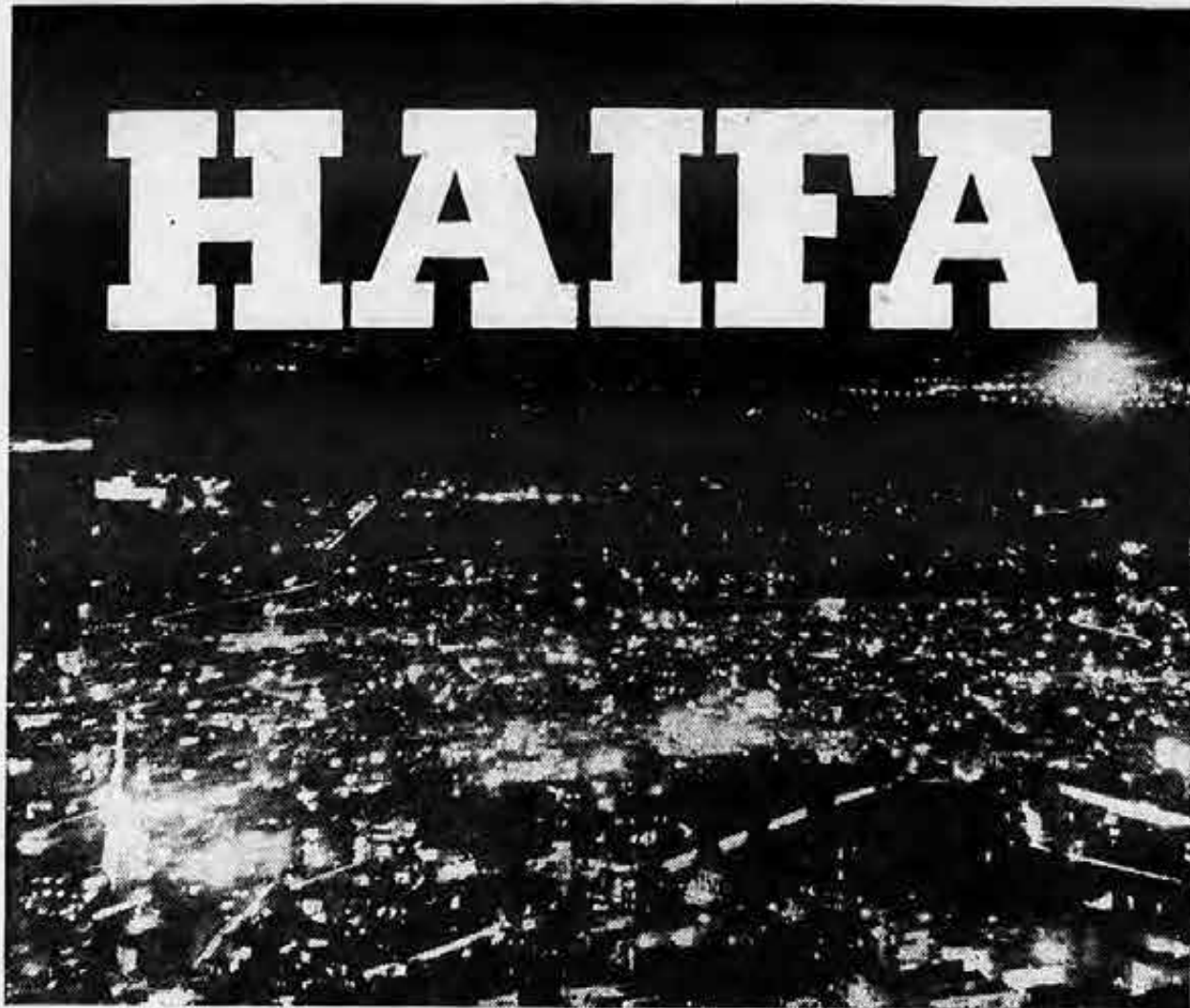
Eighteen major areas have gone off the list of substantial unemployment in the last year while only two were put on.

In the June report four areas were classified up from the 3 to 5.9 percent range to the 1.5 to 2.9 percent unemployed—Wilmington, Del.; Minneapolis-St. Paul, Minn.; Canton and Youngstown-Warren, Ohio.

Fall River, Mass., moved from the 9 to 12 percent range to the 6 to 9 percent classification. The San Bernardino - Riverside - Ontario, Calif., area was classified from moderate unemployment to the more than 6 percent group. In the latter case the department said the growth in the local labor force out-paced gains in employment.

Among the major cities with substantial and persistent unemployment remaining on the June list are Buffalo, N.Y.; Newark, N.J.; Oakland, Calif.; Philadelphia, Pa.; and Toledo, Ohio.

HAIFA



SEAFARERS PORTS OF THE WORLD

Primarily a workers city, Haifa is Israel's main port on the Mediterranean with one of the most developed harbor centers in the Middle East, and is also the center of Israel's heavy industries, which are centered in the Haifa Bay area. Haifa is a city where the ancient and the modern dwell side by side.

Situated by the slopes of Mt. Carmel, Haifa is rich in history. On the slopes of Mt. Carmel are the caves of the biblical Prophets Elijah and Elisha. Tours of Galilee and the Jordan Valley and biblical and historic sites in northern Israel often start in Haifa. The Museum of Antiquities has one of the best archaeological collections in the world.

By way of contrast, Haifa is also the home of the Technion, the Israel Institute of Technology, the leading engineering institution of higher learning in the country, and a fine Museum of Modern Art. The city also has an excellent Maritime Museum located near the Sailors' Home.

Almost everything of interest in the city can be easily reached by fast, modern municipal busses. The harbor, bay and waterfront areas can best be toured by motorboat and several inexpensive boat trips are available.

Occupying what is primarily an arid land, Haifa is justly proud of her municipal gardens, such as Gan Hazikaron, with its unique view of downtown Haifa and the Bay, and Gan Ha'em, where recorded concerts are held twice weekly.

Because its population of 210,000 people come from all over the world, language is no difficulty in Haifa. Hebrew is the official tongue, but English, French, and German are almost widely spoken.

The Government Tourist Information Office at 2 Balfour Street is a good place to start any sightseeing tour.



The Old City of Haifa (left) with its narrow, winding streets and rough-textured stone buildings stand in sharp contrast to new Haifa's up-to-date modernity (right).



Where much of the land is mostly arid, cool tree-shaded streets are doubly beautiful.



Haifa is not a small city, as this view indicates. The city sprawls on the slopes of Mt. Carmel, which is rich in Biblical lore and the site of a famous church of the Carmelite Order.



Dinghies fitted with lamps for night fishing contribute to the activity in Haifa's busy harbor.

ANNUAL REPORT FOR THE FISCAL YEAR ENDED MARCH 31, 1965
GREAT LAKES TUG & DREDGE PENSION FUND
 17 BATTERY PLACE, NEW YORK, N. Y. 10004
TO THE SUPERINTENDENT OF INSURANCE OF THE STATE OF NEW YORK

Notes: (1) All data in the Annual Report is to be copied from the Annual Statement. Where a copy of U.S. Department of Labor Form D-2, has been filed in lieu of pages 8 to 14 of the New York Annual Statement, the Summary Statement of Assets and Liabilities (Exhibit B-1) and the Summary Statement of Receipts and Disbursements (Exhibit B-2) of Form D-2 may be substituted for Pages 2 and 3 herein.

(2) The Annual Report is required to be filed, in duplicate, not later than Address replies to New York State Insurance Department, 123 William Street, New York 38, New York.

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

EXHIBIT B-1¹
SUMMARY STATEMENT OF ASSETS AND LIABILITIES
Assets²

	Column (1)	Column (2)
1. Cash		\$ 6,925.35
2. Bonds and debentures		
(a) Government obligations	\$ 29,934.39	
(b) Nongovernment bonds	270,717.62	
(c) Total bonds and debentures	300,652.01	
3. Stocks		
(a) Preferred	50,573.74	
(b) Common	299,273.26	
4. Common trusts	—0—	
5. Real estate loans and mortgages	—0—	
6. Operated real estate	—0—	
7. Other investment assets, U.S. Treasury bills	20,803.43	671,302.44
8. Accrued income receivable on investments		—0—
9. Prepaid expenses		—0—
10. Other assets		
(a) Accrued interest paid on bonds purchased	—0—	
(b)	221.61	
(c)		221.61
11. Total assets		<u>\$678,449.40</u>

Liabilities and Funds

12. Insurance and annuity premiums payable	—0—	
13. Reserve for unpaid claims (not covered by insurance)	—0—	
14. Accounts payable	—0—	
15. Payrolls, taxes withheld	155.79	
16. Total liabilities		155.79
17. Funds and reserves		
(a) Reserve for future benefits and expenses	678,293.61	
(b)	—0—	
(c)	—0—	
(d) Total funds and reserves		678,293.61
18. Total liabilities and funds		<u>\$678,449.40</u>

¹ Indicate accounting basis by check: Cash Accrual . Plans on a cash basis should attach a statement of significant unrecorded assets and liabilities. SEE ATTACHMENT.

² The assets listed in this statement must be valued in column (1) on the basis regularly used in valuing investments held in the fund and reported to the U.S. Treasury Department, or shall be valued at their aggregate cost or present value, whichever is lower, if such a statement is not so required to be filed with the U.S. Treasury Department (Act, sec. 7 (e) and (f) (1) (B)). State basis of determining the amount at which securities are carried and shown in column (1): Bonds, stocks and U.S. Treas. Bills-at cost.

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

EXHIBIT B-2
SUMMARY STATEMENT OF RECEIPTS AND DISBURSEMENTS
Receipts

1. Contributions		
(a) Employer, See Attachment		\$101,092.38
(b) Employees		73,578.67
(c) Other (Specify)		—0—
2. Interest, dividends and other investment net income		24,256.36
3. Gain (or loss) from disposal of assets, net		650.59
4. Dividends and experience rating refunds from insurance companies		—0—
5. Other receipts		
(a)	—0—	
(b)	—0—	
(c)	—0—	
6. Total lines 1 to 5, inclusive		<u>\$199,578.00</u>

Disbursements

7. Insurance and annuity premiums paid to insurance companies for participants benefits		—0—
8. Benefits provided other than through insurance carriers or other service organizations		2,246.05
9. Administrative expenses		
(a) Salaries (Schedule 1)	7,215.40	
(b) Fees and commissions	2,596.52	
(c) Interest	—0—	
(d) Taxes	327.75	
(e) Rent	475.75	
(f) Other administrative expenses	5,028.82	15,644.24
10. Other disbursements		
(a) Trustees' meetings expense	706.37	
(b)		706.37
11. Total lines 7 to 10, inclusive		<u>18,596.66</u>
12. Excess (deficiency) of receipts over disbursements (line 6, less line 11)		<u>180,981.34</u>

Reconciliation of Fund Balances

13. Fund balance at beginning of year		—0—
14. Excess (deficiency) of receipts over disbursements (line 12)		180,981.34
15. Other increases or decreases in funds		
(a) Net increase or decrease by adjustment in asset values of investments	—0—	
(b) Reserve for future benefits and expenses	(180,981.34)	(180,981.34)
16. Fund balance end of year		<u>—0—</u>

GREAT LAKES TUG & DREDGE PENSION PLAN
ATTACHMENT TO THE ANNUAL REPORT FORM D-2
YEAR ENDED MARCH 31, 1965

Page 1 — Item 1

Great Lakes Tug & Dredge Pension Plan is identified with the Great Lakes Tug & Dredge Region Inland Boatmen's Union, Seafarers International Union, Atlantic, Gulf, Lakes and Inland Waters District, AFL-CIO and various signatory employers operating the Great Lakes Area.

Part III — Item 12

Valuation Certificate Attached

Exhibit B-1

Statement of Unrecorded Assets and Liabilities

	Assets	Liabilities
Interest Receivable	\$ 5,666.83	
Contributions Receivable	8,584.18	\$1,141.23
	<u>\$14,251.01</u>	<u>\$1,141.23</u>

ANNUAL REPORT OF THE
GREAT LAKES TUG & DREDGE PENSION FUND

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

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

Employer trustee: s/ Irving Saunders Subscribed and sworn to before me this
 28th day of July, 1965.
 s/ John J. Raguseo

Employee trustee: s/ Robert Affleck JOHN J. RAGUSEO
 Notary Public, State of New York
 No. 30-8482865
 Qualified in Nassau County
 Cert. filed in Nassau Co. & N.Y. Co.
 Commission Expires March 30, 1966.

Lakes Death Benefit



Mrs. Mary Ann Webster, widow of Great Lakes Seafarer John E. Webster, receives her Union Death Benefit check from Lakes District SIU rep Larry Rice in Detroit. Webster, the father of four children, was a resident of Alpena, Mich. Holding a wheelman's rating, he sailed on the Diamond Alkali (American Steamship Co.).

Navy Trains Porpoise As Divers' Bodyguard

POINT MUGU, Calif.—An Atlantic bottlenose porpoise, appropriately named Tuffy, is being trained to go into action against savage sharks who menace undersea divers going peaceably about their business. The Navy's researchers plan to have Tuffy participate in the Sealab II experiment in which a team of scientists and divers will spend 15 days 215 feet beneath the surface of the Pacific off La Jolla, Calif.

Protection against sharks will only be part of Tuffy's duties in the underwater living experiment. The intelligent porpoise, who has been a pupil at the Point Mugu Naval Missile Center for over a year, is also learning to carry packages from divers on the bottom to men on the surface, as well as to bring guide lines to divers who lose their direction in the gloomy depths.

First Practical Test

According to F. G. Wood, chief of the Marine Sciences Division of the missile center, Tuffy's training represents the first practical test of whether a sea mammal can assist man in working under water.



"Tuffy"

Current plans call for Tuffy to go into action should a shark appear outside of Sealab II to trouble Navy divers working in the area. Porpoises are famous for their battles with sharks. Incidents of their combat are on the record books where porpoises have been seen to beat off sharks, and sometimes to kill them by ramming the murderous undersea marauders with their noses.

Tuffy is no shrinking stranger to combat with sharks. His 270-pound, 7-foot frame has numerous scars left from many a ferocious battle with the savage predators. The Sealab II experiment will show if Tuffy's training has conditioned him to the point where he will protect human divers from their common enemy.

Researchers' Goldmine

While Tuffy's training will represent the first attempt to get man and porpoise to work side by side, a great deal of research on porpoises has been conducted by scientists in recent years. Researchers have been highly impressed with the intelligence of porpoises and their ability to communicate by the highpitched sounds they utter. Scientists have also been fascinated by the ability of porpoises to detect undersea obstacles by echoes from sound waves.

The Navy's Sealab project was scheduled to get under way this week when a 12x57-foot steel cylinder housing 10 men will be lowered 210 feet beneath the surface of the Pacific. Teams of Navy divers and scientists will spend 15 days in the undersea structure, working outside the cylinder for at least two hours per day.

First American Expedition To Study Area

U.S. Scientists Explore Russian Arctic Waters

A U.S. Coast Guard icebreaker is carrying the first American scientific expedition ever to explore the Kara Sea off Soviet Siberia. The last team of Western scientists to explore the Russian Arctic Sea was the famous Norwegian explorer Raold Amundsen who traversed the barren Arctic area over 40 years ago.

Scientists on the Coast Guard icebreaker Northwind report that the expedition is taking place because U.S. researchers know less about the Kara Sea than any other major body of water in the world. The Kara Sea is a body of water beneath the Arctic Ocean bounded by the two islands which make up the Soviet territory of Novaya Zemlya on the east and the Taimyr and Yamal peninsuls of the Siberian mainland on the west. The Russians have held several nuclear tests on the island territory of Novaya Zemlya, detonating their 100 megaton bomb at the isolated site. The area to be explored by U.S. scientists is in international waters.

Reds Not Talking

Soviet scientists are known to have already explored the Kara Sea region, but so far have failed to publish the facts they have gathered. The U.S. expedition is pledged to make its investigations public.

The Northwind expedition is encountering severe problems caused by the ice and weather conditions in the Arctic region. The progress of their exploration work is considerably slowed by six-foot thick ice flows. Rain and fog abound in the area, which is sometimes known as the "Sea of Mists," hindering visibility and forcing the ship to wait for days to get a celestial fix.

Two U.S. Teams

The U.S. expedition is made up of two teams of scientists. One party of Navy oceanographers is studying salinity, water temperature, water radiation and plankton life. The second group, which is

from the University of Wisconsin's Geophysical and Polar Research Center, is investigating the gravity and magnetic characteristics of the area. Both groups of researchers have reported excellent progress, even though the expedition has just started.

Since leaving Copenhagen on July 15, the Northwind is taking every precaution to avoid an

international incident with the Russians. After crossing the Russian-Norwegian boundary, the U.S. ship took a course away from the Russian coastline. To make sure the Russians realized the scientific nature of the voyage, covers were placed over the vessels five-inch guns when it passed into the Soviet or eastern end of the Barents Sea.

Your SIU Clinic



By Joseph B. Logue, MD, Medical Director

Bacteria Danger

Two British government scientists delivered a strong blow this week to the practice of putting antibiotics and other drugs in animal feeds to speed up the fattening process. Dr. E. S. Anderson, director of the Enteric Reference Laboratory of the Public Health Service, and M. J. Lewis, charged that the widespread use of medicated feeds to hasten weight gains may be making common disease-causing bacteria resistant to the new antibiotics. The drugs change micro-organisms in the animals' bodies so that they acquire resistance. This resistance is then transferred to bacteria responsible for salmonella, Escherichia coli and even staphylococcus infections, they explained. The further transmission of drug-resistance to essentially human organisms may then follow, they added, as reported in HEALTH BULLETIN.

Explaining their findings in the current issue of the scientific journal NATURE, the government researchers point out that many bacteria are already showing resistance to sulfa drugs, the newer penicillins, streptomycins and tetracyclines—drugs commonly added to animal feeds. They note also that warnings on this new form of infection were sounded two years ago by a Japanese researcher. Dr. T. Watanabe of Keio University School of Medicine said that drug resistance "could become a serious and world-wide problem." Apparently the warning went un-

heeded because it seems that this stage is in sight in Britain, Drs. Anderson and Lewis charge. Support for their prediction is based on studies of the occurrence and transfer of resistance in salmonella typhimurium, the most common cause of food poisoning outbreaks. The British researchers cite evidence that 61 percent of all strains are showing resistance to antibiotics. In addition, laboratory research has shown that the resistance can be transferred readily to Escherichia coli, a widespread germ which can cause serious infections of the urinary tract in man. That hazard is emphasized by the fact that physicians are accustomed to treating such infections with the very antibiotics that are now becoming ineffective, they point out. "The time has clearly come for a re-examination of the whole question of the use of antibiotics and other drugs in the rearing of livestock," Drs. Anderson and Lewis conclude.

Indiscriminate use of antibiotics, especially in the treatment of simple viral infections, is also contributing to the drug resistance problem. Health Bulletin reported recently that about a dozen species of disease-causing bacteria are beginning to show resistance to tetracycline. Dr. Trevor J. Franklin of Imperial Chemical Industries, Ltd., England, said this situation poses a serious problem for future medical practice. Physicians are accustomed to using tetracycline and know its effectiveness in treating disease and disorders ranging from acne, abscesses, sinusitis, diphtheria, pneumonia and scarlet fever, he said. "One should avoid at all costs the use of tetracycline in an indiscriminate manner," he warned.

Jobs Column

(Continued from page 7)

however, Defense planners began to revise their thinking about the role of U.S. shipping in the overall military picture as a result of "Operation Steel Pike." Ten U.S. merchant vessels, including several SIU-manned ships, participated in this huge land-sea military exercise off the coast of Spain in which 23,000 marines and their vehicles and heavy equipment were successfully carried to the scene of the maneuvers.

When the strategists at the Defense Department surveyed the positive results of Steel Pike, they began to have second thoughts about their previous over-reliance on the role of airpower in transporting troops and equipment to the scene of an emergency. The military strategists were especially impressed with the comparison the job performed by the U.S. fleet in Steel Pike as contrasted to the huge airlift of troops from U.S. bases to Germany in 1963. In that exercise, American soldiers were landed in Europe quickly, but it took several weeks before their heavy equipment and vehicles which they needed to fight could arrive by boat.

Military planning experts faced with the problem of getting men and supplies to Vietnam are forced into this same dilemma if they decide to depend on aircraft to transport U.S. troops. While American fighting men may be moved to Southeast Asia within a matter of

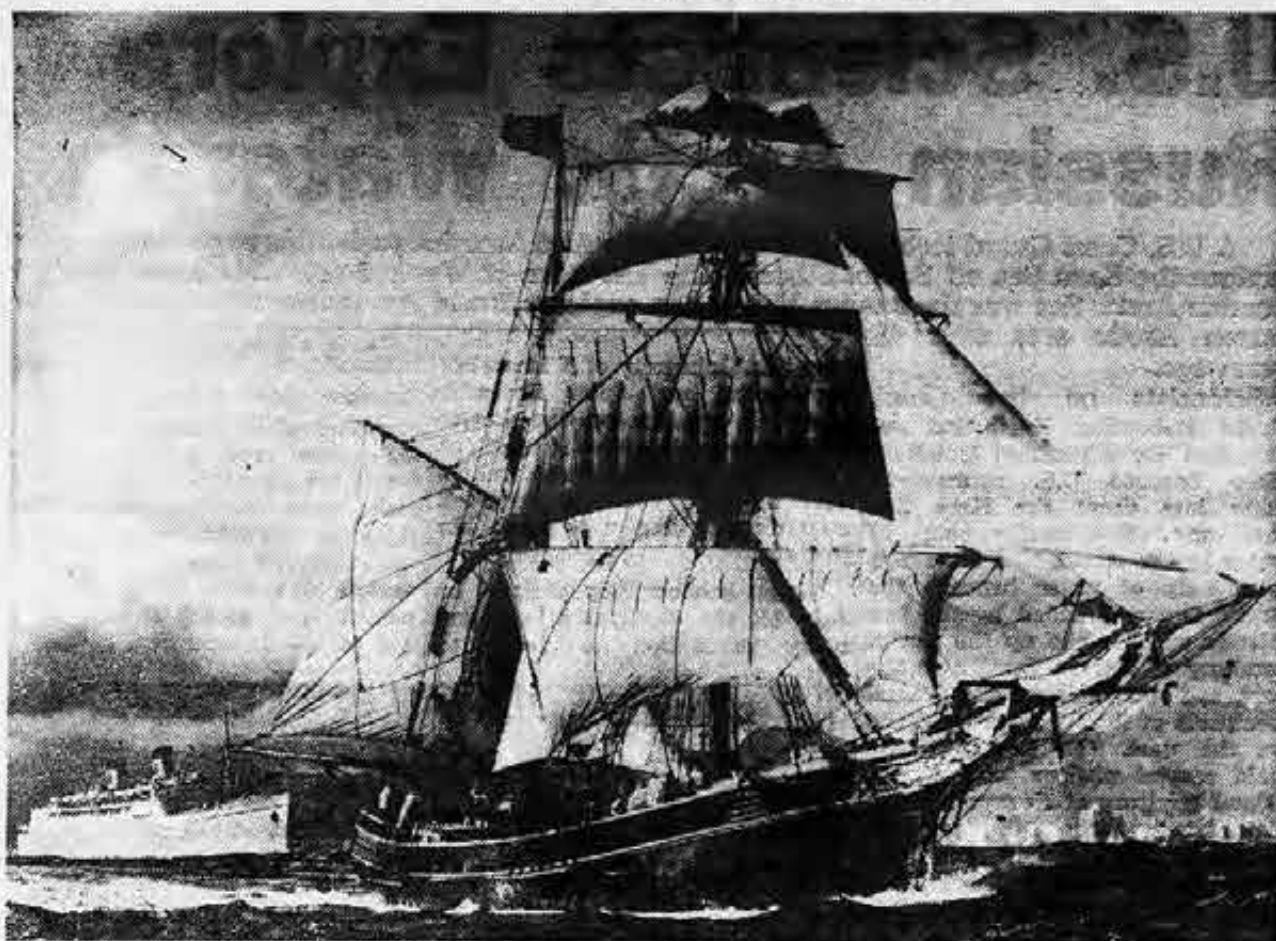
days, the supplies and equipment which they need to fight will still have to come by ship. Under the circumstances, it is easy to see why American shipping is furnishing the bulk of the transportation job of the U.S. fighting force.

Is the U.S.-flag fleet strong enough to shoulder the job which it performed so ably in past national emergencies? Maritime observers question whether our merchant fleet has enough fast, modern tonnage to meet this challenge. This problem might never have arisen if the government had provided the maritime industry with a sound program of operating and construction subsidies years ago.

Vietnam actually represents only a "small" emergency. With the ability of the entire maritime industry to perform its job in the face of this crisis already under serious question, what would be the case if our nation were confronted with an all-out emergency? Past experience in World War II has shown that a crash maritime construction program in the event of war is a time-consuming and costly process, in a period when delays can lead to disaster.

The Vietnam crisis is proving that the need for a strong, fast, modern American-flag merchant fleet has never been so urgent. The time to act to revitalize the American-flag fleet is now. Further delays could lead only to a national tragedy.

Sail And Steam Off Hawaii



The brigantine Thetis is caught by the camera as she moves along under full sail off Honolulu, providing a striking contrast with the modern ocean liner Lurline, manned by SIU Pacific District seamen. The 140-ton brigantine plays an important role in the motion picture "Hawaii" which is being filmed in the island state. The film is based on James Michener's best selling novel.

Corporate Profit Surge Threatens Business Boom

WASHINGTON—The "astonishing," "dizzying" and "dramatic" surge in corporate profits could lead to a shortage of customers, a job squeeze and a collapse of the boom itself, according to an AFL-CIO analysis.

After-tax profits have been rising for four successive years two to three times faster than the rise in consumer income, it notes, and adds:

"If this trend continues, it will mean the economy's ability to produce is far outrunning the ability of consumers to buy this output."

Profits during the first quarter of this year reached a "spectacular" annual rate of \$36.5 billion—17 percent higher than the first quarter of last year and a "fantastic" 67 percent rise since 1961, it was noted in the study, an Economic Trends & Outlook feature prepared for the AFL-CIO American Federationist by the Department of Research.

Profits Grow Fastest

"The 67 percent rise of after-tax profits since 1961," the article says, "has been about two to three times faster than the increase of after-tax personal income, wage and salary payments and total national production. Between 1963 and 1964, for example, after-tax profits rose more than twice as fast as the after-tax income of American families. And in the January-March quarter of 1965, after-tax profits were up 15 percent above the year 1964 — more than three times as fast as the rise of after-tax personal income.

"The lopsided profits boom is leaving other forms of income far behind."

Workers Short-Changed

"First, workers in industry have not been receiving an adequate share of benefits of the economic expansion since 1961. Second, the laments still heard about the 'profit squeeze' are totally unjustified." The study added:

"The surge in profits has destroyed the myth of the 'profit squeeze' but it has not eliminated

the danger of the 'employment squeeze.' In fact, there is a growing fear that excessively rapid increases in profits—moving up much faster than wages and salaries—will have a depressing effect upon the economy, resulting, in time, in further unemployment and ultimately in declining profits as well."

"Unless public and private economic policies are redirected, immediately and substantially, to raise the ability of millions of fam-

ilies to consume, it is evident that the current profits boom will lead to trouble. And if it collapses, production and new business investment, as well as profits, will move into recession, too." To head off such a recession, the analysis continues, wage and salary earners "must obtain, through collective bargaining, a fairer share of the rising output and increasing efficiency of the nation's economic system."

Food Prices Pushing Living Costs Higher

WASHINGTON—The cost of living, spurred by sharp rises in meat and fresh vegetable prices jumped one-half of 1 percent on June for its greatest lift upward in 23 months.

The Labor Department's Bureau of Labor Statistics reported that its Consumer Price Index went from 109.6 in May to 110.1 in June, an increase of 1.9 percent from the reading of 108 in June 1964.

Increases during the second quarter of 1965 totaled 1 percent. Annual total increases during the past few years have run about 1.2 to 1.3 percent.

The rise was paced by meat and poultry prices, which increased more than 6.25 percent, and fresh fruits and vegetables, which rose 3.7 percent. Potatoes, in short supply because of the 1964 drought, led the parade with a jump of 10 percent.

Arnold Chase, assistant BLS commissioner, said the increase would have been another one-tenth of 1 percent higher had not the prices of new autos and air

conditioners dropped as a result of the federal excise tax cut.

Department experts believe the increase does not set a "trend for the future because of the temporary factors" involved in the rise, he said. He predicted that consumer prices will continue to rise at about the normal rate of one-tenth of 1 percent a month.

The quarterly change in the CPI brought wage increases of 1 to 3 cents an hour to about 28,000 workers protected by union contracts. Some 11,000 interstate bus line employes got 1 cent and 5,000 transit got 3 cents. Quarterly reviews of city indices brought pay raises of 2 cents an hour to 4,000 instrument workers in the New York City area; 4.5 cents to 1,800 Baltimore transit workers, and 5.7 cents to 2,000 lithographers in San Francisco.

YOUR DOLLAR'S WORTH

Seafarer's Guide to Better Buying

By SIDNEY MARGOLIUS

Check Carefully On Tire Quality

Tires, their quality and safety characteristics, have been making the news recently. One thing which is certain is that tires must be purchased with care. Working families seeking to hold down expenses, are especially endangered by the low qualities and confusing terminology in the tire business, as revealed by recent Federal Trade Commission hearings and other revelations.

The tire business always has been a jungle of misleading terminology and juggled prices. This affects your pocketbook. But the low qualities you may be led into buying, because of lack of standards, can affect your safety.

According to the testimony, the main trouble is that many tires, even those supplied on new cars, are not adequate for the load they often have to carry. Senator Gaylord Nelson (D., Wisc.), is up in arms about this danger to drivers and their families in an age of high-speed turnpike and long-distance driving.

"My files are filled with letters from people who have had tires fall on practically new cars in perfectly normal use," Mr. Nelson recently told the Senate. He pointed out, that a tire-industry official had admitted to the FTC that the test for a six passenger sedan is based on the assumption that there will be only three passengers and no baggage.

The Senator revealed that Esther Peterson, the President's special assistant on consumer affairs similarly has received many complaints from the public about faulty tires and misleading advertising.

State officials also are alarmed about both the quality of new tires and the almost-bald tires some drivers keep on their cars. Some 23 states have legislation pending or already passed to require better quality in both new and recapped tires.

A New York State legislative committee bought three tires at \$12.84 each and found two of them failed to meet even minimum blow-out resistance tests. Ironically, the tires were labeled "Safety Specials." The Association of California Consumers is urging the passage there of a bill which would require that recapped tires be clearly labeled as such, and would prohibit the sale of recut or regrooved tires.

In buying a new tire, the FTC points out, you can't even be sure the size is exactly as stated on the tire and in the advertising. But size has an effect on safety as well as other performance.

In a 7.50x14 size tire, for example, the cross section is supposed to be 7½ inches with a rim size of 14 inches. But no information is given on the overall dimensions of the outside circumference. In actual practice, this important measurement appears to vary with the quality of the tire, the FTC has said. Two tires both labeled 7.50x14 can be quite different in actual size, and thus in performance.

Nor, as the public has been warned before, can you depend on the terminology used to describe tires. In the new publication, U.S. Consumer, Beatrice Schalet pointed out that designations such as "first line," "second line," "100 level," "original equipment," or "premium" have no established meaning. These designations can mean whatever the manufacturer wants them to mean. In fact, one auto club test found that premium tires of different makers varied 20-80 percent in their stopping ability.

Similarly, the FTC has pointed out that such words as "super" and "de luxe" appear in the brand names of premium, first, second and third line tires. The buyer has no dependable clue to the real grade of the tire except, to some extent, price. And when the tire is offered as a purported bargain, the price may serve only to mislead as to grade.

Government technicians testified that the tire industry's standards

are below even the Government minimums set in 1953, and even these specifications need to be brought up to date, reports James Mathers, of Greenbelt, Md. Consumer Services, cooperative in the District of Columbia region.

Mr. Mathers advises that in buying a new car, remember that car manufacturers consider steerability and easy-riding qualities important. But you have to be sure the tires also can perform beyond minimum safety standards.

As a rule, better-grade tires are heavier, have a wider, flatter tread face, and noticeably deeper tread grooves. They also feel heavier when you lift them, than do cheap tires. Well-made tires also have numerous cross cuts or hook-shaped "sipes" in the tread. This aids traction, assists in stopping and enhances skid resistance.

Station wagons especially need extra heavy duty tires, the hearings brought out.

Labor Dept. Magazine Is In 50th Year

WASHINGTON — The Monthly Labor Review has marked its 50th year of publication by the Bureau of Labor Statistics with an anniversary issue which recaptures the past, reports the present and speculates on the future.

The Review, the government's oldest magazine, is a showcase for BLS research and a respected professional journal which has been hospitable to a diversity of views and contributors.

A special section of the July anniversary issue features brief essays by 13 of the magazine's blue-ribbon list of readers — including scholars from universities and experts from labor and management.

There are congratulatory notes from President Johnson and other top officials, from editors of other magazines, from the presidents of both the AFL-CIO and the U.S. Chamber of Commerce. And there is a perceptive discussion of the Monthly Labor Review's function and goals by its editor of the past 20 years, Lawrence R. Klein.

Reprinted are still-timely articles from past issues, including perceptive reports from the 1920's on the impact of technological changes in industry and agriculture and the unrest of Negroes in the South.

Building Subsidies

(Continued from page 8)

the recommendations, relative to these unsubsidized berth liners, also asked them to endorse, in principle at least, the need for rebuilding other segments of the unsubsidized fleet, including domestic vessels and vessels engaged in foreign tramping operations.

Other Business

In other actions at the meeting, the SIU:

- Presented a rebuttal to charges made by spokesmen for runaway-flag operators, as well as a spokesman for the State Department, that an oil import quota for American-flag tankers would be discriminatory and would invite retaliation from foreign maritime nations.

- Told the committee members that the State Department had opposed legislative proposals to ban foreign-flag ships which have been trading with North Vietnam from United States ports.

- Told the committee members that recent developments, with regard to Vietnam, have raised doubts as to the adequacy of our merchant fleet, as well as our ship-

building facilities, to meet a real emergency.

- Supported a proposal by the Maritime Administration that ship construction subsidies be awarded to those vessels which promise the greatest productivity, provided that the savings accruing to the Government from such productivity be used to build a larger fleet and provide greater employment opportunities for American seamen.

It was announced at the meeting that the next meeting of the full committee has tentatively been scheduled for August 27.

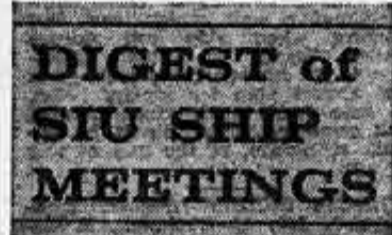
The SIU is preparing for this meeting a statement relative to a report made at the August 6 meeting by an intergovernmental task force headed by Alan S. Boyd, Undersecretary of Commerce for Transportation.

The Boyd group has prepared a report relative to the cost involved in implementing the proposals made by a subcommittee headed by Theodore Kheel, New York lawyer and labor arbitrator.

The Kheel subcommittee had recommended the building of a new American-flag fleet of dry and liquid bulk carriers—a proposal supported by the SIU.

MORNING LIGHT (Sea-Land), July 18—Chairman, G. Stanford; Secretary, A. Villariza. No beefs and no disputed OT reported. Brother I. Bickford was re-elected to serve as ship's delegate. Letter to be sent to Mobile requesting area bonus for crewmembers that made voyage #196. Sanitation in messroom discussed.

ALCOA MARKETER (Alcoa), July 31—Chairman, C. W. Hall; Secretary, J. A. Baker. Ship's delegate reported that everything is running smoothly so far. \$2.62 in ship's fund. \$6.00 in TV fund. All hands requested to keep laundry room clean. Motion made to see the company about an



ice machine aboard ship. Also to have an awning over the deck stern-side.

GATEWAY CITY (Sea-Land), August 8—Chairman, Juan Cruz; Secretary, H. E. Atkinson. \$13.50 in ship's fund. Disputed OT in engine and steward departments. Ship's delegate reported that the negotiating committee is working on a new contract. The Union is trying to get a subsidy for all our companies. Boat drill and Independence Day holiday in San Juan to be taken up with patrolman. All hands requested to work together in keeping heads, rooms, pantry and messhalls clean. Entire crew voted on a recommendation made for a raise in wages. Suggestion made for a better understanding of sailing time being posted. Also that the Union work out a deal for time off with this company.

RIDGEFIELD VICTORY (Columbia), July 25—Chairman, M. J. Doherty; Secretary, F. Mattaway. Brother Claude Blanchard was elected to serve as new ship's delegate. No beefs were reported by department delegates. Complaints made about the galley stack being dirty and smoking, and crew request same be worked on.

OCEAN EVELYN (Maritime Overseas), June 27—Chairman, John M. Pasco; Secretary, J. F. Austin. Ship's delegate had nothing to report. All is going well. Motion made to back the Union's current contract negotiations, and the membership on ships be informed of progress. Crew warned about keeping portholes closed in heavy weather. Vote of thanks to the steward department for the good food and its preparation by the cooks.

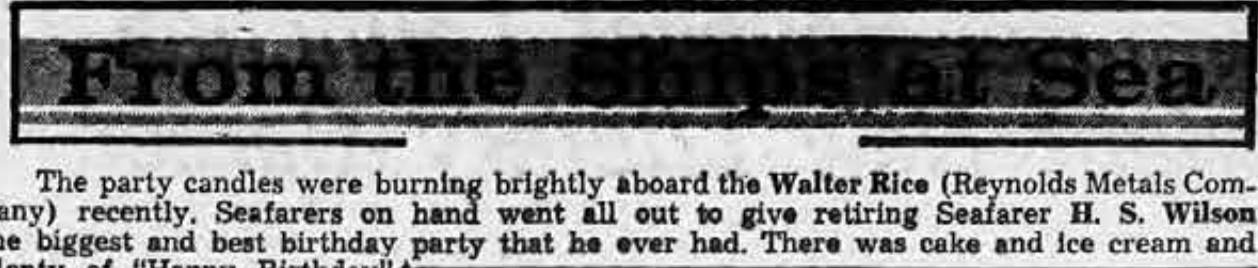
EXPRESS BALTIMORE (Commodore), August 1—Chairman, John O'Rourke; Secretary, Eugene Ray. No disputed OT and no beefs reported by department delegates. Brother R. Paschal was elected to serve as ship's delegate. Vote of thanks was extended to the steward department.

MT. WASHINGTON (Victory Carriers), July 18—Chairman, R. L. Morrow; Secretary, W. McMillon. Ship had been laid up two months. Brother Jimmy Nelson was elected to serve as ship's delegate. Department delegates reported that all is going well. Held general discussion about presenting beefs in the proper manner. Vote of thanks to the steward department.

DEL MUNDO (Delta), August 1—Chairman, W. Meehan; Secretary, Piggy Sahuque. Brother Meehan thanked all crewmembers, including delegates, for their cooperation which is in true SIU style. Motion was made to contact the safety director of the Delta Line, and SIU, on arrival in New Orleans to discuss with them the most appalling disregard for accepted standards of safety aboard this ship. Motion was made to have ship fumigated for roaches. Vote of thanks was extended to the entire steward department for the good chow and good service.

STEEL NAVIGATOR (Isthmian), July 25—Chairman, Frank Batasia; Secretary, Bruno Isarulli. Ship's delegate reported that all is running well with no beefs and no complaints. \$34.50 in ship's fund. One man was hospitalized in Port Said. Ship's delegate to see chief engineer about crew's pantry ice box.

ANTINOUS (Waterman), August 1—Chairman, Roy Jones; Secretary, Milton J. Phelps. \$11.75 in ship's fund. No beefs reported by department delegates. Motion made that a new washing machine be acquired by Company for the crew, as the old one is worn out.



The party candles were burning brightly aboard the Walter Rice (Reynolds Metals Company) recently. Seafarers on hand went all out to give retiring Seafarer H. S. Wilson the biggest and best birthday party that he ever had. There was cake and ice cream and

the machine, those will be the fruits we serve that night."

Every break is coffee break on board the Express Baltimore (Commodore Lines). It seems that the crew of that worthy vessel are all fanatical experts when it comes to the hot black stuff. It is not unusual, late at night, to see a deckhand or engine room man mixing up his own concoction of the brew—a few Columbian grinds here, and a few Brazilian grinds there. "But the mixture is not the only thing," says meeting secretary Eugene Ray. "To make java really hefty, hot and hearty, you have to have the right equipment—perfect tools for a perfect job, you know. So we've put in an order for two new large coffee percolators. Once we get that new crockery, our brew will be unmatched. By the way," Brother Ray reports, "one of the men once suggested tea. But we'd rather fight than switch."



Henton

Seafarer Peter Gonzales passes along a great big vote of thanks from the crew aboard the Del Norte (Delta Steamship) to Juan Medina, C. Bennet, Leroy Rinker, A. Gurino and all the other brothers who did such a fine and unstinting job taking care of one of the brothers who was felled by a stroke. "The men worked tirelessly," Gonzales says. "They did a great SIU job."



Gonzales

According to ship's delegate M. Dunn, the flickers aboard the Del Sud (Delta Steamship) are flickering again and snow is drifting across the ship's tv. screen. But the crew has the situation well in hand. "We've got a repair order in for the t.v. antenna," says Brother Dunn. "We'll have that screen cleared in no time at all."

Supper meal tables on board the Antinous (Waterman Steamship) are beginning to look like the slot machine faces down Las Vegas way. Everywhere you look there are apples, pears, cherries and who knows what else. According to ship's delegate J. K. Christopher, the order of the day is for fresh fruit on the supper table every night. "Of course," he says, "there is some slight dissention in the ranks. Some of the boys want plums, some want apples, some want peaches and so on down the line. We can always draw straws. Or maybe," he laughs, "we'll get our own slot machine on board, and whatever fruits show up on



Christopher

his buddies at the New York Hall the other day. He says that he has a simple working philosophy when it comes to getting along with people in foreign lands. "People are people," he says. "Wherever you go, if you treat people decently, they'll do the same for you. If you want to make friends, just be friendly. Mix with foreigners, try their food and their drinks. One of the best ways I've found of making pals, is to exchange tobacco or cigarettes. It's like going back to the old pioneer days when they used to smoke the peace pipe." Sailing as a deckhand for 15 years, Brother Gardner likes the outdoors. "It's too hot in the engine room for me," he says. "I like to be up topside, especially in rough weather. Heck," he remembers, "I've even sailed through the eye of a hurricane. But as long as I'm on deck and I have SIU shipmates who I can rely on, heavy seas don't bother me a bit." Although he enjoyed his foreign trips, Seafarer Gardner prefers coast-wise shipping. "The trips are shorter," he says. "But most of all, I'm closer to home in case of trouble and that gives my wife and kids more peace of mind." Brother Gardner's favorite hobbies are fishing and hunt-

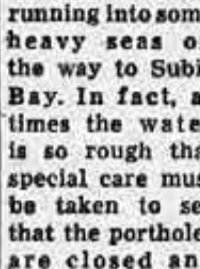


Gardner

Ship's delegate William J. Meehan, sailing aboard the Del Mundo (Delta Steamship), extends a hearty vote of thanks to the entire crew for their fine work and cooperation during the voyage. "The men sailed and acted in true SIU fashion," he reports. "They made the ship's delegate job easy."

ing, which he does with his son. When he retires, he plans to move to Florida. "That's great fishing country," he says.

Seafarers aboard the Ocean Evelyn (Maritime Overseas) are running into some heavy seas on the way to Subic Bay. In fact, at times the water is so rough that special care must be taken to see that the portholes are closed and secured. "It doesn't pay to take any chances in heavy weather," says ship's delegate John M. Pasco. "A stitch in time saves nine," he warns, "so let's all make sure to keep tight portholes."



Pasco

According to ship's delegate M. Dunn aboard the Del Sud (Delta Lines), the men have decided to purchase a new movie screen with money from the ship's fund. "There's nothing like a good movie to while away the recreation hours at sea," says Brother Dunn. "And we feel that the Del Sud crew deserves nothing less than the very best. So we've decided to use the money we've saved for a new screen. It'll make those 'Late Shows' even better."



Dunn

Ship's delegate John St. John reports that a vote of thanks has been awarded to the Elizabethport (Sealand Service) crew for their cooperation in keeping the messroom clean at night. "The boys really kept it spotless," Brother St. John reports. "It always makes a delegate feel good to see all the members of the crew pulling together in true SIU fashion." According to Brother St. John, there was also a safety meeting held recently on board and all crewmen agreed to exercise caution. "SIU safety standards are the highest," says St. John, "and we mean to live up to them to the letter."



Seafarer-Novelist Launches Bright New Literary Career

It's a long way from a ship's galley gang to a Florida chain gang, but ex-Seafarer Donn Pearce has just written a powerful novel about chain gang life that looks like a sure contender for the nation's best-seller lists. A youthful veteran of the Florida road gangs, Pearce was sentenced to two years hard labor after being convicted at 16 of what he himself describes as "the world's most inept, teen-age safecracking job." Now, twenty years later, Donn Pearce's vivid and moving account of prison existence is earning critical acclamation and has won for him a much coveted scholarship to the world-famous Bread Loaf Writer's Conference at Middlebury College, Vermont.

Author Pearce joined the SIU in 1955. First shipping out as a member of the steward department, he later switched over to deckside as an OS and then an AB. Most of his voyages were aboard Isthmian, Alcoa and Robin Line vessels, and his favorite ports were Calcutta and various ports of call in Japan and Italy. While sailing, and on the beach between runs, he began recording his impressions and experiences. He has a stack of short stories and several ideas for further novels that he hopes to soon submit for publication.

Cool Hand Luke

Cool Hand Luke, Pearce's first published work, centers around a Florida chain gang and its leader. It is a story about the prison world and the men who must leave freedom and society for a life of confinement and unending physical labor. Pearce paints a sensitive and human portrait of the men on the chain gang, the iron discipline that they live under and the experiences they share. He makes the point that convicts are not merely freaks and stereotypes. They are full-bodied, flesh and blood human beings. One of his characters sums it up this way:

"Ours is world without carpets or curtains, without chairs, sinks or privacy. Yet we shave everyday and brush our teeth and somehow manage to carry on our lives which, although but a pale imitation of yours, still retain some of its marvels. We read the funnies and know the football scores. We gossip and argue and recite . . . There are loafers, comedians, gamblers, craftsmen and students. And those that still have someone waiting for them, are writing letters home. . ."

The novel's central and most colorful character is Cool Hand Luke himself, self-appointed spiritual leader of the chain gang. A tough, capable inmate, Cool Hand ferociously refuses to be broken and, by insisting on his own worth in such inhuman and dehumanizing circumstances, he becomes the sustaining inspiration of his fellow prisoners.

Symbolic Character

Dropping into the LOG office to discuss the publication of his book, Pearce explained Cool Hand Luke

Quitting Ship? Notify Union

A reminder from SIU headquarters cautions all Seafarers leaving their ships to contact the hall in ample time to allow the Union to dispatch a replacement. Failure to give notice before paying off may cause a delayed sailing, force the ship to sail short of the manning requirements and needlessly make the work tougher for your shipmates.



Former Seafarer Donn Pearce (left) discusses his first published novel, "Cool Hand Luke," with SIU Director of Publications Herb Brand. The book, due to hit the stands soon, deals with life on a Florida chain gang.

to a LOG reporter. "In it's symbolic sense," he said, "Cool Hand Luke is probably a parable about man and his relationship to God. Man is imprisoned, and sustained by perpetual dreams of escape, convinced that somewhere there is freedom and a more perfect life. . . The immediate story concerns the life of the men on a Florida chain gang. Cool Hand Luke is already dead and gone, but the men still recite and dream of his existence, revering his memory as a larger-than-life hero. . . Luke was a super convict. . . Decorated war hero, an expert banjo player. . . He displayed the greatest courage in the face of the cruelties and the beatings by the guards, the utmost endurance and cleverness during his repeated escapes. Best of all,

he had style. He played a 'real cool' hand."

Pearce's own life has been one of rootless wandering and adventure.

Drifter

"I never had a home, at least not in the usual sense," says Pearce. Actually, I'm sort of 'from' the Eastern Seaboard. I was born in Croydon, Pennsylvania — just in time for the Depression. My father was what you might call a drifter. He was an itinerant sign painter and carnival concessionaire, so we moved around pretty good."

Pearce quit high school at the age of 15. A year later he joined the army, from which he was promptly dismissed when his true

(Continued on page 21)

LOG-A-RHYTHM:

A Sailor's Lament

By Jeff Wheeler

While sailing on through life, boys,
You may often lift an oar,
To help a shipwrecked shipmate
Reach safety on the shore.

The voyage is long and hard, boys,
Filled with storms and gales,
And sometimes, standing watch alone,
You'll hear the night winds wail.

And they'll make you think of home, boys,
And the friends you've left behind,
And she, whose faded picture,
Flashes always through your mind.

Last night I got a letter, boys,
A letter from my home,
Said, "only strangers live here now,
Your friends are dead and gone."

Tonight I sail again, boys,
For some far and distant port,
And though the trip is long, I know
My own run's getting short.

I've sailed before the hard times, boys,
I've sailed before the mast,
But my journey's almost over now,
I'll soon be home at last.

So keep the night lamps burning, boys,
Steady as she runs,
And hoist Jim Beame, just one more time,
Before my trip is done.

Notify Union On LOG Mail

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

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

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

S.S. DE SUD (Delta), July 21 — Chairman, M. Dunn; Secretary, J. Tucker. \$101.50 in ship's fund. No beefs were reported by department delegates. Motion made that when the men who spray the ship for bugs go about the ship, they should have an officer with them. Brother Jimmy Tucker was elected to serve as new ship's delegate.

POTOMAC (Empire Transport), July 18—Chairman, Joseph DeCingus; Secretary, Edward Kress. Brother Frank Pasulak was elected to serve as ship's delegate. No beefs reported by department delegates.

IBERVILLE (Waterman), August 1—Chairman, Joseph Aleso; Secretary, Ralph Masters. Some disputed OT in

lives be kept out of crew's quarters in foreign ports. Vote of thanks to new baker, Brother Benny Feely, and to the entire steward department for the good food, baking and service.

TOPA TOPA (Waterman), July 27—Chairman, J. D. Johnson; Secretary, C. Gardner. No beefs were reported by department delegates. New ship's delegate elected. Vote of thanks to the steward department.

DUVAL (Suwannee), August 2—Chairman, Bob High; Secretary, W. Butterton. \$10.00 in ship's fund. No beefs reported. Motion made that Brother B. High be elected as ship's delegate. Several brothers took the floor to commend on cleanliness of recreation room, to be taken care of by BR. Laundry to be taken care of by OS, and wipers on alternate weeks.

SEAMAR (Calmar), August 8—Chairman, Basilio Maldonado; Secretary, Eric J. Natwig. Few hours disputed OT in deck and steward department. Washer and dryer were repaired after speaking to patrolman at Long Beach. Motion made that ship's delegate see captain about the wash water being too hot. Suggested that change to different tanks be made.

TAMARA GILDEN (Transport Commercial), June 20—Chairman, K. Gahagan; Secretary, Duke Gardner. Brother Winford H. Powell was elected to serve as ship's delegate. No beefs reported by department delegates. Motion made to put in for lodging because of broken air-conditioning unit which was not working when ship left Corpus Christi, Texas. To contact patrolman to ask for emergency spare parts put aboard ship for repairs. Also, to have fresh water tanks cleaned and cemented while ship is in drydock at Mobile, at the end of this voyage.

TAMARA GILDEN (Transport Commercial), July 24—Chairman, K. Gahagan; Secretary, Duke Gardner. Air-conditioning unit broke down. No fans, no cots and no ventilation. Lodging put in for 28 days. Disputed OT in engine department. Showers on lower decks are too hot. Request a cooling unit to be installed as a safety measure. Crew requested to keep all doors and portholes closed in order to get maximum benefits of the repaired air conditioner. Vote of thanks to the steward department.

ALCOA RUNNER (Alcoa), August 2—Chairman, C. E. Turner; Secretary, P. Loik. No disputed OT and no beefs reported by department delegates. Steward department would like something in contract which would enable them to have meal hour the same as the other departments have. All hands asked to keep messroom clean. Each department to leave laundry room clean for the next department.

LA SALLE (Waterman), July 25—Chairman, C. W. Emanuel; Secretary, Lee J. Games. No beefs and no disputed OT reported by department delegates. Discussion held on night lunch and food plan. This to be taken up with food plan representative. Motion made that personnel should be present when the captain is searching the lockers. Vote of thanks to the steward department.

DEL AIRES (Delta), August 14—Chairman, Charles Lee; Secretary, Eugene Salvador. Ship's delegate reported that two men were hospitalized. Few hours disputed OT reported by deck delegate. Ship's delegate to see the chief engineer about placing another fan in recreation room. Motion made to have patrolman contact radio officers of ship in regards to cutting private antenna. Also about using his ham set so many hours each day causing interference on individual radios and TV sets. Vote of thanks extended to the steward department.

BEAUREGARD (Sea-Land), August 12—Chairman, M. Fay; Secretary, R. W. Simkins. Few hours disputed OT in deck department. No major beefs. All repair lists turned in. Motion made to have membership informed of contract negotiations in advance of voting. To have a vote of the full membership in all ports for a period of thirty days.

deck and engine departments. Patrolman to speak to Chief Mate and 2nd Mate about the attitude toward the unlicensed personnel. Vote of thanks to the delegates for a job well done.

BELOIT VICTORY (Marine Carriers), July 18—Chairman, J. Craft; Secretary, F. M. Jones. Some disputed OT in each department. Crew is requested not to leave used glasses in the sinks. Steward department would appreciate suggestions on menu from crew.

STEEL RECORDER (Isthmian), Aug. 5—Chairman, Roy Guild; Secretary, Tom Holt. \$258.72 in ship's fund. Some disputed OT in engine department, otherwise trip has been smooth. Ship's Safety Award money tabled for future discussion. Side boards for mess-hall tables were promised at the end of last voyage but were never provided.

JOHN B. WATERMAN (Waterman), July 18—Chairman, Stanley Gundzar; Secretary, W. E. Morse. No beefs and no disputed OT reported by department delegates. Furnished Captain and Chief Engineer with Repair list. Motion made to buy fresh Milk in European Ports. Suggestion to put longer hoses on washing machines.

ALCOA RUNNER (Alcoa), August 2—Chairman, C. E. Turner; Secretary, P. Loik. No beefs and no disputed OT reported by department delegates. Steward department would like something in contract to give them a meal hour as the other departments have. Ship's delegate to ask Captain for new slop chest list on prices. Crew is asked to please help keep messroom clean.

ROBIN TRENT (Robin), July 25—Chairman, W. L. Hammock; Secretary, W. L. Hammock. Some disputed OT in each department, otherwise trip has been smooth.

STEEL ROVER (Isthmian), July 11—Chairman, Jandura; Secretary, Huston. One man missed ship in Spain. Company is not forwarding mail to ship. Matter of draw in Spain to be brought to attention of patrolman. \$19.41 in ship's fund. Vote of thanks to the steward department.

STEEL ROVER (Isthmian), May 8—Chairman, Harry Huston; Secretary, Henry Martin. Crew warned to be careful of customs in Beirut. \$25 in ship's fund. No beefs reported by department delegates.

WALTER RICE (Reynolds Metals), August 1—Chairman, H. S. Wilson; Secretary, B. A. Maret. No beefs and no disputed OT reported by department delegates. Nice trip. Vote of thanks to the steward department.

DEL SOL (Delta), July 25—Chairman, J. A. Cave; Secretary, R. E. Stough, Jr. Beef regarding washing machine was settled by boarding patrolman. Everything else is O.K. \$50.05 in ship's fund Brother E. E. Hunt was elected to serve as ship's delegate. It was suggested that na-

Is Everybody Happy?



Seafarer Joe Fried caught a bunch of his *Nacosta* crewmates together, and before anybody could duck, he snapped this picture for posterity. Standing (l-r) Chris Garfin, 3'd cook; J. Lofton, deck maint.; R. Ferrara, Bos'n; and G. Liebers, chief cook. Sitting is (l-r) R. A. Alford, steward; and A. Ayler, N.C.B.

Seafarer's Pal Needs Help

To the Editor:

This letter is written in behalf of one of our good friends. Every Seafarer who has ever visited the port of Inchon, Korea, knows Lee Bo Kyung—better known the world-over as "Whiskey Mary."

Who knows how many orphans she fed, clothed and sheltered, before, during and

try to send a partial payment. Those of you who know her, know she keeps an honest book. So you know whatever you send will be credited to your account. On this, I would stake my life, with no reservation whatsoever.

If you can send anything, may I suggest that for safety's sake you use an international money order rather than cash. You can make it out in the following manner: Lee Bo Kyung.

Here is Mary's complete address:

Lee Bo Kyung
Whiskey Mary's Tavern
No. 8, 4th Street
Joongang Dong
Inchon, Korea.

Fraternally yours,
Robert Ingram

**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.

after the Korean Conflict? Who knows how many seamen she helped when they were left behind, through chance of circumstance, when there was no one else to turn to in a strange, and sometimes hostile, country? Who knows how much money she has loaned out to seamen who were tapped out? Who knows how many seamen she has sent a twenty or fifty dollar bill when they were hospitalized in the States, or elsewhere? Who knows how much money we still owe her?

At the present time, Mary is having a hard time of it herself. She is in dire financial straits. Trouble has hit her pretty hard.

I have known Whiskey Mary for some twelve years and I know a lot of you have known her a lot longer, and I am sure that you will agree that she is all heart when it comes to doing a seaman a good turn. As we follow the sea and scatter to the four winds and all points of the compass in search of our livelihood, we sometimes postpone paying a tab until we get back next trip to square it away. In the goodness of her heart, Mary has helped so many people in their time of need — so now, please, let those of us who owe her anything make an effort to pay up promptly. She cannot afford any longer to wait for the "next trip." If it is a big tab,

Grateful For Welfare Plan

To the Editor:

I was hospitalized on two separate occasions at the USPHS Hospital in Staten Island, New York. Each time I received wonderful treatment from the hospital staff and both times the medical attention that was given to me was superb.

Let me also express my deep appreciation to the SIU welfare representative. He took excellent care of me and saw to my every need.

Both my wife and I wish to convey our deep sense of gratitude to the Seafarer's International Union for the care and consideration extended to each of us under the SIU Welfare Plan.

For example, while I was away at sea my wife underwent surgery at the Long Island College Hospital in Brooklyn, New York. The operation was for the removal of a cataract. As a result of complications that developed in the wake of this operation, she was required to be admitted three more times for treatment. During each of these periods of hospitalization, the Union welfare staff saw to it that she received all the necessary consideration and treatments.

Once again, my wife and I wish to express our heartfelt thanks to all the members and officers of the SIU.

Fraternally yours,
Fernando and Rae Dacanay

Novelist

(Continued from page 20)

age was discovered. The came the two year sentence, and the Florida chain gang.

Soon after he was released, Pearce took to the sea, excited by a vision of freedom and movement.

"As soon as I could," he says, "I went to sea. It's a free life and it helps me to write. I've been shipping out, off and on, ever since."

Between runs, Pearce has lived as a beachcomber—both in India and Europe, as a painter—peddling his pictures in Greenwich Village art shows, and finally as a writer.

Lucky Break

At the age of 30, he crushed his right foot in a motorcycle accident and was disabled for two years.

"That turned out to be the luckiest accident of my life," Pearce told the LOG. "While I was recuperating in a Danbury hospital, I met my wife Christine who was working there as a nurse. As soon as I was back on my feet, we were married."

Pearce began writing seriously several years ago. He rewrote Cool Hand Luke five times before finally submitting it to Scribners for publication. Making his home in Fort Lauderdale, Florida with Christine, his 7-month old son, Hawser, and seven cats, the 36-year old sailor-writer is presently rewriting some of his old stories and, of course, working on some new ones.

Seafaring Giants

As SIU-members are aware, seafaring writers are not new to American literary waters. Two of our greatest writers were men of the sea. Mark Twain — author of Huckleberry Finn and Tom Sawyer — worked his way up and down the mighty Mississippi, piloting the legendary, 19th century riverboats. In fact, Twain, whose real name was Samuel Clemens, took his literary pen name from a familiar pilot's depth-reading call. Herman Melville — who wrote Moby Dick, probably the greatest American novel — worked as a merchant, whaling, and naval seaman.

Admittedly, Pearce is following in the wake of literary giants. But his newly launched career may well provide an example for other talented Seafarers.

An Old Salt Recalls Down And Out Days

Captain R. J. Peterson, now retired, is a regular contributor to the LOG.

Back around the turn of the Century, sailing was a rough and ready profession. The ships were wood, the hours long, the work hard, and compared with today's wage scale, the pay was a mere pittance. Many

a seaman often found himself stranded, down and out, in some far-flung, out of the way port. It was under such tough circumstances that the legendary fraternity of the sea was born. Seamen had to extend a helping hand to their mates — there was just nowhere else to turn. Captain R. J. Peterson, who has sailed aboard just about every type of vessel under the sun, recently recalled a few pages of seafaring history.

"The other day," he says, "I was reading an account of the old days by a fellow named E. Burkmar. Burkmar was writing about the *Afon Alaw*—"Musical Waters"—on which he sailed as second mate from 1909 to 1911. I wonder if he remembers the two ragged seamen who got a much needed rest on that vessel as she lay in Melbourne in the summer of 1910, discharging lumber from Norway.

"I was one of the down-and-outers, and my friend and shipmate was the other. We were 'guests' of the crew for a few days, and Mr. Burkmar may have seen us. We were the two shabby and down on the heels strangers up forward. We were skinny and hungry, having skinned out from the ship *Glenlui* in Newcastle, where we had been working ballast by hand and

bending to the dolly from dawn till dusk. They used to call Newcastle "Siberia," and you'd better believe it.

Gallant Ship

"The *Glenlui* was a lofty and smart ship. We took 52 days from Buenos Aires with 38 days to Bass Straits. For 15 days, under lower canvas with forsail, we logged from 15-16 knots through the 'Roaring Forties.' She ran, she rolled, and the bell tolled. The barque *Dunearn* sailing from Montevideo, beat us by five days. She sailed from Newcastle for a Saltpetre port and went missing.

"The *Glenlui* later went to Guayaquil and, sailing from that port, was caught in a squall and dismantled. She ended up as an old barge. But while being towed from Texas, she broke loose and drifted ashore on the Virginia Coast. A splendid ship—gone, but not forgotten.

Jock And Maggie

"In the summer of 1910, after we had rested in the *Afon Alaw*, my buddy and I worked for a fortnight on the *Derwent*. Then, dissatisfied, we left her and walked to Geelong, from where we worked our passage in a steamer back to Newcastle.

(Continued on page 22)

LOG-A-RHYTHM:

Seaman's Vigil

By S. Petersen

On a misty gray morning, with a reluctant sun
Fingering the horizon,
We sailed.
You stood on the dock, wrapped in a blue coat,
With hair tousled,
Gaily waving.

Amid the clanking of the anchor chain, the hoarse
shouts of the deck gang, and a tug gently prodding.
We slid into the channel,
Europe bound.
I saw your face in every cloud, in all the waves and
My heart cried,
Wait for me.

In all the ports, I visited my old haunts,
saw all the familiar faces,
But thought only of you.
Homeward bound, at last, I prayed for a following
wind to speed me back to
My love.

At last, the long voyage ended, now a
conversational tug hooted us into our berth
and I eagerly scanned the crowd, looking for your
Dear face.
All that weary day, I looked and watched and waited,
Cursed then prayed and waited some more, but you
Never came.

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

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SIU Departures

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):

Charles Torgerson, 63: Brother Torgerson died of natural causes on June 24, 1965, at the Baltimore USPHS Hospital, Baltimore, Maryland. A member of the engine department, he joined the Union in 1962. Place of burial was the St. Stanislaus Cemetery, Baltimore, Maryland. He is survived by his wife Mary.



Bozo G. Zelencic, 49: Brother Zelencic died of natural causes on January 19, 1965, at St. Vincent's Hospital, New York. A member of the engine department, he joined the SIU in 1939. He was buried in the Calvary Cemetery, Queens, New York. Surviving is his sister Katy Attanasio.



Joseph Tamborella, 64: Brother Tamborella died of natural causes on June 14, 1965, at the New Orleans USPHS Hospital, New Orleans, Louisiana. A member of the SIU since 1960, he sailed in the deck department. He is survived by his daughter Josephine Wingfield. Burial was in the Greenwood Cemetery, New Orleans, Louisiana.



Hans R. Hanssen, 75: Brother Hanssen died of natural causes on Feb. 16, 1965, at the Lutheran Medical Center, Brooklyn, New York. A member of the Union since 1940, he sailed in the steward department. He is survived by his son Donald R. Hanssen. Place of burial was the Greenwood Cemetery, Brooklyn, New York.



Edward Jeanfreau, 56: Brother Jeanfreau died of an internal hemorrhage on December 17, 1965, at the New Orleans USPHS Hospital, New Orleans, Louisiana. A member of the SIU since 1955, he sailed as an FWT in the engine department. He is survived by his daughter Mrs. Shirley Carbo. Place of burial was the Metairie Cemetery, New Orleans, Louisiana.



Antonio Jason Corral, 74: Brother Corral died of natural causes on May 28, 1965, at the Holy Family Hospital, Brooklyn, New York. A member of the steward department, he joined the Union in 1948. Place of burial was the Greenwood Cemetery, Brooklyn, New York. He is survived by Madeline L. Corral, his wife.



Three Ports Report Big Traffic Rise

A rise in bulk imports and exports has been responsible for reports of increased traffic totals for the ports of San Diego, Pascagoula, Miss., and Miami, Fla. during the first six months of 1965.

San Diego reported a 23 percent increase in imports and a rise of 11 percent in exports moving across its piers during the fiscal year ending June 30. Shipments of cotton again represented the California port's major export item. Exports of this commodity were up 30 percent over the previous year, to make 1964-5 the second best year in the port's history.

Statistics for Pascagoula's traffic movements show that the port experienced the best first half-year in its history. Export shipments of grain soared upward, rising 48 percent over the previous June. The port reports that the 4.5 million total tons it handled from January to June this year represented more cargo than passed through Pascagoula from 1953 through 1961.

Miami cargo totals also registered a significant increase, rising to 99,268 tons during June, as contrasted to 64,856 tons in June, 1964. Miami's cargo traffic was up 11 percent for the first six months of this year.

Runaway

(Continued from page 4)

to turn him over to "the people in Ybor City." Tampa's latin section now packed with Cuban exiles. Ramirez claimed that the captain then pulled a knife and threatened to attack him. He said he drew his own .38-caliber pistol from his belt and shot the captain and the second engineer, Franco Solomon.

Ramirez said he then went to the crew quarters and shot first mate Hinds, the Cuban engineer, Jose Abad, and seaman Antonio Fournier as they slept.

The Coast Guard confirmed that each of these men had been shot once in the head at close range. Their bodies were still in their bunks when the Seven Seas was towed into port.

Then, Ramirez said, he returned to the bridge and threw the bodies of the skipper and Solomon over the side.

Down & Out

(Continued from page 21)

There we shipped in the Westgate—a ship that was a workhouse under Jock Davidson of Dundee and his wife Maggie of Melbourne.

"Maggie had sailed with Jock for seven years, knew the ropes, and gave us our whack. It took us 40-odd days to Iquique where the masts and yards of about 100 vessels, lying in tiers, were like a forest in winter. Three months we lay there, and every night we turned out to ring the bell rapidly and cheer the Homeward Bounder in chorus: 'Hip, hip, hurrah!'"

Tell it to the LOG



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CLEVELAND 1420 West 25th St.
Main 1-5450

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

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

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River Rouge 18 Mich. Vinewood 3-4741

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Robert Matthews

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DETROIT 2308 Hubbard St.
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Paul Greco, Agent RA 2-3732

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Address mail to Brimley, Mich.
Wayne Weston, Agent BRIMLEY 14-R 5

TOLEDO 423 Central St.
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L. J. Colvis, Agent CE 1-1434

PORT ARTHUR, Tex. 1348 7th St.
Arthur Bendheim, Agent

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HEADQUARTERS 89 Montgomery St.
Jersey City 2, NJ Henderson 3-0104

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Phone 529-7546

NORFOLK 115 Third St.
Phone 622-1892-3

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

TAMPA 312 Harrison St.
Phone 229-2788

PERSONALS and NOTICES

Robert Jordan
You are requested to contact your sister Marie before making your next run to Barcelona.

S. Beckett
You are asked to contact your old shipmate Lucky Malloy about the whereabouts of your brother Jack.

George L. Williams
You are asked to contact John De Luca at 633 4th Ave., Brooklyn, New York, concerning your automobile.

Jullus Parks
You are asked to contact Paul C. Matthews, attorney, 11 Broadway, New York City 4, N.Y., telephone DI 4-1936 concerning the case of Bjorn Lerwick who sailed on the Trustco.

Robert D. Bridges
Your mother would like to hear from you at 101-B Hamilton Ave., Charleston, S.C., as soon as possible.

Louis Samia
You are requested to contact your sister immediately at 271 Clinton Street, Brooklyn, New York.

Howard A. Sampson
You are asked to contact Jo immediately at 3232 Francis, Houston, Texas, care of Carolyn Smith.

Joe Landry & Mr. Pace—Formerly of SS Hudson

You are requested to contact Harry H. Darrah at Compass Center, 77 Washington Street, Seattle, Washington 98104.

George McAlpine
You are asked to contact Jon H. Roethke of Sea-Land Service, P.O. Box 1050, Elizabeth, New Jersey, for your maintenance checks.

SMALL, BUT So Important TO A GROWING AMERICA

THE UNION LABEL • SHOP CARD • STORE CARD • SERVICE BUTTON

UNION LABEL WEEK
SEPTEMBER 6-12

UNION LABEL AND SERVICE TRADES DEPARTMENT, AFL-CIO

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	Sept. 7	Detroit	Sept. 10
Philadelphia	Sept. 7	Houston	Sept. 13
Baltimore	Sept. 8	New Orleans	Sept. 14
Mobile	Sept. 15		

~ ~ ~

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
Sept. 20	Sept. 22	Sept. 24

~ ~ ~

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	Sept. 7-2 P.M.
Alpena, Buffalo, Chicago, Cleveland, Duluth, Frankfort	Sept. 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.	Sept. 7-5 P.M.
Baltimore (licensed and unlicensed)	Sept. 8-5 P.M.
Houston	Sept. 13-5 P.M.
Norfolk	Sept. 9-5 P.M.
N'Orleans	Sept. 14-5 P.M.
Mobile	Sept. 15-5 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	Sept. 13
Philadelphia	Sept. 14
Baltimore	Sept. 15
Norfolk	Sept. 16

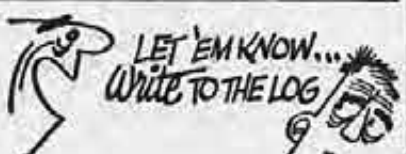
GREAT LAKES TUG AND DREDGE REGION

Regular membership meetings for Great Lakes Tug and Dredge Region IBU members are

Benefits

(Continued from page 5) surgery, or of the patient's discharge from the hospital.

In addition, the applicant must have, on file with the Seafarers Welfare Plan office, copies of the following or originals: An enrollment card, a claims statement (filled in on both sides and signed by the attending physician or surgeon), a marriage certificate, the child's birth certificate (if a child is involved). For any other person whom the member is claiming as a dependent, he must furnish a copy of his latest Federal tax return as proof of dependency.



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

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

~ ~ ~

Eastern Air Lines
(Flight Engineers)

~ ~ ~

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

~ ~ ~

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

~ ~ ~

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

~ ~ ~

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

~ ~ ~

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

~ ~ ~

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

~ ~ ~

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

~ ~ ~

Pepsi Cola Company
(Soft Drink Workers, Local 812)

SEAFARERS in DRYDOCK

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

- USPHS HOSPITAL NEW ORLEANS, LOUISIANA**
 - John E. Adams
 - Lucien Allaire
 - Toba Beans
 - Larry L. Boudoin
 - S. K. Broussard
 - Ardell Burkett
 - Gregory J. Burns
 - John R. Buttiner
 - Allen Collins
 - C. E. Cummings
 - H. C. Dickmeyer
 - Nelson R. Dorado
 - Harry J. Duracher
 - Frank Duplessis
 - Harry D. Emmett
 - Wilson Fontenot
 - Marshall Foster
 - H. P. Gonzalez
 - Clifton Gullett
 - John A. Hais
 - Oliver J. Kendrick
 - Lafayette King
 - George J. Maloney
 - James W. McFarlin
 - Lawyer McGrew
 - Thomas McNeil
 - Robert A. Medicus
 - Ethel Messonier
 - John Misakian
 - Charles Mitchell
 - Cleon Mixon
 - Willis O. Moncrief
 - Charles L. Monks
 - B. E. Parnell
 - Andrew C. Reed
 - Eugene G. Plahn
 - James Redden
 - Albert Rebane
 - Douglas Robbins
 - Robert Rutledge
 - Patrick J. Scanlan
 - Hamilton Seburn
 - H. Leonard Shaw
 - E. R. Smallwood
 - Paul Stanley
 - Robert White
 - Earl L. Wicker
 - Anthony Zarca
- USPHS HOSPITAL NORFOLK, VIRGINIA**
 - Ernest C. Bell
 - Leon C. Douglas
 - Marion Luksa
 - William H. Mason
 - Henri J. Robin
- USPHS HOSPITAL CHICAGO, ILLINOIS**
- USPHS HOSPITAL BRIGHTON, MASS.**
 - John Keegan
 - William Powers
- USPHS HOSPITAL JACKSONVILLE, FLORIDA**
 - H. C. Burnsed
 - B. H. McLendon
 - P. C. Lee
- USPHS HOSPITAL BALTIMORE, MARYLAND**
 - Lowell Bailey
 - R. W. Collins
 - John W. Coursey
 - David Fair
 - Daniel Hill
 - Jennings Hockman
 - Eric Johnson
 - Lawrence McClone
 - Andy C. Noah
 - James Portway
 - Roy Rayfield
 - Henry Reynolds
 - Robert Thornsberry
 - Conra Williams
 - Herman Whisnant
 - A. E. Zielinski
- USPHS HOSPITAL SAN FRANCISCO, CALIF.**
 - Ruel Barr
 - William Bamberger
 - Weldon Casey
 - Edward Fernandez
 - Melvin Grant
 - Charles Hylan
 - Charles Kath
 - Francis Keelan
 - James McAuley
 - Ho Ming
 - Pablo Oiera
 - Ding Woo
- USPHS HOSPITAL FORT WORTH, TEXAS**
 - Benjamin Deibler
 - Abe Gordon
 - Thomas Leahy
 - Abraham Mander
 - Max Olson
- SAILORS' SNUG HARBOR STATEN ISLAND, NEW YORK**
 - Daniel Gorman
 - Alberto Gutierrez
 - Edwin Harriman
 - William Kenny
 - Harry MacDonald
- U.S. SOLDIERS HOME HOSPITAL WASHINGTON, D.C.**
- VA HOSPITAL HOUSTON, TEXAS**
 - William Thurmon
 - Thomas Manion
- VA HOSPITAL WEST HAVEN, CONN.**
 - Paul Kolesnick
- VA HOSPITAL BROOKLYN, NEW YORK**
 - Robert McCutcheon
- VA HOSPITAL PHILADELPHIA, PENN.**
 - Philip Jeffers
- VA HOSPITAL LONG BEACH, CALIF.**
 - Raymond Arsenault
- VA HOSPITAL HINES, ILLINOIS**
 - Oscar Kvaas
- VA HOSPITAL ANN ARBOR, MICHIGAN**
 - Robert Asbahr
- PUREAIR SANATORIUM BAYFIELD, WISCONSIN**
 - Theodore Galazen



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.

Legislators, Shipbuilders Protest

Rap Gov't Plan To Buy Fishing Boats Overseas

WASHINGTON—A government proposal to build fishing vessels in Polish shipyards is coming under heavy fire from Congressmen who are opposed to constructing ships in foreign yards while U.S. shipyards are being closed and American workers idled. Protesting a Department of the Interior plan to farm work out behind the Iron Curtain, lawmakers testifying at a Senate Commerce Subcommittee hearing said that the U.S. should be promoting and protecting domestic industries, not considering proposals to further depress them.

The plan, reportedly originating in the Interior Department's Bureau of Commercial Fisheries, calls for the purchase of two modern fishing trawlers from Polish shipyards. The vessels would then be leased to American commercial fishing operators.

Congressman Garmatz (D-Maryland), acting chairman of the Committee on Merchant Marine and Fisheries, declared that the proposal was "another evidence of the government's policy running counter the merchant marine policy."

Cites Need

Emphasizing that there is a need for commercial fishing vessels, the Maryland Democrat said: "They should be built in the United States, with United States funds, in United States shipyards."

Representative Garmatz further declared that although Secretary of the Interior Udall had assured him that no contract had yet been signed with Poland, it was necessary to "be on the alert" to insure that vessels are not built abroad.

Representative Downing (D-Virginia), also challenged the proposal, pointing out that U.S. shipyards needed the work and could easily handle the assignment.

Several Proposals

Congressman Downing announced that there are not one, but three proposals "circulating Washington corridors" to ship out shipbuilding projects to foreign yards. "In mid-June," he said, "I was shocked to learn that the Department of Defense was considering the construction of some 50-60 million dollars worth of non-combatant Navy vessels in British shipyards. Further," he said, "the Maritime Administrator has made a number of public statements on the possible advantages of building subsidized maritime vessels abroad. And then a few days ago," Representative Downing continued, "I learned that the Interior Department is now considering the acquisition of two stern-ramp fishing trawlers from Communist Poland."

U.S. Yards Closed

"There is no question in my mind," Downing said, "but that those of us who have an interest in protecting our domestic shipbuilding industry must speak out against these three proposals. I believe the Administration should be considering proposals to protect and promote our shipbuilding industry. This industry is already depressed. I understand that about

18 private shipyards have had to close their doors during the past ten years. The Government-owned yards at Brooklyn and Portsmouth, New Hampshire are scheduled to be closed. It is clear to me that our capacity to build ships in the United States is becoming more and more dependent on a declining industry."

SIU Pacific Co's To Get 8 Victories

WASHINGTON — SIU Pacific District-contracted companies will operate eight additional Victory ships which are being reactivated from the Maritime Administration's reserve fleet. The eight vessels are in addition to the 15 vessels broken out of mothballs recently—10 of which are slated for operation by SIUNA-contracted companies.

The companies will serve as general agents for the Navy's Military Sea Transportation Service.

SIU Pacific District-contracted companies which will operate the latest batch of ships to be reactivated are: Alaska Steamship, which will operate the Creighton Victory; States Steamship, which gets the Grove City Victory and Council Bluff Victory; American President Lines, which gets the Hunter Victory and Berkley Victory; Pacific Far East Line, which gets the Pan American Victory and Morgantown Victory; and Matson Navigation, which gets the Hope Victory.

Meany Urges Driver Safety

WASHINGTON — AFL-CIO President George Meany has called on all union members to join in an all-out campaign to reduce the tragic rise in fatalities on the nation's highways.

In a special safety message, Meany pointed out that more than half of the 50,000 highway fatalities expected this year will occur to American workers and their families. "Something must be done now to stop this slaughter and it has become the role of trade unionists to take positive action," Meany said.

"Over half the accident fatalities to workers can be attributed to off-the-job accidents and by far the greatest number of these occurred in motor vehicles," Meany warned.

The AFL-CIO urges all union members and their families and friends to drive carefully and by all means install and use seat belts.

Administration Urges Updating Of Jobless Insurance Program

WASHINGTON—The Administration has urged Congress to revamp the 30-year-old unemployment insurance system to provide higher benefits for more workers over a longer period of joblessness.

Labor Sec. W. Willard Wirtz, the leadoff witness at House Ways & Means Committee hearings, said new federal standards are needed because states have been reluctant to improve jobless benefits for fear of losing industry to other states with lower tax rates.

Today's unemployment problems are different than those of the depression era, Wirtz told the committee. "This generation," he stressed, can no longer rest "on the magnificent, but now 30-year-old, achievements of the New Deal."

The Ways & Means Committee has scheduled three weeks of hearings on the labor-supported Administration bill, introduced by Committee Chairman Wilbur D. Mills (D-Ark.) and by Sen. Eugene J. McCarthy (D-Minn.). The bill includes these key provisions:

- State benefit standards based on 50 percent of lost wages, subject to a ceiling which would rise automatically as average wages in the state increased. Initially the ceiling would be 50 percent of the average state wage, and would move up in steps to two-thirds of the average by July 1, 1971.

- A new federal extended benefit program for workers who have exhausted their state benefits and are still unemployed. Such workers would be entitled to an additional 26 weeks of benefits, financed partly by a small increase in the federal payroll tax on employers, partly by federal contributions from general revenues.

- Extension of coverage to 5 million workers now excluded under state laws. These are mainly workers in small firms, in non-profit organizations, and on large farms.

- Limits on disqualification penalties. A worker who voluntarily quits his job, is discharged for misconduct, or who refuses suitable

work or training would be entitled to benefits after a six-week disqualification period. A state could not reduce benefits to unemployed workers who leave the state in search of jobs.

- Financing would be strengthened by raising the taxable wage base from \$3,000 to \$5,600 and in 1971 to \$6,600. There would also be a small increase in the employer's tax rate.

While states would not be compelled to meet the new benefit standards, there would be no financial advantage in refusing to do so since employers in such states

would not be entitled to the federal tax credit they would otherwise receive.

Wirtz pointed out that maximum benefits have fallen far behind the rise in average wages since the Thirties. In 1939, he noted, 49 of 51 states and territories had benefit ceilings equal to at least 50 percent of average wages—as against only 18 states today. In 1939, 34 states paid benefits as high as 60 percent of average wages and 22 states had ceilings at least two-thirds of average pay. Today, he said, only one state is even at the 60 percent level.

AMA's Anti-Medicare Fight Goes Underground

CHICAGO—The American Medical Association has advised its more than 200,000 members that individual physicians may legally refuse to treat patients who receive Federal Medicare benefits.

The AMA, warned its member doctors that if "physicians acting in concert through medical organizations" refuse to participate in the Medicare program, they run the risk of violating anti-trust laws. It pointed out however, that individual doctors can legally refuse to treat Medicare beneficiaries.

Earlier, the directors of the Association of American Physicians and Surgeons, another doctors' organization, urged its 15,000 members to follow a stringent policy of non-participation in the plan, although most doctors have indicated that they will cooperate with the program.

The AMA has long opposed Medicare for the aged, which is financed through Social Security. The Association spent millions of dollars in a futile attempt to block passage of the bill in Congress.

At its June Convention in New York City, the AMA issued a

statement declaring that it was "each physician's obligation" to decide for himself whether or not to participate in Medicare.

Last week's statement, the first issued by the AMA since the passage of Medicare, assured its members that "an independent physician, acting independently and not in concert with others, can lawfully refuse to accept any person as a patient who is a beneficiary under the program."

"If," the statement warned however, "physicians acting in concert through medical organizations refuse to participate, such action would involve exposure to the application of the Sherman Anti-Trust Act."

After telling its members how to circumvent the law should they so choose, AMA spokesmen announced that a detailed report on Medicare would be presented to the organization's house of delegates when it convenes in Philadelphia in November.

SIU Seniority Upgrading Class #9



Smiling graduates of SIU Seniority Upgrading Class #9 posed for this group photo at recent graduation ceremonies. Standing (l-r) are: George Boxter, Victor Prado, Edward Wagner, Adolf Strawinski, David Wakkiss, William Cooper, Carmelo Bonfont, Fernando Gonzales. Seated (l-r) are: Thomas Kelly, Donald Cox, Alexander Lazarisak, Rodney Cusson, Edward Sherris, Frank Harris, David Manzanet, William Miller and William Gainer. Seafarers are urged to take advantage of the SIU's Upgrading Program.