

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

AFL-CIO SETS GOALS FOR 89th CONGRESS

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SIU Raps Agriculture Handling Of 50-50

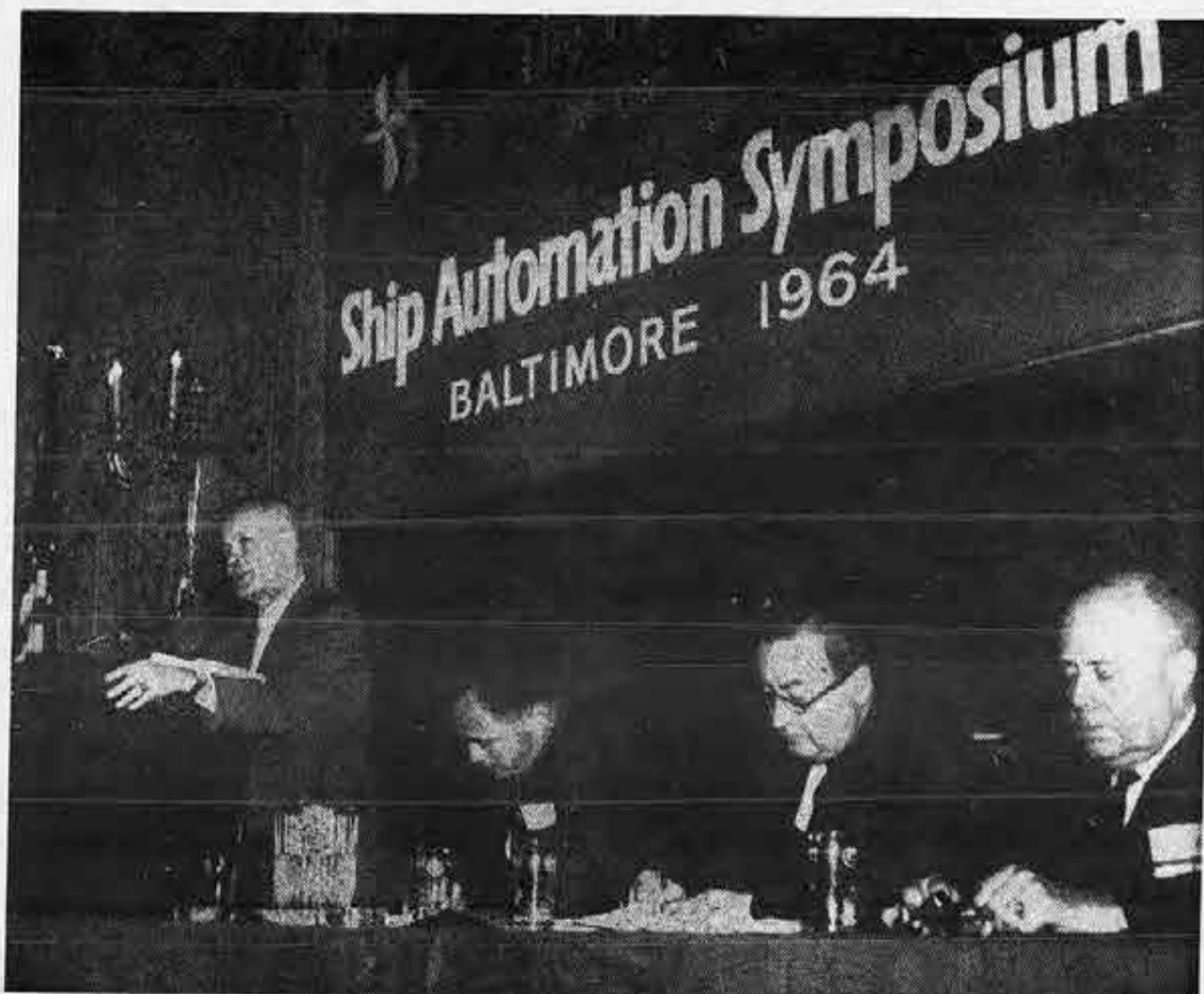
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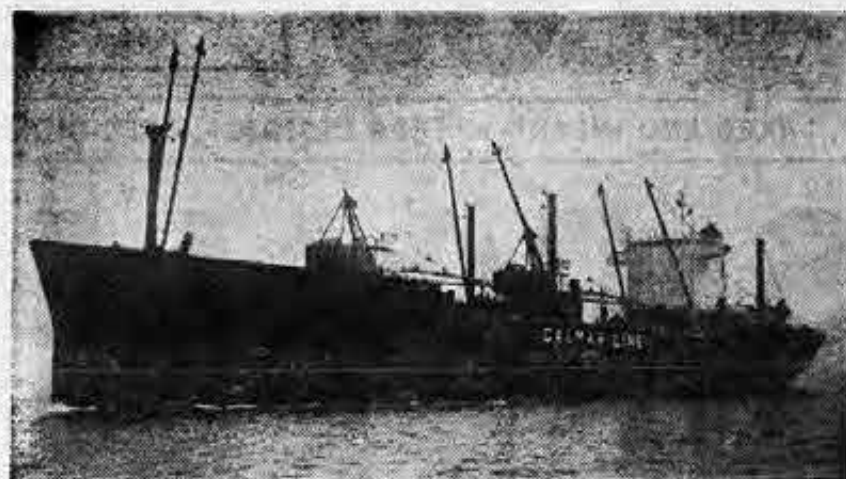
Prize Winner. David Allen Manuel, one-year-old son of Seafarer Allen Manuel and his wife Gladys, clutches first-prize cup he won in Better Baby contest held recently at Lake Charles, Louisiana, where the Manuels make their home. Manuel sails in the steward department as third cook.



SIU Pensioner. Seafarer oldtimer Oscar A. Rosman, 84, picks up his first regular monthly \$150 pension check from SIU rep. Leon Hall at New York headquarters. An SIU member since 1938, Rosman's last ship was the Seatrain Texas, on which he sailed in the deck department as an ordinary.



Automation Meeting. SIU vice president William Jordan is shown at right addressing ship automation symposium sponsored by Propeller Club of Baltimore. Jordan outlined SIU view that to be successful, ship automation must result in more jobs for American seamen and an upgrading of the U.S. merchant fleet. Left to right on dais are Jordan, Maritime Administrator Nicholas Johnson, AMMI President Ralph Casey and Vice Admiral Ralph E. Wilson, USN (ret.). (See Page 3.)



The new Marymar, first of six former C-4 troopships to be converted by SIU-contracted Calmar Steamship Company, completes her sea trials in Chesapeake Bay.

First Of Six Conversions By Calmar

Converted Marymar Completes Sea Trials

BALTIMORE—The first of six C-4 troopships being converted by SIU-contracted Calmar Steamship Company, the Marymar, was christened here recently and has already successfully completed her sea trials in Chesapeake Bay. The new Marymar and the five other former troopships are in various stages of conversion for use as freighters.

One of the six ships, the Calmar, is being converted at San Francisco. The rest, the Penmar, Seamar, Portmar, Yorkmar and Marymar are undergoing conversion at Baltimore.

All of the C-4's were allocated to Calmar Steamship as part of a group of 18 reserve fleet ships that the Maritime Administration made available to non-subsidized United States ship operators for conversion to commercial service. The company is trading in five of its Liberty ships in exchange for the larger, faster C-4's.

Delivery Dates

Calmar estimates total conversion costs for the C-4's will be about \$20 million. Delivery dates for the remaining vessels are: Penmar, January 8; Seamar, February 19; Portmar, April 2; Yorkmar, May 14, Calmar, December 28.

Converting the troopships for use as freighters is a lengthy process. First all excess fittings and structure, including many bulkheads and decks, are burned out. All troop berthing facilities are also dismantled.

Next, bulkheads are relocated and superstructure forward of the machinery spaces is removed. Sufficient bracketing is left in the ships to allow them to be towed to another shipyard where the second part of the conversion work is done.

During this stage of the conversion work, a new deckhouse and structural reinforcements below decks are added. The after part of the superstructure is altered to include a new pilot house and

crew quarters. Cargo handling equipment is then installed, including winches, booms and king posts in addition to two revolving cranes.

New Dimensions

Three holds on each vessel are then lengthened—No. 1 hold becomes 107 feet, No. 2 and No. 3 holds become 110 feet. Along with the installation of the revolving cranes, the lengthening of the holds is to facilitate the handling of steel and lumber cargoes, which will make up the primary cargoes the ships will haul.

Meany Blast Hits Extremist Attacks

NEW ROCHELLE, N.Y.—Attacks by extremists on the integrity of American institutions and leaders under the guise of fighting communism were bitterly assailed by AFL-CIO President George Meany as he received an honorary doctor of laws degree from Iona College.

"I can conceive of nothing more divisive of our national strength, nothing more dangerous to the preservation of freedom, no greater service to the cause of our enemies abroad," he declared.

"If the day should come that they infect enough of our citizens to have a controlling effect upon our choice of national leaders and national policies, we shall be face to face with disaster. Equally dangerous is complacency and indifference."

Source Of Strength

He called on the nation to preserve and build upon "our primary source of strength" in the struggle for freedom—"our moral values, our concern for our brothers, and our freedom to seek and act upon the truth no matter where it leads."

"Let us not in fear and frustration, borrow the faults of our adversaries," he urged, "the paranoid delusions, the suspicion and distrust, and the weakness for easy answers and demagogic appeals which vent their hostility not upon the real enemy, but upon our own representatives and fellow citizens."

Meany was honored at the 25th anniversary convocation of the college, which is operated by the Irish Christian Brothers. He drew a parallel between the objectives of the college and of the AFL-CIO, and stressed the need for education in today's increasingly com-

MTD Raps Army Base Shutdown

NEW YORK—The AFL-CIO Maritime Trades Department and the Greater New York Port Council have denounced Defense Department plans to close the Brooklyn Army Terminal and the New York Naval Shipyard (Brooklyn Navy Yard) here.

The MTD and Port Council has challenged the Defense Department contention that the facilities are uneconomical and unnecessary. They have called for the creation of a Committee of Review with both public and private members to evaluate the military needs and the public costs of what would be a catastrophe for thousands of Brooklyn workers.

Present Defense Department plans call for a gradual phasing out of the two Brooklyn facilities over the next year to 18 months. The closings would eliminate nearly 13,000 civilian jobs in the New York area, including about 700 longshoremen members of the International Longshoremen Association at the Army Terminal.

In recent years from 200 to 300 trucks daily unloaded an average of 4,500 tons of freight at the Army Terminal. Lighterage movements accounted for about 2,500 tons a day.

The two New York facilities were among 95 bases in 33 states and abroad which were ordered closed by the Defense Department. The closings would directly eliminate some 63,000 civilian jobs throughout the United States.

plex world.

The college, he said, is built on the proposition that education is a basic need if each individual is to realize his full potential and make his maximum contribution to society.

"You have sought to minimize the economic barriers to a higher education and to make it available without regard to race, creed, or color," he continued. "And you have maintained the principle that higher education in its true meaning must enlarge the perception of moral values and personal responsibility for the course of human affairs."

"American labor embraces the same aspirations and seeks the same goals."

He recalled that the first unions made universal free education one of their prime objectives, and that ever since, organized labor has been seeking to extend opportunities for education, improve its quality and quantity, and eliminate social and economic barriers to its fullest utilization.

"Adequate education is a prime condition to survival in this complex modern world," Meany declared. "The future of our democracy and the continued existence of human freedom depend upon an informed public."

The changes going on in the world, he emphasized, call not only for the elimination of illiteracy in its traditional sense, but also of "social and political illiteracy, the illiteracy of bias and prejudice and the illiteracy of indifference."

International President's REPORT

By Paul Hall



The weaknesses in the administration of cargo preference laws, which are so essential to the U.S. merchant marine, were stressed by the SIUNA and all of its affiliated seagoing unions at the last Grievance Committee meeting in Washington on November 23. In addition to the position of the International and the Atlantic and Gulf District, the SIU Pacific District unions emphasized their particular grievances, as these affect their members directly.

Officers of the Pacific District Unions—Morris Weisberger of the Sailors Union of the Pacific, William Jordan of the Marine Firemen, Oilers and Watertenders and Ed Turner of the Marine Cooks and Stewards—presented the positions of our organizations, pointing out how maladministration of cargo preference laws hampers and prevents expansion of West Coast shipping. They also pointed out how the West Coast has been virtually ignored in the shipment of grain by the Department of Agriculture under the P.L. 480 program.

As a result of the combined efforts of the SIUNA and its seagoing components, the problems of the West Coast were brought to the attention of government representatives, including those of the Department of Agriculture, with the result that a more thorough exploration of this entire area has been scheduled for the next Grievance Committee hearing. While such meetings may not produce immediate tangible results, this continuous hammering away at the issues could ultimately have a beneficial effect on the future of our merchant fleet and the jobs of seamen.

When the American voters went to the polls on November 3, they overwhelmingly voiced their determination to continue on the course of social and economic progress. They unmistakably indicated that they very strongly favor government programs and policies that will provide the economic opportunities and security for all Americans of which this nation is capable.

Now that the American people has expressed the direction in which it wants our country to move, the time approaches to begin implementing their mandate. This week the AFL-CIO laid the groundwork for that implementation. Through the Executive Council, the labor federation has called for the legislative goals that should be adopted by the Administration and the Congress in order to achieve the kind of American society that President Johnson has envisioned, and which is vital to the well-being of the great majority of the people.

As the Executive Council points out, the U.S. is "the richest and most productive land the world has ever known," but there are a great many inequities that must be eliminated so that all may properly share in the abundance of our land.

The Federation called for a legislative program covering the major areas affecting the welfare of all citizens, including unemployment, poverty, housing, educational opportunities, social security, medical care for the aged, free collective bargaining, minimum wage and hour standards, health, consumer protection, foreign trade and taxes.

This legislative program constitutes a blueprint for the goals we of the trade union movement must work for and achieve in the days immediately ahead.

Shortly after the first of the year, the AFL-CIO international unions, state and central bodies will participate in a legislative conference, the objective of which will be to press for implementation of the Federation's 1965 legislative goals. The SIU will play its part in this important effort, and as the program develops, we will advise the membership of what they and their families can do to help in achieving the labor movement's goals which so vitally affect the well-being of all of us.

Maritime Group Calls For 50-50 Law On Oil Imports

NEW YORK—The American Maritime Association has called for an amendment to the U.S. oil import program requiring that any U.S. oil company allocated a quota of more than 10,000 barrels of crude or unfinished foreign oil a day transport at least 50 percent of it in U.S.-flag tankers.

The proposal was outlined in a letter to the oil import administrator of the Department of the Interior. The privately-owned independent U.S.-flag tanker fleet would benefit if the proposal were enacted because the bulk of the major oil companies' tanker fleets are operated under runaway-flag registration to take advantage of loopholes in U.S. tax laws and to avoid maintaining U.S. seamen's wages and safety conditions.

Facts And Figures

The AMA pointed out that during the first half of 1964, over 173 million barrels of crude or unfinished oil were imported by companies possessing quotas. The quota system was originally set up in 1959 after Presidential committee findings that the ratio of our oil imports over domestic production had reached a point where they could endanger the national security.

Of the more than 173 million

barrels imported during the first half of this year, over 137 million barrels were imported by the larger refineries—those which would come under the provisions of the AMA proposal.

In calling for amendment of the oil import program, the AMA pointed out that the "profit reaped by the oil companies from the import quota rights alone would amount to \$153.7 million."

AMA Proposal

"We are asking, therefore, that the largest crude oil quota holders give up about 7 percent of the bonanza they receive by virtue of holding an import quota, a bonanza created by the oil import program, not by investment or operations."

Adoption of the AMA proposal would aid the entire U.S. maritime industry by making these oil cargoes available to U.S.-flag tankers because it would reduce the number of these tankers engaged in the grain trade, thus creating more cargoes for the U.S.-flag tramp and bulkship fleets as well.

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AFL-CIO Pushes '65 Legislative Program

WASHINGTON — The AFL-CIO Executive Council has called for enactment of a legislative program by the forthcoming Congress that will provide a "giant step forward on the road" to the "Great Society" for which President Johnson was given a mandate by the people on Election Day.

"Now it is incumbent upon all who join in that mandate to translate it into practical reality," the council said.

The sweeping program, released at the close of the AFL-CIO Executive Council meeting here on November 24, outlined a call for action in 14 major areas affecting the well-being of the American people. SIUNA President Paul Hall, a member of the 27-man council, participated in the special session.

In the area of foreign trade and aid, the council recalled that the labor movement has demonstrated its commitment to the principle of trade expansion and of the nation's foreign aid and economic assistance programs. The council said, however, that we must have "a mechanism to protect workers and business."

The council called for expanded use "of American-flag ships in transporting materials used in aid projects and indeed, in all aspects of our export-import commerce must be expanded."

Legislation to remove the shackles from collective bargaining was declared one of labor's chief aims at the council meeting. AFL-CIO President George Meany told a press conference at the end of the one-day meeting that "The first priority is to restore collective bargaining by seeking repeal of section 14-b of the Taft-Hartley law which allows states to enact so-called 'Right-to-Work' laws."

In a statement summarizing its legislative goals, the council said "today we have the opportunity . . . to

take, in 1965, a giant step forward on the road to a society that will enable all our citizens to realize their full potential. And this giant step forward can be taken through enactment of the measures the AFL-CIO has long urged.

"We believe, that government, the instrument of the people, should use its powers to attack and solve the people's problems," the council said.

The major areas outlined by the council in pursuit of its legislative goals are as follows:

• **War on Poverty**—The War on Poverty "is fully consistent with the policy of the American labor movement, for poverty has been our sworn enemy since the first union was established. Virtually every item in this present list of legislative goals is an attack on poverty . . . all contribute to the objective. The war on poverty . . . needs more support . . . more money."

• **Foreign Trade and Aid**—The AFL-CIO is committed to the principle of trade expansion which will continue to command broad national support only if accompanied by a mechanism to protect workers and businesses adversely affected by increased imports. "The present law contains a mechanism but it has yet to work. Unless it can be made to work it must be replaced by one that does. The foreign aid and assistance programs have had the full support of the labor movement . . . use of American-flag ships in carrying aid cargoes and in all aspects of our export-import commerce must be expanded."

• **Consumer Protection**—Passage of the Truth-in-Packaging and Truth-in-Lending bills is essential to assure the American people of a fair deal; propose establishment of a federal consumer information service to help buyers meet the complexities of today's marketing.

• **Social Insurance**—"Worst threat to old age security is high cost of illness" . . . Urge implementation of "a

national hospital insurance system based on social security principles for those over 65" . . . substantial increases in social security benefits and a realistic re-evaluation of the present eligibility age of 65.

• **Minimum Wage and Hours**—An increase in the basic wage to \$2.00 an hour and a cut in the standard work week to 35 hours is urged; also a broadening of coverage under the act to include all workers whose jobs are affected by interstate commerce.

• **Education**—A major program of Federal aid to elementary and secondary schools is necessary to help meet all needs, including construction, with substantial aid to schools serving low-income areas and comprehensive assistance to college students.

• **Urban Problems**—Must increase federal funds for public housing based on an emphasis on slum clearance, modernization and community planning . . . Reinforcement of the mass transit bill of 1963.

• **Resource and Regional Development** — Federal Government must take initiatives in water supply and river development, preservation of forests and range lands, regional rather than local or community planning for development of broad areas like Appalachia.

• **Health Problems**—Must assure American people of benefits of medical advances . . . calls for federal scholarships to medical students and other assistance to students in health fields; hospital construction and modernization; grants and loans to community mental health centers.

• **Tax Policy**—"Tax structure needs improvement" . . . we support an elimination of excise taxes on goods and services used by all people and on income taxes for those families at or below the poverty level.

The AFL-CIO Executive Council also criticized the Federal Reserve Board's action in raising the discount rate from 3½ to 4 percent, and predicted it would have an injurious effect on the nation's continuing growth rate.



SIUNA seagoing unions participated in symposium on automation sponsored by Propeller Club of Baltimore. Shown at left is SIUNA vice-president Earl (Bull) Shepard as he arose to question a view expressed by one of the speakers. SIUNA representatives urged that ship automation be used to create jobs for seamen.

SIU Urges Ship Automation Conference

Job Increase, Fleet Upgrading Must Be Goal Of Automation

BALTIMORE—SIUNA International Vice-president William Jordan has urged that the automation of American flag merchant ships have as its goal an enhancement of the position of the American flag fleet and an increase in the number of job opportunities available to American merchant seamen and other maritime workers.

Any attempt to utilize automation techniques simply to increase the profits of American shipping companies while at the same time depriving thousands of American seamen and maritime workers of jobs would be a short-sighted and self-defeating one which would have grave repercussions, not only on the American maritime industry but on other industries, Jordan warned.

The SIUNA vice president, who is also president of the SIUNA-affiliated Marine Firemen's Union on the West Coast, was one of the speakers at a symposium on ship automation held here under the sponsorship of the Propeller Club of the Port of Baltimore. Also present was SIU vice-president Earl Shepard.

Noting that the American flag fleet has been declining steadily

in size, strength and prestige since the end of World War II, Jordan pointed out that this fleet now numbers some nine hundred active ocean going ships, carries only some nine percent of this nation's total overseas commerce and provides employment opportunities for only some 47,000 merchant seamen.

Supports SIU Position

"We of the American maritime labor unions," Jordan said, "have frequently been accused of seeking to impede the introduction of automation techniques of the American flag fleet. This is simply not true. As parties with a direct interest in the health and economic well being of the American fleet we are as aware as anyone of the need to improve the competitive position of the fleet.

"But the purpose of automation will be defeated if in the process we allow American jobs to be

SIU Blasts Agriculture Agency Undermining Of 50-50 Laws—Calls For Ouster Of Freeman

WASHINGTON—The SIU has charged that the Department of Agriculture has been maladministering the Government's cargo preference program and contributing to the destruction of the American-flag merchant marine and the jobs of thousands of American sailors and other maritime workers.

The SIU also charged that the responsibility for the program rests with Secretary of Agriculture Orville L. Freeman and has called for his dismissal.

The Department of Agriculture

administers the Public Law 480 program (Food for Peace) under which surplus U.S. farm commodities are shipped to needy nations. Under the Cargo Preference Act, at least half of these government cargoes must be shipped in American vessels.

The SIU charges were made at the Nov. 16 meeting of the Maritime Advisory Committee here, by SIU President Paul Hall, a member of the committee.

The Committee was created by Executive Order of President Johnson on June 17 to consider the problems of the American maritime industry. It consists of Secretary of Commerce Luther H. Hodges, chairman; Secretary of Labor W. Willard Wirtz, and 17 non-Government members representing the maritime industry, maritime labor and the general public. The SIU representative is its international president, Paul Hall.

The SIU noted in its statement that all Government-generated non-military cargoes now make up about 7% of this country's total foreign trade. Of this 7%, only half—or 3½% of our total foreign trade—is assured to American-flag vessels by the Cargo Preference Act.

U.S. Ships Ignored

Yet the Department of Agriculture, which ships 70% of these Cargo Preference commodities, has methodically attempted to deprive American ships and seamen of their fair share of cargoes, the SIU asserted.

"It is little short of tragic," said the SIU, "that the Department of Agriculture, under Orville Freeman, has consistently and persistently attempted to undercut American ships and seamen in the

carriage of these cargoes, which represent such a tiny percentage of our total foreign trade, but which spell the difference between profit and loss for our subsidized liners, and between life and death for our unsubsidized dry cargo tramps and tankers."

The SIU noted that Agriculture has often attempted to justify its employment of foreign-flag ships on the grounds that American vessels cost too much and that it must protect the taxpayers' dollar.

The Union pointed out that over \$15 billion worth of farm commodities have been shipped abroad since the PL 480 program began in 1954, and that the extra costs of shipping American during this period have amounted to about \$330 million, or slightly more than 2% of the total value of these cargoes.

"The Department of Agriculture," the SIU said, "spends over \$5 billion a year to support high prices for American farmers and does this in such a slipshod manner as to have made possible the Billie Sol Estes scandal. When we consider the manner in which Agriculture expends the taxpayers' money, we are appalled by Agriculture's attempts to achieve picayune economies by helping to kill off an industry which is essential both to the nation's commerce and to its national defense."

The SIU added that "at best, Agriculture complies grudgingly with the minimum requirements of the law. At the worst, it practices and condones the practice of procedures which make it difficult for American shipowners to obtain these Government cargoes, and which make it virtually impossible to carry them at a fair profit, even if they do obtain them."

Six Seafarers Awarded \$150 Pension For Life

Six more members of the SIU Atlantic and Gulf District have been added to the ever-growing list of Seafarers to receive a monthly pension check of \$150 regularly for the rest of their lives. The new additions to the list bring the total for the year to 92.

The new pensioners, approved by the Board of Trustees of the Welfare Plan are Theodore Phelps, 66; Wilfred E. Grant, 67; Henry C. Gerdes, 62; Arthur G. Collett, 53; Theodore Fortin, 66; and Lionel Desplant, 54.

Phelps is an SIU oldtimer who began sailing 12 years before he joined the union in its early days in New Orleans. A member of the engine department, he last sailed aboard the Del Aires. A

native of Florida, Phelps will take life easy in his present home in New Orleans, La.

A native of the British West Indies, Grant, another SIU oldtimer, has finished his years of sailing and will now settle down in his home in New York with the assurance that his pension check will arrive each month. After joining the SIU in the port of Boston,



Phelps

Grant sailed in the steward department. His last ship was the Globe Explorer.

Gerdes joined the union in the port of New Orleans early in the history of the SIU and sailed in the steward department as chief



Gerdes



Collett

in New York confident of a steady income from The SIU Welfare Plan.

Brother Fortin joined the union in the port of New York, and shipped in the steward department. He last sailed aboard the Del Norte. A native of Massachu-



Fortin



Desplant

steward. A native of New Orleans, La., he last sailed aboard the Del Oro.

A member of the SIU for many years, Collett spent his years at sea sailing in the deck department. He last sailed aboard the Steel Age as bosun. A native of Canada, he will settle in his home

settis, he will retire to his present home in New Orleans, La.

Lionel Desplant first joined the union from the port of Baltimore and sailed as night cook & baker. Desplant was last aboard the Santa Emilia. A native of Virginia, Desplant and his wife plan to spend their retirement in New York.

SIU Ship Doubles In Research Role

The SIU Pacific District-contracted Java Mail (American Mail Lines), chosen by the Navy to serve double duty as a research vessel while plying her regular Far East run proved her worth as a valuable aid to oceanographic research, the Office of Naval Research reports.

The Java Mail was the key element of Project Neptune, a Navy operation to test the feasibility of using working merchant ships as auxiliary research vessels. The success of the test could lead to a fleet of freighters that would collect scientific information from the sea while normally engaged in moving cargoes on their regular runs.

"The goal of Project Neptune," the Navy said, "is to obtain the biology data and also collect research data without interfering with the routine of the ship's operation."

In line with that goal, a mobile laboratory the size of a highway van was installed on the Java Mail's deck before she left on her scheduled Seattle, Yokohama, Hong Kong trip. Six marine biologists and oceanographic consultants from the Navy research branch manned the laboratory, collecting samples of plankton and other marine life from the sea while the ship proceeded along her route.

The project, which presents a great potential for the U.S.-flag merchant fleet, was supported by the House Committee on Merchant Marine and Fisheries. Among the possible uses for the merchant-research ships are the collection of marine weather information, surveying of potential commercial fishing grounds and charting the movement of ocean currents.

The Navy said its findings could presage the day when all merchant ships can gather scientific data as they ply normal trade routes.

Besides the test ship Java Mail, the SIU has regular oceanographic and scientific vessels under contract. The foremost of these is the Anton Bruun of the Alpine Geophysical Laboratories which has done extensive research work in the Indian Ocean.

Receiving best wishes on his retirement from the sea, Seafarer Wilfred Grant accepts his first Union pension check. An SIU member since the early days of the Union, Grant sailed in the steward department. His last ship was the *Globe Explorer* (Maritime Overseas).

New Bridge Seen Expanding Staten Island Port Facilities

NEW YORK—The opening of the Verrazano-Narrows Bridge could be the forerunner to the opening of Staten Island as a major cargo and passenger terminal, Borough President Albert V. Maniscalco predicted this week.

In an appraisal of the island's future now that it has its first solid link to the rest of the city, Maniscalco said that Staten Island might become the "heart" of New York's maritime activities within the next five years.

Maniscalco placed a \$20 million figure on the cost of expanding Staten Island's port facilities so that it could handle bulk and passenger service. He said the island offers facilities unavailable in any other part of the port.

He said he did not expect improvements to come all at once, but urged city officials to begin by demolishing old piers and developing marginal waterfront activities. By a succession of quick stages, the island's waterfront could be transformed into a modern, efficient cargo and passenger handling area.

Among the benefits Staten Island offers over other parts of the New York port area are dockside railroad facilities, a waterfront with a deep upland area and a location at the entrance to the harbor that could cut arrival time and pilot responsibilities.

Maniscalco said that passengers using Staten Island as a debarking point could take buses over the bridge to the terminals, avoiding the usually congested west side Manhattan pier area. The same would hold true for the movement of cargo by truck to and from the Staten Island waterfront, once developed.



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

N.Y. Hails Verrazano Bridge Debut

Seafarers sailing in and out of New York harbor for the last few years have had a ringside seat—even if only a passing one—for the construction of the Verrazano-Narrows Bridge. The span, which crosses the mouth of the Upper Bay and connects Brooklyn and Staten Island for the first time, is the world's longest. Located, as it is, near our Brooklyn Headquarters, Seafarers here have had an interest in the bridge and the changes it will bring. In addition to increasing traffic on Fourth Avenue, the construction of the bridge may also bring some surprises to the New York maritime picture. Local officials are already predicting that the bridge will transform Staten Island into a major port area within a few years. As more docks and other facilities are constructed, we can expect more SIU-contracted ships to put into Staten Island, thus relieving some of the heavy load on the Brooklyn and New Jersey piers.

Meanwhile, the SIU, along with the rest of the city's labor movement, can give a vote of thanks to the union construction workers whose skilled hands made the bridge possible. The unions most of these brave men belong to are also members of the Maritime Trades Department to which the SIU belongs. We also give a special tribute to those men, and there were many, as in all such projects, who made the ultimate sacrifice in the course of their hazardous jobs.

Shipping has been slow in New York during the last period but looks as if it will pick up in the weeks ahead. Many members passing through the port have dropped in at the Hall to cast their ballots in the A&G election. Among the members doing their duty as good unionists are J. G. Skuba, V. Sanabria and James Hand.

Drew C. Gay, a Florida Seafarer who has been shipping out of New York for the last 15 years, is watching the board for the right bosun's job.

Ken Gainey is watching the board for a good Far East run, as is E. A. Anderson, who sails as an electrician. Andy is good guy to have around because he is always willing to offer a helping hand to the younger members in properly filling out various forms and generally teaching them the ropes.

Boston

Shipping remains on the slow bell in Boston, but some improvement is expected in the next period. During the last period, one ship paid off, five were serviced in transit and there were no sign-ons.

Kenneth Larose, who last sailed in the deck department on the Mount Washington, is getting sea fever after five months of working on the beach and is looking to ship again.

Benny Boudreau, a 25-year SIU man, last sailed as an AB on the Cabins. He says he will be glad to get back to sea after two months of fishing and relaxing up in Canada.

John Duffy, a 20-year union man, is just off the St. Lawrence and says he will stay home with the family until the holidays are over. He plans to watch out for a coastwise run after that.

George Swift, last on the Cabins, says he will be glad to get offshore again after six months on the beach.

Philadelphia

Shipping has been slow in Philadelphia without much prospect for improvement in the coming period. In the last two week period, three ships paid off, one signed-on and there were seven ships in transit.

Edwin David, just off the Keva Ideal, says he will stay on the beach for a while yet and will then try for any kind of run.

Jimmy Winters, last on the Spitfire, has been laid up in drydock for the last four months. He reports he is now fully recovered, however, and rarin' to go.

Konrad Hoffman, after some time on the beach, is looking for the first Calmar ship heading out.

Bill Carney was last on the India run on the Midland. Now he says he is looking out for a short haul that will have him back in Boston for Christmas.

Baltimore

Shipping has been slack in Baltimore also. Little improvement is expected in the coming two weeks. In the last period, three ships paid off, four signed-on and ten were serviced in transit.

Thomas N. Johnson, who just paid off the *Marore*, said he enjoyed a very good trip to Brazil. Not only was the port good, he says, but the crew was good and the ship was a good feeder.

Curtis Southwick enjoyed his last trip on the *Olga* and says she had a fine crew. He is now on the lookout for a coastwise run.

Viktor Makko, a quarter-century union man, says he is very happy to be sailing under the SIU banner and likes to point to the many gains the union has made in the years he has been a member.

Norfolk

Shipping has been good in Norfolk. The *Rebecca* took a crew in the last period, virtually cleaning out the Hall. The outlook for the next period remains good. There were two payoffs in the last period, two sign-ons and six ships in transit.

Roy Cuthrell, in the blackgang on the *Henry* for the past seven months, was sorry to see her leave the coastwise run with a load of grain for India. He says he did not want to be that far from home and he is now looking for a coastwise tanker run.

Thomas Johnson, who joined the Anchorage in Puerto Rico, spent Thanksgiving on the beach before shipping again in the engine department.

Bruce Knight, last off the *De-Soto*, is in drydock now but hopes to be able to ship again in the near future.

Puerto Rico

Shipping remains good in Puerto Rico with 12 ships serviced during the last period. On the maritime front, construction on the first stage of the \$80 million Puerto Nuevo shipping and docking complex will end before July 1, 1965. Six piers will be ready then, with room provided for eight more in the future.

Among the old timers on the beach here, Ramon Sierra has had a long rest and is now back in San Juan looking for a choice ship.

Pete Gavelin, serving as a member of the Polls Committee, is also keeping an eye peeled on the board for a ship to his liking.



Worldwide Ceremonies Mourn J.F.K.

AMERICANS all over the world and on the high seas paused this week on Sunday, November 22, in memory of the late President John F. Kennedy on the anniversary of his assassination last year in Dallas, Tex.

Over forty thousand persons came to Arlington National Cemetery on the first anniversary of the assassination and stood on line for hours in bitter cold weather to pay their respects to the late President. Many brought wreaths and flowers to be placed on the grave beside the eternal flame which marks Kennedy's final resting place.

Many foreign nations were represented among the visitors to Arlington and the wreaths placed at the graveside.

Memorial services for the slain President were held in cities and towns throughout the United States at places of worship and at historical monuments. Similar services were attended by Americans in foreign countries and by foreign citizens in many places, in memory of a man recognized as not just an American president, but a world leader.

President Lyndon B. Johnson, who attained the nation's highest office on the death of Kennedy, attended memorial services at Austin, Texas. Also present at the Austin services was, among others, Texas Governor John B. Connally Jr., who was riding in the same car with the President and Mrs. Kennedy at the time of the assassination and was himself seriously wounded.

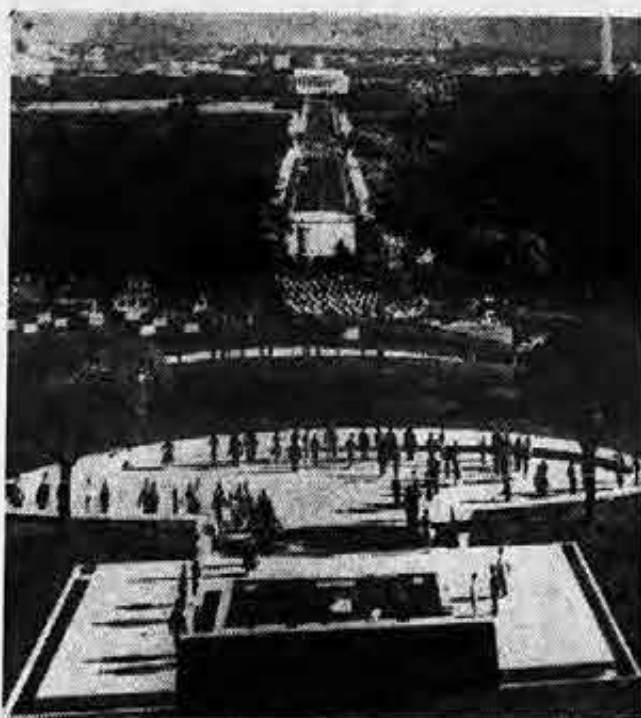
The Kennedy family attended services at Washington and at Hyannis Port, Mass.

Plans have been approved for a memorial to mark the Kennedy grave at Arlington National Cemetery, which is distinguished now only by a simple white picket fence and the flickering of the eternal flame.

On a direct line with the Lincoln Memorial and the Potomac River in the background, the simple Kennedy memorial would incorporate the eternal flame with a plain gray slate tablet to cover the grave.

ANAVY man himself, the late President John F. Kennedy was proud of the United States' history as a naval and maritime power, and was proud of the men and ships which created the nation's seafaring traditions.

Visitors to the White House while JFK was in office grew familiar with the many scale models of famous American vessels, both mer-



Plans for the permanent design of the John F. Kennedy grave in Arlington National Cemetery have been approved. A gray slate tablet will cover the grave (foreground), marked by the eternal flame. The site overlooks the Potomac River and the Lincoln Memorial.



Above is a portion of the collection of ship models owned by the late President John F. Kennedy, now on display at the Naval Museum at the Washington Navy Yard. The collection includes many merchantmen and warships famous in American history.

chantmen and fighting-ships, which he kept on display in his office and in various other rooms. The Kennedy collection is now on display at the newly opened Naval Historical Display

Center, a full-scale museum, at the Washington Navy Yard in southeast Washington.

Some of the most famous sailing ships ever built are included in the 24-ship model collection of the former President. Perhaps the best-known of these is the Flying Cloud, a clipper ship built in Boston in 1851.

Clipper Ships

The Flying Cloud set a record on her maiden voyage—New York to San Francisco in 89 days, 21 hours. The same record fell again before the Flying Cloud in 1854 when she shaved another 17 hours off her own time for the same run. In that same year the speedy clipper took another record—New York to Hong Kong via San Francisco in 126 sailing days.

The 10 greatest years in U.S. maritime history are represented by a model of the Clipper Sea Witch. Among her records are: New York to Valparaiso, Chile—59 days; Canton, China to New York—81 sailing days with one stop. In 1849 the Sea Witch set the first permanent world sailing record—Hong Kong to New York with the China Mail in 74 days, 14 hours.

To continue their record-setting habits, the Clipper Ships underwent a continuous development of hull design to bring about greater speed. The development of the Clipper hull is represented by a model of the Anna McKim, launched at Baltimore and the first of the really slim-hulled Clippers.

Whaling Ships

The whaling ship played a major part in the maritime history of the United States and is represented in the Kennedy collection by a model of the Charles W. Morgan. Built in 1841, the 105-foot whaler made 37 whaling voyages and earned over \$2 million for her owners. The Morgan remained active until 1921 and is still in existence and on display to the public at Mystic, Connecticut.

The proud history of U.S. fighting ships is represented by a model of the second in a long line of naval vessels to carry the name of Wasp into battle. The Wasp in the Kennedy collection distinguished herself in the War of 1812. Another Wasp, the aircraft carrier, carried the name into World War II and won glory against the Japanese.

Not a part of the Kennedy collection, the museum houses a whale-boat size model of another U.S. fighting ship, the USS Constellation. This model, fully rigged, once actually sailed from Baltimore to Philadelphia under its own canvas.

Admiral Urges 'Renaissance' Of U.S. Maritime Capacity

NEW YORK—A "renaissance of the American merchant capability" must come about if the United States is to continue its leadership position in the world, Admiral David L. McDonald, Chief of Naval Operations, declared.

The Admiral made the call in a major address to the Society of Naval Architects and Marine Engineers at their annual conference here. McDonald warned of the "massive naval, merchant, fishing and oceanographic ship-building program" undertaken by the Soviet Union in recent years, and said that the Russians seem to understand the doctrine of sea power as a factor in world power better than the United States does.

The officer quoted a statement by Senator Warren G. Magnuson (D.-Wash.), chairman of the Senate Commerce Committee, that said Russia is building two medium or large merchant ships a week and has tripled her ocean tonnage and multiplied her tanker tonnage ten times in the past decade. The report also noted that the Soviets have doubled their number of merchant vessels from 482 to 1,124 ships while the pri-

vate U.S. commercial fleet has declined from 1,258 to 983 ships.

The Admiral also pointed out that more than 90 percent of our nation's export-import trade was carried in foreign bottoms, and that the U.S.-flag merchant fleet has been allowed to "go to pot" three times in the last one hundred years. "It seems that each generation of Americans takes a perverse delight in scuttling the merchant marine," he said.

Disturbing Note

"But the really disturbing thought," he noted, "is that the plight of the merchant marine is a challenge to the American system itself." He warned that the decline in U.S. sea power and shipbuilding would eventually mean the closing of shipyards that are vital to the national defense in the event of conflict and a loss of the valuable skills of maritime and ship-

building workers.

He said the Navy was concerned because its members were not only taxpayers, but had the additional interest arising from America's defense needs. "In time of war or emergency," he said, "it is the Navy's job to move troops and supplies to places of battle and sustain them. It can only be done in terms of numbers and time by use of maritime transport. Sufficient ships must be manned and ready to go.

"In this instance, the merchant marine becomes a 'fourth arm of defense.'"

It has to become a unit of the nation's total fighting sea power almost instantly. Otherwise, in time of war, the Navy would again be in the dubious position in which Admiral Earnest King found it in 1941 . . . 'lots of bread but very little butter.'"

Brooklyn Yard Has Historic Past

Navy Yard History Covers 180 Years

Over 180 years of U.S. maritime history will die if the Defense Department goes through with its plans to close the Brooklyn Navy Yard.

The site which later became the Navy Yard was the home of the first shipyard in the area, and built many early-American merchant vessels. The first of a long line of fighting ships built there was the John Adams, which took to the water in 1798 and earned a name for itself during the War of 1812.

The yard has made big contributions to U.S. sea power in four wars. The battleship Missouri—"Mighty Mo"—was built there. It was on her armored decks that the final surrender in World War II was signed.

The yard had its busiest days between the attack on Pearl Harbor in 1941 to the end of the war in 1945. In all, it repaired more than 5,000 ships, converted about 250 others and built the battleships North Carolina, Iowa and Missouri and the aircraft carriers

Bennington, Bon Homme Richard, Kearsage and Franklin D. Roosevelt.

Since World War II, the carriers Saratoga, Independence and Constellation have taken to the sea from its drydocks.

During the Civil War the famous Union ironclad Monitor was fitted out at the Brooklyn Navy Yard to do battle with the Confederate ironclad Merrimack. The battleship Maine, whose sinking in Havana Harbor led to the Spanish American War slid down the ways there. In World War I, the yard built the battleship New Mexico, among others.

The Brooklyn Army Terminal, which dates back 45 years, is also slated for closing. The Terminal, familiar to many Seafarers, was the landing point for U.S. troops returning after World War I, and was the point of departure for 3.5 million G.I.'s during World War II.



SEAFARERS ROTARY SHIPPING BOARD



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

November 7 - November 20

The job situation dropped slightly during the past two weeks as the total number of SIU men shipped dipped to 1,187 from 1,388 in the previous reporting period.

The decline was mostly on the East Coast, where the greatest decreases occurred in New York, Norfolk and Jacksonville. The Gulf Coast job situation, however, was greatly improved over the previous period. New Orleans registered the sharpest gain, followed by Tampa and Mobile. Houston shipping declined slightly, although the job outlook remained bright.

The shipping picture was reflected in both the deck and engine departments. The number of Seafarers who shipped in these departments was higher this period than the previous one. Steward department job calls, however, dipped slightly.

With the onset of colder weather, registrations gained

slightly. Total registration during the two week period climbed to 1,388, as compared with 1,178 in the previous two weeks. The number of men registered and on the beach also increased, to 3,744, from 3,660 in the prior reporting period.

The changes in the seniority breakdown were slight during the last two weeks. The share of Class A men shipping slipped one point to 54 percent. While the share of Class B men answering the job calls gained one point, rising to 33 percent. Class C men maintained the same share of 13 percent, as in the previous period.

Shipping activity slowed slightly during the past two weeks. There were 55 payoffs, compared with 63 the previous period; and 36 sign-ons, contrasted to 46 in the prior two weeks. In transit visits were down to 224 from 237 in the prior period.

Ship Activity

	Pay Offs	Sign On	In Trans.	TOTAL
Boston	1	0	8	6
New York	13	4	17	34
Philadelphia	3	1	7	11
Baltimore	3	4	10	17
Norfolk	2	2	4	8
Jacksonville	3	1	12	16
Tampa	2	2	7	11
Mobile	4	0	5	9
New Orleans	9	11	18	38
Houston	7	4	29	40
Wilmington	2	1	6	9
San Francisco	3	3	8	14
Seattle	3	3	5	11
TOTALS	55	36	133	224

DECK DEPARTMENT

Port	Registered CLASS A				Registered CLASS B				Shipped CLASS A				Shipped CLASS B				Shipped CLASS C				TOTAL Shipped				Registered On The Beach CLASS A				CLASS B						
	GROUP				GROUP				GROUP				GROUP				GROUP				CLASS				GROUP				GROUP						
	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	A	B	C	ALL	1	2	3	ALL	1	2	3
Boston	0	2	1	3	0	1	1	2	2	1	1	4	0	0	0	0	0	0	0	0	0	4	0	0	4	7	19	4	30	0	3	7	10		
New York	25	52	13	90	2	10	18	30	10	29	10	49	3	4	2	9	0	1	3	4	49	9	4	62	95	147	31	273	12	46	87	145			
Philadelphia	9	8	2	19	1	2	4	7	9	4	0	13	0	4	1	5	0	0	0	0	13	5	0	18	13	18	6	37	1	6	19	26			
Baltimore	11	19	1	31	1	9	6	16	6	14	4	24	0	2	5	7	1	1	1	3	24	7	3	34	40	53	12	105	3	13	35	51			
Norfolk	3	6	1	10	0	1	1	2	5	9	3	17	0	1	0	1	0	1	1	2	17	1	2	20	8	15	0	23	1	7	11	19			
Jacksonville	1	2	2	5	1	6	3	10	0	2	0	2	0	2	2	4	0	0	2	2	2	4	2	8	4	12	3	19	3	8	4	15			
Tampa	1	2	0	3	0	0	2	2	1	2	0	3	1	1	3	5	0	0	1	1	3	5	1	9	2	6	1	9	0	2	3	5			
Mobile	8	9	3	20	0	5	4	9	4	13	2	19	1	1	3	5	0	0	0	0	19	5	0	24	36	29	11	76	0	7	12	19			
New Orleans	20	31	13	64	3	18	26	47	17	27	9	53	1	18	21	40	1	5	7	13	53	40	13	106	58	81	13	152	3	25	55	83			
Houston	35	25	12	72	0	19	22	41	17	21	4	42	4	12	17	33	0	7	11	18	42	33	18	93	66	66	16	148	4	28	40	72			
Wilmington	0	3	0	3	0	1	2	3	0	3	0	3	0	1	4	5	0	5	1	6	3	5	6	14	8	13	3	24	2	7	10	19			
San Francisco	7	14	3	24	1	9	5	15	4	11	3	18	0	5	3	8	0	0	2	2	18	8	2	28	23	30	4	57	3	17	21	41			
Seattle	10	12	2	24	0	4	4	9	9	16	1	26	0	7	8	15	0	0	0	0	26	15	0	41	19	22	6	47	0	30	15	45			
TOTALS	130	185	53	368	9	86	98	193	84	152	37	273	10	58	69	137	2	20	29	51	273	137	51	461	379	511	110	1000	32	199	319	550			

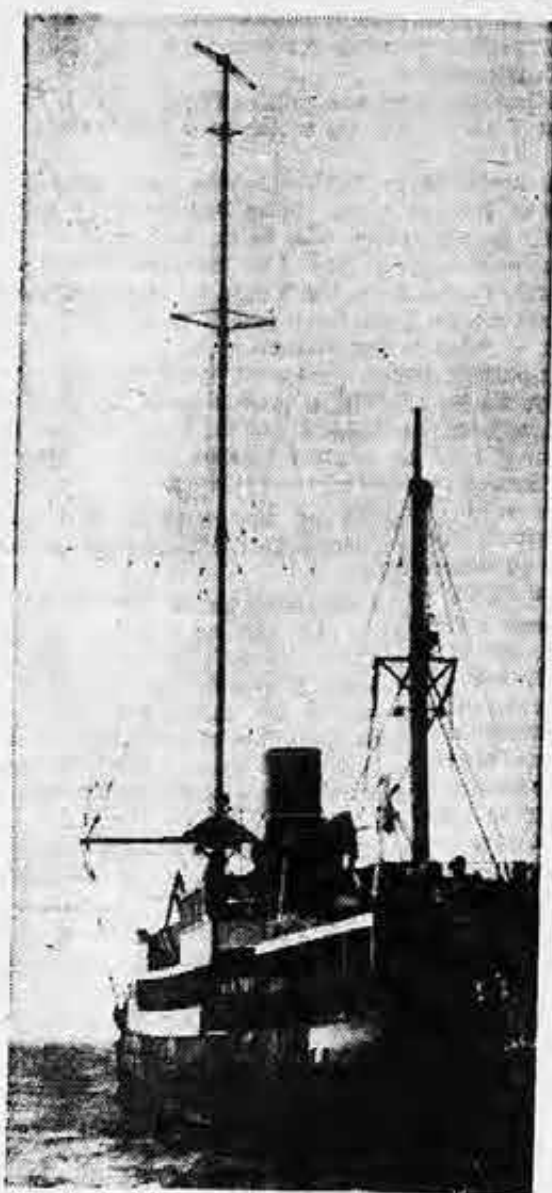
ENGINE DEPARTMENT

Port	Registered CLASS A				CLASS B Registered				Shipped CLASS A				Shipped CLASS B				Shipped CLASS C				TOTAL Shipped				Registered On The Beach CLASS A				CLASS B						
	GROUP				GROUP				GROUP				GROUP				GROUP				CLASS				GROUP				GROUP						
	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	A	B	C	ALL	1	2	3	ALL	1	2	3
Boston	0	3	1	4	0	0	0	0	0	1	0	1	0	0	0	1	0	0	0	0	1	1	0	2	1	10	3	14	0	4	2	6			
New York	14	28	2	44	2	23	11	36	5	21	3	29	0	12	5	17	0	5	5	10	29	17	10	56	51	114	18	181	11	52	52	115			
Philadelphia	0	4	0	4	0	3	3	6	0	5	1	6	0	4	3	7	0	0	0	0	6	7	0	13	3	18	2	23	1	9	15	25			
Baltimore	3	9	1	13	1	8	5	14	1	12	1	14	1	3	3	7	0	2	0	2	14	7	2	23	12	42	5	59	4	38	21	83			
Norfolk	5	7	1	13	1	5	0	6	3	7	2	12	0	3	3	6	1	3	2	6	12	6	6	24	4	15	1	20	1	7	8	16			
Jacksonville	2	2	0	4	0	7	1	8	0	2	0	2	0	3	1	4	0	0	0	0	2	4	0	6	4	5	0	9	1	5	3	9			
Tampa	0	2	0	2	0	0	1	1	0	3	0	3	0	0	3	3	0	0	0	0	3	3	0	6	2	7	0	9	0	0	1	1			
Mobile	5	8	1	14	0	9	6	15	5	13	1	19	0	4	2	6	0	0	0	0	19	6	0	25	7	24	4	35	0	13	18	31			
New Orleans	8	41	9	58	1	19	16	36	11	41	4	56	2	23	11	36	0	4	3	7	56	36	7	99	23	61	17	101	1	40	45	86			
Houston	6	38	2	46	2	19	15	36	3	31	3	37	1	34	17	52	0	7	5	12	37	52	12	101	23	75	3	101	7	35	20	62			
Wilmington	2	5	1	8	2	0	0	2	0	3	1	4	2	0	0	2	0	2	0	2	4	2	0	8	10	14	2	26	2	7	7	16			
San Francisco	4	21	4	29	2	6	2	10	4	17	3	24	1	3	2	6	0	0	2	2	24	6	2	32	9	38	4	51	2	5	15	22			
Seattle	2	16	5	23	0	1	3	4	3	15	5	23	1	0	5	6	0	0	0	0	23	6	0	29	2	26	4	32	1	13	6	20			
TOTALS	51	184	27	262	11	100	63	174	35	171	24	230	8	89	56	153	1	23	17	41	230	153	41	424	151	449	61	661	31	228	213	472			

STEWARD DEPARTMENT

Port	Registered CLASS A				Registered CLASS B				Shipped CLASS A				Shipped CLASS B				Shipped CLASS C				TOTAL Shipped				Registered On The Beach CLASS A				CLASS B									
	GROUP				GROUP				GROUP				GROUP				GROUP				CLASS				GROUP				GROUP									
	1-8	1	2	3	ALL	1	2	3	ALL	1-8	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	A	B	C	ALL	1-8	1	2	3	ALL	1	2	3
Bos	0	0	1	2	3	0	0	0	0	0	0	3	3	0	1	0	1	0	0	0	3	1	0	4	1	4	3	5	13	0	0	3	3					
NY	4	8	10	16	38	3	10	9	22	2	7	5	8	22	0	1	10	11	0	0	9	9	22	11	9	42	23	49	24	61	157	12	9	33	54			
Phil	0	3	1	1	5	1	2	2	5	0	0	0	1	1	0	0	3	3	0	0	0	0	0	1	3	0	4	4	8	3	5	20	0	1	7	8		
Bal	1	9	0	6	16	0	0	6	6	2	4	1	8	15	0	0	3	3	0	0	0	0	0	15	3	0	18	11	25	13	22	71	4	1	42	47		
Nor	1	1	1	0	3	1	2	5	8	0	1	0	0	1	1	0	4	5	0	0	3	3	1	5	3	9	4	5	4	4	17	1	4	11	16			
Jac	2	1	1	1	5	0	2	5	7	0	0	0	1	1	0	1	2	3	1	0	0	1	1	3	1	5	4	3	2	1	10	0	2	5	7			
Tam	0	1	2	1	4	0	0	1	1	1	2	0	2	5	0	0	0	0	0	2	3	5	0	5	10	2	2	1	5	10	0	0	2	2				
Mob	1	7	2	4	14	1	0	11	12	0	2	1	3	6	0	0	2	2	0	0	0	0	6	2	0	8	2	18	6	12	38	2	1	29	32			
NO	3	20	6	36	65	2	3	41	46	3	8	4	14	29	3	3	22	28	0	2	13	15	29	28	15	72	28	15	18	71	132	3	4	65	72			
Hou	5	19	13	8	45	3	1	19	23	3	9	8	4	24	1	3	12	26	0	2	25	27	24	26	27	77	15	38	15	23	91	5	3	29	37			
Wil	3	1	0	2	6	1	0	4	5	0	1	0	2	3	0	0	1	1	0	0	1	1	3	1	1	5	7	5	4	9	25	5	0	10	15			
SF	3	6	5	8	22	0	0	6	6	2	1	2	7	12	0	0	4	4	0	0	3	3	12	4	3	19	15	11	16	34	76	2	2	14	18			
Sea																																						

PIRACY ON THE HIGH C's



Radio Caroline

ROTTERDAM — European radio-pirates, flying the flag of free enterprise high above their seagoing broadcasting stations, are still successfully repelling boarders although the battle is getting hotter each day. Having already ignored several legal warning shots across their bows, the pirates are sharpening their cutlasses and drying their powder in expectation of an all-out attack.

The latest pirate radio station to stir up a legal dispute calls itself Radio-TV Nordzee. It operates from a Texas-type platform in the waters about six miles from the Netherlands, not far from the Hague, in competition with the state network operated by the Netherlands government.

Easy Does It

Operating since September 1, Radio-TV Nordzee's signal reaches Amsterdam, Rotterdam, the Hague, and Utrecht with a potential audience of 1.2 million sets. So far, the pirates have gone easy on the state network, coming on the air mostly while the regular network is off the air. They do overlap during a 10 PM to 11 PM time slot, however, and the government doesn't like it one bit. Advertisers are flocking to the pirate station, which has already filled many of its commercial spots with big name advertisers.

Operating in international waters, outside the jurisdiction of any government, Radio-TV Nordzee and other pirate broadcasters have thus far been safe from government interference. But several countries are planning legal action. The

lower house of the Netherlands parliament for instance, has passed by 114 to 19 a bill bringing Nordzee's pirate base under Dutch jurisdiction. The senate is expected to adopt the bill in late November. A government raiding party could then legally scuttle the whole operation.

Smiling Through

Although they are already looking down the barrels of the government guns, the radio pirates remain strangely optimistic, as if they felt their defense impregnable or possessed some secret and devastating weapon with which to fight back.

Most observers feel the pirates will depend on their defenses when the chips are down. Backers of the pirate operation have put together a complicated company setup allowing them plenty of room to operate and maneuver within the law if the government cracks down. In addition, the Netherlands government would have to step on some toes internationally, as well as at home, to close down the operation. The platform from which the pirates operate and the broadcasting equipment is owned by a foreign company. In addition, stock in the venture has been sold to a wide public, which will undoubtedly set up a howl if their profitable platform is arbitrarily sunk.

Sound Policy

Radio-TV Nordzee is only one of several pirate broadcasting stations operating from the relative safety of international waters and beaming their commercial programming at Europe and

Great Britain in competition with the various state-operated networks. Some of these stations, like Nordzee, are located on platforms at sea. Others are located aboard ships. Pirate Radio Vironica for instance, has been a huge commercial success, also beaming her broadcasts at the Netherlands.

Sweden and Britain have been crossing swords with offshore pirate stations too. Two such stations have been operating from anchorages in the English Channel, in international waters. Calling themselves Radio Caroline, the stations broadcast pop records from 6 a.m. to 6 p.m. in competition with the state-owned, non-commercial, BBC. Radio Invicta and Radio City, both based on old, abandoned World War II anti-aircraft towers off the coast of Kent have also been a thorn in the BBC's side. In recent weeks another pirate station, Radio London, has joined the cacophony of sound aimed at the British public. Based aboard a converted American minesweeper, Radio London took up a post about 3½ miles off the English coast with a beam powerful enough to reach over 12 million Britishers.

Faced with the disturbing fact that the public seems to prefer the listening fare provided by the pirates over the state programming—which many find dull—joint action is planned by the governments involved. Holland, Britain and Sweden are seeking in the Council of Europe for an international convention outlawing the pirate broadcasters once and for all.

FMC Determined To End Dual Rate Discrimination

WASHINGTON—The Federal Maritime Commission has reaffirmed its determination to exercise its power to oversee the rate-making activities of ship lines engaged in U.S. foreign trade.

Speaking at a meeting of the Washington branch of the National Defense Transportation Association, FMC head John Harlee said the Commission will seek out malpractices and discriminatory actions which operate to the detriment of the U.S.

The FMC stirred up a storm of protest from foreign ship conferences recently when it issued orders demanding information from them concerning disparities between freight rates charged on goods entering and leaving the U.S. which allegedly discriminate against U.S. exports. The orders were issued by the FMC under the Shipping Act of 1916, which gives the Commission the authority to request information and data from the groups which it regulates.

Required By Law

In reiterating a firm FMC stand, Harlee stated that the role of the FMC under American law is to eliminate restrictive, unfair business practices that could harm international trade. "Any steamship line which engages in our trades must have a due regard for the welfare of that trade and the public interest in the continued health and growth of that trade," he said.

"We know that exorbitant rates will hurt the free flow of commerce. We are also aware that

predatory rate cutting practices can destroy the shipping services upon which commerce depends," Harlee added.

Foreign ship lines have been using every trick in the book to avoid turning over to the FMC information and data concerning their rate-making policies. Refusing to cooperate, they have even gone to court in this country, attacking the FMC on several grounds. In each case the court upheld the FMC.

Conferences Lose

First of all, the conferences contended that under the 1916 Shipping Act the FMC could only request information if it was acting on a complaint.

The court, however, disagreed. In a 2-to-1 decision, the court held that the data are "available to aid the investigation without the need for the support of a charge of violation of the act, or belief even that such a violation is probable."

Secondly, the conferences contended that the information requested by the FMC for perusal by its investigative eye was of so general a nature that no standards for it could be set, and that therefore the order was not "reasonable."

Again the court disagreed. It maintained that the reasons for which it was requesting the information were made clear in the FMC order with references to par-

ticular sections of the Shipping Act.

The steamship conferences lost another round in court on a charge by the Far East Conference that the information requested by the FMC in the order was outside the agency's area of inquiry, contending that the FMC could only inquire into procedures between the conference and shippers.

Inquiries Are Legal

Once more the court disagreed and upheld the FMC order. As part of its functions, the court decided, the FMC is entitled to find out what requests and complaints have been made by shippers to the conferences and what disposition the conferences have made concerning such complaints. "The information is designed to inform the commission as to this," the court said in upholding the FMC.

The court ruling came in a consolidated proceeding involving the petitions of seven conferences with headquarters in the U.S. They are the Far East Conference; the North Atlantic-Baltic Freight Conference; the North Atlantic-Mediterranean Freight Conference; the North Atlantic-United Kingdom Freight Conference; the North Atlantic-Continental Freight Conference; the North Atlantic-French Atlantic Freight Conference, and the Pacific Coast-European Conference.



By Frank Drozak, West Coast Representative

U.S. Politics Still Concern Of Labor

The San Francisco Maritime Port Council has unanimously voted to continue its Maritime Committee on Political Activity. Also voted was a proposal to set up a Bay area committee to arrange a Maritime Dinner on the west coast. The proceeds from the dinner would be used to help support labor's friends and defeat labor's enemies in future elections. In other Council actions, a request was put on the record to have locals of all international unions that are members of the AFL-CIO Maritime Trades Department sign up with the Port Council.

On the California labor front, the San Francisco Labor Council has joined with labor groups throughout the state in asking for an end to the importation of foreign farm labor. Corporate farm interests are trying to drum up support for a foreign farm labor bill to replace the discredited Bracero program. In the interest of improving the lot of American farm laborers and ending the cruel exploitation of the Mexican workers who are regularly imported to work on U.S. farms, labor is united in its opposition to any extension of the foreign farm labor program.

Shipping in San Francisco has been only fair during the last period and it is expected to stay that way in the next period. The only ship to pay off was the *Morning Light*, which also signed-on. Other sign-ons

were the *Robin Kirk* and the *Alcoa Marketer*. In transit during the last period were the *Flomar*, *Steel Worker*, *Long Lines*, *Los Angeles*, *Montpelier Victory*, *Alcoa Marketer*, *Keva Ideal* and the *Geneva*.

Due in to crew up around New Year's is the *Kenneth Whiting*. Expected in for payoffs during the next period are the *Langview Victory*, *Ocean Dinny* and the *Del Aires*. In transit vessels expected include the *Kenmar*, *Overseas Eva*, *Ames Victory*, *Steel Apprentice*, *Monticello Victory* and the *Fairport*.

Vincent Fitzgerald is just out of the USPHS Hospital and says he's feeling good and glad to be out of drydock.

Sailor Hall, just off the *Long Lines*, says he plans to spend some time on the beach—as long as his wallet will let him.

Around the hall, A&G Seafarers who find themselves in the Bay area are coming in to cast their votes in the A&G election. Members enjoyed very much the Thanksgiving Dinner which was held at the SUP cafeteria on November 26.

Wilmington

Shipping has been good in Wilmington in recent weeks and is expected to get even better. The *St. Lawrence* paid off and signed on and the *Zephyr Hills* paid off

(Continued on page 23)

SEAFARERS SCHOLARSHIP TIME



NEW YORK—It is time again for qualified Seafarers and children of Seafarers who want to compete for one of the five annual \$6,000 SIU scholarship awards for 1965 to begin filing their applications.

The first of the scheduled College Entrance Examination Board Tests comes up in December, and as usual it is in the interests of the applicant to file early for prompt consideration before the last-minute rush starts.

The SIU scholarship plan has been operated on an annual basis for the past 11 years and winners can select any college and field of study. Fifty-eight awards have been given since the program began in 1953. Of these 36 have gone to the children of SIU members and SIU men themselves have received 22 of the college scholarships.

Competition for the awards, which may be used to attend any accredited college or university in the U.S. or its possessions, for

study in any field, is open to qualified Seafarers who have a minimum of three years seetime on SIU-contracted vessels, and to children whose fathers meet the seetime requirement. At least one annual award is reserved for a Seafarer. The SIU college scholarship award program is known as one of the finest no-strings-attached scholarship programs in the nation.

Award winners are chosen by a panel of leading university educators and administrators on the basis of their high school records and College Entrance Examination Board test results.

The first of the scheduled CEEB tests for 1965 will take place on December 5, 1964. Additional tests are scheduled for January 9,

1965 and March 6, 1965. Qualified applicants are urged to take the earliest exam possible to avoid any last minute rush and allow the test results to be available well in advance of the judging.

Seafarers and members of SIU families interested in taking part in the competition for the 1965 awards should contact the nearest SIU port office or SIU Headquarters for information. They should also make immediate arrangements to take a CEEB test. To register for the tests, write to the College Entrance Examination Board at Box 592, Princeton, N.J., or Box 1025, Berkeley, California well in advance.

Judging for the five annual SIU awards is expected to take place late in May, as in previous years.



By Cal Tanner, Executive Vice-President

Foreign Flag Ships Plague Japanese

Pity the poor Japanese. They are having difficulties with an adverse balance-of-payments deficit which they attribute, in large measure, to the fact that only 49.6 percent of Japan's exports and 46.9 percent of its imports are carried in Japanese-flag bottoms.

This is enough to bring tears to the eyes of anyone familiar with the plight of the American maritime industry, which carries only 9.5 percent of the total foreign trade of the United States. The U.S. also is troubled by a tremendous balance-of-payments deficit.

Japan is reportedly planning to help ease its payments balance deficit with a plan to double the size of its merchant fleet during the next four years with the financial aid of the Japanese government. This they estimate, would boost the percentage of Japan's foreign trade carried in Japanese bottoms to about 55 to 60 percent. Japan has already attacked the problem by instituting a "ship Japanese" program for its exports whenever such a device proves practical.

The problems being faced by Japan and the solutions she has put forward to solve them are ironic in the face of Japan's strong criticism of U.S. attempts to aid the American merchant marine and alleviate the American balance-of-payments deficit.

When the U.S. maritime industry called for a "ship American" program to aid the floundering U.S. fleet and help alleviate the American payment balance deficit, foreign-shippers screamed. Japan's protests were among the loudest. Then they adopted a similar program themselves.

When the SIU and other maritime unions call for strict adherence by the U.S. government to the provisions of the 50-50 and cargo preference laws, foreign shippers waste no time crying "foul." Japan cries along with the rest—then seeks to assure that 60 percent of her cargoes move in her own ships.

Foreign shippers, the Japanese included, complain constantly about the unfairness of U.S. government attempts to shore up its sagging maritime industry with subsidies—operating and construction. Then they turn around and seek similar support from their own governments. Japanese shippers for instance, are crying for financial aid from the Japanese government to help them build more, newer, faster, and more efficient merchant ships.

Recent attempts by the Federal Maritime Commission to set up equitable shipping conference arrangements in the U.S. trade

which would not discriminate against American ships and American export cargoes, brought a storm of protest from foreign shippers all over the world—including Japan. Yet these same nations do not hesitate to aid their own national fleets in every way possible.

Japan has been singled out here as an example the double standards used by foreign interests when it comes to American maritime. We must remember, however, that Japan isn't the only foreign critic of our shipping policies that has shown a remarkable ability to reverse its field when action was necessary to protect its own fleet and economic interests.

The fact is that any nation which finds its own merchant fleet in poor condition feels no compunction about adding a nail to the coffin of the U.S. maritime industry if by so doing it can improve its own maritime picture. These nations care nothing about the welfare of American seamen and apparently care little about the welfare of the United States. They don't care if the U.S. balance-of-payments problem deteriorates—so long as their own improves.

Newfoundland Offers College For Fishermen

ST. JOHN'S, Newfoundland — Students attending the recently-opened Newfoundland College of Fisheries here, are expected to be able to fish more efficiently and more profitably than their forefathers ever could by the time they complete their courses.

Market Expanding

With the North American market for seafood products expected to expand by some 30 percent during the next 20 years their skills may be put to the test.

The school opened here a year ago with 100 students in an experimental class under an initial grant of \$1 million. Today, more than 200 are enrolled in the college, learning how to obtain the maximum benefits from a life of commercial fishing.

Decked out in dark blue seaman-type sweaters issued by the school, students may choose from 50 courses ranging from marine electronics, to bacteriology to net-mending. They learn to use the most modern fishing equipment available and can benefit from the knowledge of fishing experts from many countries.

Government Helps

Students at the school get their meals and lodgings free of charge, plus \$7 a week while studying. Under a program shared by the Newfoundland government through the Technical and Vocational Training Assistance Act, students who have been working until their enrollment in the school may forego the expense money and collect unemployment compensation. The school also pays travel expenses to and from the college.

The school's major departments include nautical science, naval architecture, fish processing technology, marine engineering, physics, mathematics, electronics, English, plus extension courses.

Your Union Benefits

By Al Kerr, Secretary-Treasurer



We thought it would be wise to review the Union's Sickness and Accident benefit program (S&A) in response to several questions which have been frequently brought up by our members. The S&A program is split up into two basic parts: In-patient benefits for SIU men who are hospitalized, and Out-patient benefits for members who are disabled and receiving medical treatment.

The Sickness and Accident program was originally adopted in 1962, and then amended to cover all disabilities which may have arisen on or after August 1, 1963.

In-patient benefits are available to Seafarers who meet eligibility requirements at the rate of \$56 per week. These benefits are payable at the rate of \$8 per day to a member who is an in-patient in any USPHS hospital, or a private hospital that has received official approval, in the United States, Puerto Rico, the Virgin Islands or Canada. The S&A in-patient benefit can be paid for a period of 39 weeks, and begins on the first day a member is hospitalized.

Members receiving out-patient benefits also are paid \$56 per week at the rate of \$8 per day. To be eligible, a seaman must be disabled and receiving treatment within the United States, Puerto Rico, the Virgin Islands or Canada. Should an eligible seaman elect to receive medical care from a private physician, the welfare plan trustees reserve the right to evaluate the medical proof submitted to determine the eligibility of the claim.

If a member has become disabled as a result of his own willful misconduct, he will not be eligible to receive the S&A out-patient benefit. A member will also be ineligible for this benefit if he is getting out-patient treatment outside the U.S., Puerto Rico, the Virgin Islands or Canada.

A waiting period of seven days, starting with the first calendar day a member is declared not fit for duty, is required for eligibility to receive the benefit. If the disability continues after the seven-day waiting period, payments can begin, retroactive to the fifth day from the initial date he was declared not fit for duty.

Filing Requirement. Claims for the S&A benefit must be filed within 60 days after discharge from a hospital or the beginning of the disability period, if no hospitalization is required. Each claimant is required to submit medical proof of his disability. This proof will be evaluated by the trustees of the welfare plan to determine eligibility for payments. The trustees can also require further examination of the applicant by a doctor selected by the welfare plan, or they may ask for a more complete certification.

Once an initial claim has been filed for a disability, it will not be necessary to file additional claims for weekly payments for the same disability period. It should be noted that a member is required to submit medical proof of his continued disability, stating its cause, before any subsequent payments can be made.

Duration of Benefit. An eligible is entitled to a maximum of 39 weeks of payments during any one period of disability, including in-hospital and out-patient time. Where there has been a waiting period, the 39-week period starts when benefits are payable. However, an eligible shall not receive total benefit payments in excess of 39 weeks in any 12-month period, and the 12-month period for the determination of the 39-week maximum payment begins on the first day an employee is eligible for payment.

If an eligible is receiving or is entitled to receive maintenance and cure payments, the Plan shall pay only an amount which together with such payments shall equal \$56 per week, but the eligible shall be entitled if such payments terminate before a period of 39 weeks to receive a total of \$56 per week up to a maximum of 39 weeks. However, if he may be entitled to receive maintenance and cure and has not yet received same, he shall execute an assign-

ment of maintenance and cure payments to the Seafarers Welfare Plan.

General Rules. (a) Any disability occurring during a period of disability, and before an eligible obtains a fit-for-duty slip, is considered to be the same disability. The maximum of payments in such a case is 39 weeks, no matter how distinct the disabilities happen to be.

(b) A recurrence of a previous disability shall be considered part of the same disability period even though the eligible obtained a fit-for-duty certificate or accepted employment.

(c) Disability for unrelated causes shall be considered a new period of disability provided the eligible has been pronounced fit-for-duty from his original disability or has accepted employment.

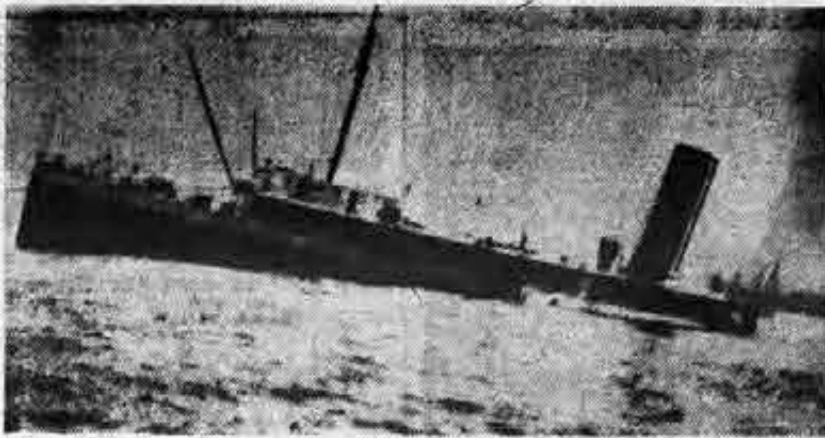
(d) An eligible cannot accept employment and be disabled simultaneously. Any applicant for S&A benefits who accepts employment at any time during the period for which he claims such benefits, shall be declared fit for duty with respect to that disability and shall be disqualified from receiving benefits for the cause of alleged disability. Any claimant who received benefit payments after accepting employment shall be required to reimburse the fund for all such benefits received after the first day of employment during such period of alleged disability.

(e) **Hospital Expense Benefit.** An eligible who is not entitled to treatment at a USPHS facility and who is hospitalized during any period for which he is entitled to receive the S&A benefit, shall also be entitled to receive hospital benefits according to the Schedule for Dependents' Benefits.

(f) **In-Hospital Benefit.** If an eligible is entitled to receive the in-hospital benefit, the Plan shall pay only an amount which together with such payments shall equal \$8 per day. If an eligible is still confined after having received the S&A benefit payment for a maximum of 39 weeks, he is still entitled to receive the in-hospital benefit.

(g) Failure of an eligible employee to place himself under treatment promptly or to comply with medical care or instructions will be deemed cause for disqualification from benefits.





The ill-fated Mariposa sinks stern first after hitting Strait Island Reef (now known as Mariposa Reef) in the Gulf of Alaska in the fall of 1917. After lying submerged for 47 years, her propellers and other fittings were recently salvaged and brought to Seattle aboard the SIU Pacific District-contracted Tatalina (Alaska Steamship Company).

Propeller Recovered From Old Mariposa

SEATTLE—Nearly 47 years ago, the old Alaska Steamship Line's Mariposa, on a voyage between Alaskan ports, picked up 28 survivors of the steamer Manhattan which had sunk at sea. The survivors were naturally overjoyed at their prompt rescue.

Their troubles were just starting however, because soon after picking them up the Mariposa too got into trouble. Southbound from Juneau she hit a reef, ever since called Mariposa Reef, broke in two and sank, stern first. The luck of the Manhattan's survivors was still holding however, and they, along with the 237 Mariposa passengers and crew were picked up by the Alaska liners Jefferson and Curacao with no casualties.

Since that time the old Mariposa has rested there beneath 45 feet of water about 40 miles west of Wrangell. Parts of the Mariposa however are now finally completing the trip to Seattle, almost 47 years late, but welcome nevertheless.

MA Revises Cuba Blacklist

WASHINGTON—The Maritime Administration's blacklist of ships in the Cuban trade has remained at a fairly constant level over the last three months and now comprises 237 vessels totaling more than 1.6 million tons.

In recent weeks, the British-flag Antartica was added to the list, and three British tankers—London Spirit, London Valour and Overseas Pioneer — and the Norwegian tanker Polyclipper were removed from the list after their owners agreed to do no further business with Cuba.

The blacklist forbids any ships participating in the Cuban trade from carrying U.S.-financed cargoes. A recent modification of the boycott policy allows ship owners to haul U.S. cargoes after they promise to end their Cuban trade when their charters with the Castro government run out.

This rule has created a situation where shipping lines with vessels still under Cuban charter and calling at Cuban ports are able, nevertheless, to continue their trade with the U.S.

The chief violators of the blacklist are some of America's closest allies and NATO partners. Britain leads the list with 79 ships on the list, and Greece, Italy and France are prominent on the list also.

See Record Salmon Run For Oregon

PORTLAND, Ore. — SIUNA fishermen and cannery workers in this area are bracing for a huge anticipated silver salmon run, which, predictions say, may set a record in the state.

The reason behind the optimism over this year's catch is the exploding silver salmon population at Cascade Hatchery at the Bonneville Dam on the Columbia River. Hatchery officials reported that at the start of this year's run, they had almost 27,000 adult salmon in their breeding ponds, approximately four times the 7,000 they had a year previously.

Salmon Moved

Not only had the number of salmon almost quadrupled, but the huge number ready to spawn meant that large numbers had to be trucked elsewhere to relieve the pressure. Hatchery workers transferred over 5,000 fish to the Grande, John Bay, Hood and Willamette Rivers where they were planted.

In addition, the Klaskanine River Hatchery found itself with record numbers of salmon capable of taking 20 million eggs. The difficulty here was that the hatchery only has a capacity of seven million eggs, but was faced with a veritable flood of salmon which continued to arrive by the thousands. The hatchery has been taking emergency measures to deal with the situation, and will make surplus eggs available to other hatcheries throughout the state.

The record number of adult salmon are being used to improve the conservation situation in the state. The surplus salmon are being transplanted to streams which have suffered from pollution and other causes reducing spawning in the past.

The Mariposa's propeller blades and about 22,000 pounds of her bronze, brass and copper fittings arrived recently in Seattle aboard the SIU Pacific District-contracted Alaska Steamship Company motorship Tatalina.

The 22,000 pounds of metal already recovered is expected to bring the salvagers about \$4,000 for the several weeks they spent working in the 45 degree water off Mariposa Reef. They estimate that there is about 5 tons of salvageable metal parts remaining in the vessel's stern which they expect to return for. After that they will turn their attention to the bow section.

Senate Probers Urge Passage

Packaging Bill Designed To Protect Housewives

WASHINGTON—Which is heavier, a pound of feathers or a pound of lead? Which is longer, 36 inches or a yard? Such questions used to be asked by children trying to pull a fast one on each other. That was before U.S. manufacturers got into the act however.

Nowadays the average housewife must answer many such questions each day at the supermarket. In short, the manufacturer is trying to pull a fast one on her.

A better deal for American housewives, confused and cheated by packaging gimmicks, was urged recently by a Senate investigating group in a report released by the Senate Anti-Trust and Monopoly subcommittee, which urged passage of a long-needed "truth-in-packaging" bill during the next session of Congress.

For instance, which is larger—the large size, king size, super size, economy size, family size or giant size? The subcommittee report points out that in most stores "large size" actually means the smallest size tube of toothpaste.

Which is larger, the "giant half-quart," the "half-quart" or the "16 ounce" size? As long as the quart remains 32 ounces, the half-quart will presumably remain 16 ounces no matter how it is labeled.

An attempt by the wage-earning consumer to make rational decisions on the many items bought every day has become almost impossible due to these phony advertising gimmicks. This "is not a

reflection on the consumer," the subcommittee report points out. "Rather, it reflects irrational packaging and pricing patterns in the market place."

In addition to such devices, which are merely confusing, the report points to other practices which amount to downright deception. Such deceptions designed to separate the consumer from his hard-earned wages include the hand-lotion manufacturer who restyled a five-ounce bottle to give "the appearance of being larger than the old ten-ounce size"; the manufacturer who silently increased the price of his product by reducing the number of units inside the package; and the many manufacturers who present a huge package which turns out to be only 2/3 full when it is opened.

One of the most notorious of the gimmicks practiced by manufacturers and advertisers noted by the subcommittee is the package or label that proclaims "cents off." In one instance noted, an instant coffee maker marked his product "7 cents off." Soon competitors began stamping their jars "9 cents off," and then "11 cents off." In actuality, the price to the consumer remained exactly the same as it had always been.

The Gulf Coast



By Lindsey Williams, Vice-President, Gulf Area

Gulf Shipping Continues To Boom

Shipping is continuing to boom along the Gulf Coast, creating a short supply of manpower in these ports. The problem is further complicated by the inclination of many Seafarers to wait until after the holidays to ship out.

The desire to be home with family and friends at this season of the year certainly is understandable and we know what it means to all concerned. SIU men should be fully aware, however, of the risk they are taking by "sitting it out" this year.

As most of us know, the longshoremen have not settled their current contract negotiations. As a matter of fact, members of the International Longshoremen's Union, AFL-CIO, to all intents and purposes, are now on strike against shipping interests on the Gulf and Atlantic Coasts. The longshoremen are now working because they are required to do so under the terms of a Federal Court injunction imposed under provisions of the Taft-Hartley Act.

The court-ordered "cooling off" period ends on December 20. After this date, ILA members have the legal right to resume their strike in an effort to secure a decent contract. Of course, everyone hopes they will be able to settle disputed points still at issue through the orderly processes of collective bargaining. At this point, however, their seems to be little optimism on the side of either labor or management that such will be case.

The National Labor Relations Board is at this moment setting up the machinery to conduct what is known as a "last offer" election. This means that the last offer of the management to ILA negotiators will be submitted to the longshoremen for their approval or disapproval in a referendum to be conducted by the NLRB.

This same procedure was followed when ILA and management negotiators reached an impasse in their contract talks two years ago. The result was that the longshoremen turned down the "last offer" by an overwhelming majority and ILA members went on strike when the injunction-enforced "cooling off" period ran out. Shipping was paralyzed. Crews were laid off and Seafarers on the beach before the strike were "caught in the switches." It was at least six months before the usual job circulation pattern returned to normal.

The moral to this story is this: if you don't want to get caught in that kind of bind this time around, take one of the choice rated jobs hanging on the board now and postpone your holiday celebration until Mardi Gras.

Mobile

Since the last issue of the SEAFARERS LOG we lost one of the SIU's most dedicated and popular members when Charlie Stringfellow died suddenly of a heart attack. He was stricken with a fatal seizure in the SIU hall.

Charlie had many friends who knew him as more than just an all-around good fellow. A chief steward, he was good at his job, a good shipmate and a man who always participated to the fullest in the activities of his Union. He never lost sight of the importance of membership participation in and support of the affairs of the Union and the rewards of traditional SIU teamwork. At the time of his death he was participating as a member of that day's balloting committee.

Among oldtimers on the beach in Mobile are D. L. Parker, who got off the Alcoa Roamer for a vacation after about a year as bosun. L. R. Eckhoff is resting at his home on Wolf Ridge Road and catching up on his fishing after leaving the chief electrician's job on the John B. Waterman. R. K. Lambert checked in off the Erna Elizabeth and registered in Group 1 of the Deck Department. Arthur G. Milne, last of the Alcoa Roamer, is waiting for a new arrival expected in his family within a few days. He plans to ship out after greeting the newcomer. Julian Kulakowski is resting at his home in Theodore, Ala., after getting off the Achilles. Emile Hollins is home after a stay of about nine months on the Montpelier Victory.

New Orleans

Among those who paid off and registered here in time for Thanksgiving are Joe Rusheed, Matthew Eurisa, John Wunderlich, Bill Evitt, Joe Dioso and Leon Franklin.

Houston

Jimmie Prestwood checked in and registered in Group 1-S after completing the course in the Steward's Recertification School in New York. He says he will be ready to ship on the first available job after Thanksgiving. Sal Barbara, who was last on the Ocean Dinney, is looking for a South American run to beat the winter. Jimmie Winget is fit for duty again after being laid up a long time with a back injury. Charlie Sawyer got off the Penn Challenger and said he will be looking for a long trip after the holidays, but Bill Traser is looking for his long trip now. He says he doesn't want to take a chance on getting caught in a longshoremen's strike. Ruben Salazar, who was a top flight pro fighter before embarking on his Seafaring career, is enjoying a vacation with friends and relatives after seven months on the Trans Orient.

SIU Clinic Exams—All Ports

EXAMS THIS PERIOD: October 1 - October 31, 1964

Port	Seamen	Wives	Children	TOTAL
Baltimore	238	7	11	256
Houston	117	9	7	133
Mobile	66	8	0	74
New Orleans	106	31	10	147
New York	456	44	24	524
Philadelphia	219	24	32	275
*San Juan	16	21	13	50
TOTAL	1,218	144	97	459

*9/21/64 to 10/20/64



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

Layup Slows Shipping In Lakes

Shipping in Alpena picked up in the past week with men taking their vacations for deer hunting. We wish the best of luck to all you hunters.

The John W. Boardman, a Huron Portland Cement Company vessel, has laid up for the season. With the members off this vessel on the beach there should be a few card games starting up.

In the hall waiting for their last relief jobs are Ken Nolles, Richard Frary and Everett May.

Buffalo

Shipping has just about stopped and with layup in the very near future, none of the men are getting off except for emergency leaves. According to the local newspapers, the Ice Boom project here is expected to be completed in about a month. They are hopeful that it will improve conditions measurably.

Several of our Lakes members from Buffalo are presently on the City of Alma (Waterman Steamship Company) and this trip has turned out to be longer than expected. Bill Rush, Bill Westbrook and Donald Perry, to mention a few, will be spending their holiday season in a foreign port. We recently heard that Mike Drowniak, one of our long-time members, has already departed for the Sunny South.

We wish to remind those men who applied for books and do not have them as yet to check with the Buffalo Port Agent. The Agent in Buffalo wishes to thank all members for their cooperation and assistance this past season and hopes they all enjoy a good winter as well as a happy holiday season.

Chicago

Shipping for this period was very good and it appears that we will continue with good shipping right to the end of the season. We can only suggest that during the Winter months all unrated men should take advantage of the time and Union facilities to upgrade themselves for higher paying positions for next season.

Bernie Grivas is off the Highway 16 and hanging around in the hopes of grabbing the last of the SIU contracted "Salties" heading this way. Richard Jensen is just back from Japan and Korea off the Fairport and says he had a great time with a good crew. This vessel paid off in Seattle recently.

Bill Warrenton is out of the hospital after a bout with his stomach that laid him down for four months. Bill took a relief AB Watchman's job on the Highway 16 and we are glad to see him back and around again in good health.

Cleveland

The SIU contracted E. M. Ford was the first ship to lay up in Cleveland. Her crew has departed and, according to Company officials, a bow thruster will be installed this Winter. Several other SIU vessels are also expected to lay up in Cleveland during the next couple of weeks. Still around and waiting to finish out the season are Joe Mickalowski and George Mitchell. We are happy to hear that George Blaha, who is in the Lorain Hospital, is doing ok.

Duluth

Shipping has slowed down considerably. Ships going into the Great Northern Ore Docks are starting to taper off, which is a sure sign that the layup season is here. We have quite a few wheelmen registered and a couple of watchmen, but no deckhands. Have a couple firemen in the Engine Department up on the Board and about 5 porters in the Steward's Department.

We will be closing down the port of Duluth roughly the first week of December. We hope you will all have a nice holiday season.

Dave Turnbull, Deckhand on the SS Frank Taplin, CB Radio Operator, has his radio aboard ship and his call letters are KLF 0022, in case you want to ham it up.

Frankfort

We received word from the Ann Arbor-D T & I Railroad that the MV Viking will not enter service in December as had been expected from the Fraser-Nelson Shipyard

in Superior due to the General Motors strike. The Viking probably will not run until next Spring.

The company had previously signed agreement to pay severance pay for jobs which will be abolished due to automation of this vessel and was to be paid between January 1 and January 31, 1965. Because of this delay, the company requested further meetings to reschedule this payment of severance pay.

Shipping has been good in the port of Frankfort for relief jobs because of those deer hunter vacations. We are expecting the same situation at Christmas time with many vacation requests already listed.

The Brothers and friends of Lester Sturtevant were saddened to hear of his passing on November 4. Brother Sturtevant sailed aboard the Ann Arbor Carferries in the Engine Department.

The SIU was represented at the ICC hearings in Lansing, Michigan on the proposed abandonment of rail service in Northern Michigan. According to the newspapers, the railroad companies have agreed to maintain service in Northern Michigan and repair the SIU-contracted Chief Wawatam. Another ICC hearing is scheduled to be held in Washington, D.C. for a further review and the date will be announced later.

Detroit

Shipping in Detroit remains good even at this late date. The SIU Atlantic and Gulf District deep-sea vessel, Jean LaFitte, paid off in Toledo recently. Most of the jobs were filled out of New York; however, we did ship several men to this vessel who were registered on the Atlantic and Gulf District shipping board.

The cold weather has arrived on the Lakes and old-time sailors will be glad when their vessels start laying up. November and December are bitter-cold months. Storms on the Great Lakes during this period can match some of the blows in the North Atlantic. Seamen all over the Lakes have a healthy respect for these storms, and they have good reason.

The 1913 storm was the worst in Great Lakes history. For five full days the storm raged. Ships of all sizes and shapes were tossed around like balsa wood and corks on the heavier waters. Some of the ships were trapped in the troughs between giant waves, lifted up and then slammed back down again, breaking in half. Many vessels wound up on the rocks and their crews were killed by the battering seas.

Lake Huron's long, wind-swept
(Continued on page 22)

Gets First Pension Check



Everything looks good to Tom May (left), who is a member of the SIU Great Lakes Tug and Dredge Region, as he accepts his first Union pension check from Tug and Dredge Region director Bob Jones in Detroit. May, who sailed for the J. W. Westcott Company in Detroit, knows that he can spend his retirement comfortably with the assurance of a regular monthly SIU pension check.

Labor Leaders Predict Gains

State Legislatures Found More Liberal

WASHINGTON—The outlook for liberal legislation at the state level is the brightest in many years as state legislatures long controlled by conservative Republicans toppled to the Democrats in a series of election upsets.

A nationwide Democratic tide was aided by court-ordered reapportionment in several states as Republicans lost their majorities in both houses of six legislatures and one house in at least seven other states. The lone Republican gain was the pickup of the Oregon lower house.

The victories reverse the trend of the past six years, which saw most of the Democratic gains of 1958 whittled away by Republican pickups.

An AFL-CIO News survey found state labor leaders generally optimistic about improvements in unemployment and workmen's compensation laws, enactment of state minimum wage laws or increases in existing laws, better schools and other labor goals. In Indiana, Democrats pledged to repeal of "right-to-work" won both houses of the legislature for the first time since 1936 and elected a governor.

A court-written reapportionment order helped give Democrats control of both houses of the Michigan legislature for the first time since 1932. And new seats added by reapportionment helped the Democrats win the Iowa legislature for the first time in 30 years and capture the Wyoming lower house they had last held in 1958.

Partial returns strongly point to the election of all 118 Democratic at-large candidates for the Illinois House, leaving the Republicans only the 59 seats remaining for the minority party. The unique statewide election, requiring a mammoth special ballot, was ordered by the courts when the state failed to meet a reapportionment deadline. Voters could mark a straight party slate for 118 candidates and vote for up to 59 of the opposition slate, or pick and choose in whatever manner they wished.

It was the heavy Johnson vote which was credited with sweeping the Democrats to control of the New York legislature for the first time in 30 years and win both houses of the Maine legislature—a feat last performed in 1910.

Both houses of the Utah legislature went Democratic and the Democrats picked up one house of the previously all Republican

legislatures in Colorado, North Dakota, Pennsylvania and Wisconsin. They took the Montana Senate, and may have won the Nevada Senate. They broke a tie to gain a majority in the Alaska House and achieved a tie in the Ohio Senate.

Long Drought Lowers Lakes Water Levels

DETROIT—A searing drought that has brought forest fires and parched land to the nation east of the Rockies has also driven down the already dangerously low water levels on the Great Lakes.

Lakes shipping has had more than its share of woes from the low levels. Skippers estimate they are losing 100 tons of cargo for each inch of draft that is lost. The situation is most acute on Lakes Michigan, Huron and Ontario.

As an example, a Canadian-flag grain ship, drawing only 21 feet of water, ran aground in the normally deep St. Lawrence River at Ogdensburg, N.Y.

Watersheds in the Great Lakes Basin are showing rainfall deficiencies ranging from 8 to 13 inches compared with 1961. Experts see no change or improvement for at least the next six months, when melted snow will have filtered into the streams and waterways that empty into the Lakes.

Meanwhile, the unending drought has brought fire destruction, crop damage and water shortages to many parts of the nation from the Continental Divide east to the Atlantic. Grain yields are off in the Midwest and farmers in the Great Lakes area have suffered almost \$100 million in crop losses.

Suburban New York communities and communities in northern New Jersey, hit by low reservoir levels, are planning water rationing and other emergency measures.

No quick let-up of the drought is expected and snow predictions for the coming winter months have not been encouraging.

The INQUIRING SEAFARER

QUESTION: Which of the benefits under the SIU Welfare Plan do you consider the most important? Why?

Al Collins: I think that the best plan is the individual hospitalization and care.



When you need medical care you know that the union will assist you with welfare benefits. This takes a big load off your mind and allows you to recuperate without worrying about high medical bills.

Charles Galloway: Without a doubt, the most important feature

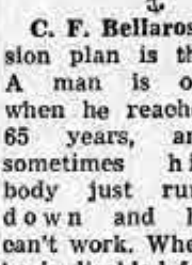
of the Welfare Plan, to me, is the medical care for dependents. I'm a family man, and I can sail feeling much better knowing that my family is protected while I'm away for long periods. I don't worry nearly as much.



John Sweeney: The vacation plan is the one I think is the most important. It means money in the pocket when a Seafarer is on the beach. I think that every man should have a paid vacation and I think that this feature of the Welfare Plan is one of the biggest advancements the union has made.



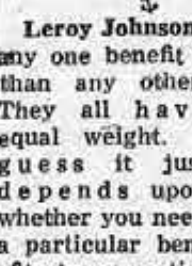
C. F. Bellarosa: I think the pension plan is the most important. A man is old when he reaches 65 years, and sometimes his body just runs down and he can't work. When he is disabled for various reasons, the pension plan gives him a steady, dependable income in repayment for his years of hard work.



Albert Leonard: I think that any plan that gives a man a chance to improve his job potential is the most important. Other facets of the Welfare Plan are fine as they provide security. But the upgrading program of the SIU that gives a man a chance to better his position, either through schooling or upgrading, is most important to me.



Leroy Johnson: I don't think that any one benefit is more important than any other. They all have equal weight. I guess it just depends upon whether you need a particular benefit at any particular time. When you need it, the benefit is available. They are all good.



SPAD

**Seafarers
Political Activity
Report**



CONGRESSIONAL REFORM SPOTLIGHTED—Although the Democrats have substantial majorities in Congress, many AFL-CIO and Congressional leaders fear the power of nominal Democrats who vote like Republicans and use their key committee posts to block Administration programs. Representative Richard Bolling (O.-Mo.), a leader of his party's liberal wing, has called upon his fellow-Democrats in the House "to chase the conservative foxes out of the liberal chicken coop." He has urged that seniority be made second to party loyalty, especially when it comes to selecting Committee chairmen and making committee assignments. To make the House of Representatives more receptive to President Johnson's legislative program, Bolling has proposed more power for the speaker of the House and the Democratic caucus. Bolling's suggestions are similar to a resolution calling for reform of Congressional rules that was adopted at the last AFL-CIO convention.

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LBJ PUSHES MEDICARE, APPALACHIA—President Johnson has put a high priority tag on the social security for the aged and Appalachia development bills. House Democratic leaders have been told by the President that he wants early action on these two important pieces of legislation which were both passed by the Senate last year, but were stalled in the House. If committee chairmen cooperate, both measures could be reintroduced and sent to the floor without a repetition of lengthy hearings held during the last session of Congress. President Johnson has made it clear to Congressional leaders that he would like to see a quickened pace of activity during the early days of the session rather than the sluggish atmosphere that usually prevails as Congress gets itself organized. If the legislators follow his advice, the decks would be clear for new legislative proposals that he will submit. House Ways and Means Committee Chairman Wilbur Mills has promised to bring the hospital care for the elderly proposal up for consideration in his committee soon after Congress convenes, if the President desires. Mills, who is opposed to including hospital benefits as part of social security, is known to be considering supporting a plan under which the benefits would be provided through a separately-financed fund. Administration leaders are virtually certain that they now have the votes to pass the proposed program of large-scale aid to the 11-state Appalachia region. The bill had House committee approval in the last session but wasn't brought to the floor because of doubts about the existence of a majority in its favor.

LABOR ROUND-UP

More than 5,000 Montreal men's clothing workers will receive wage boosts of 11 cents an hour beginning December 7 under a new agreement reached by the Clothing Workers' Montreal Joint Board and the Associated Clothing Manufacturers of Quebec Province. The contract also calls for another 5 cent hourly increase beginning next June 29.

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The National Aeronautic and Space Agency signed its first contract with a group of its employees at the Goddard Space Flight Center at Greenbelt, Md., after negotiations with the Washington Area Metal Trades Council. The new contract means major gains in working conditions and grievance procedures for 225 hourly-paid employees at the center. It provides for arbitration of grievances, recognition of shop stewards, two daily rest and cleanup periods, rotation of shift work, a promotion plan and two consecutive days off.

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AFL-CIO President George Meany recently led a fraternal delegation of American union officials to the merger convention of three Japanese labor central bodies—Zenro, Sodomei and Zenkanko in Tokyo. The new confederation, called Domei, represents 22 Japanese unions with a combined membership of about 1.8 million members. The AFL-CIO delegation included President David Dubinsky of the Ladies' Garment Workers; George M. Harrison, chief executive of the Railway Clerks, and President James A. Suffridge of the Retail Clerks.

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Electrical, Radio and Machine Workers locals at General Motors

Corporation plants have unanimously ratified new national and local agreements calling for pension and wage improvements. Among the gains in the new contract are a basic pension benefit of \$4.25 a month per year of service, with early retirement at age 60 at benefits up to \$400 a month for 30 years' service. Wages will also be increased by 2.5 percent, but no less than six cents an hour in 1964 and 1965, and by 2.8 percent with a minimum of seven cents on Sept. 5, 1966.

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A shorter workweek, a lower retirement age and a pay raise were among the major gains that the Tobacco Workers won for 6,500 employees of the American Tobacco Company in three states. Union president John O'Hare predicted that the new agreement will set the pattern for future negotiations in the industry. He noted that the 8.25 percent hourly wage increase has been extended to 3,700 union members at Liggett and Myers plants under a prevailing wage clause in the Tobacco Workers contract.

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Salary levels increased from 2 to 5 percent for workers holding clerical, technical, professional and administrative jobs during the year ending last February-March, according to a Labor Department survey. The survey covered more than 1 million employees in private industry. It was learned that increases in salaries averaged 2.8 percent for accountants, 2.9 percent for clerical workers and engineers, 3.3 percent for chemists and 3.6 for engineering technicians.

"Am I On The Right Line?"



From every state in the union, congressmen—some newly elected, some incumbent—will soon be heading toward Washington for the convening of the 89th Congress of the United States.

Beginning in January, the lawmakers will consider and pass upon the nation's legislative needs. The lobbies of Congress and the offices of the Senators and Representatives will be crowded with the pressure men for the various private interest groups—groups that seek one Federal benefit or another for their own private ventures.

But overshadowing the next session of Congress, as it always does, will be the interests of all the people of the nation and the responsibility of Congress to meet those needs. The people have no lobby, no high-price executives to plead their cause as the special interests do.

Instead, each American is his own lobbyist when he steps up to the ballot box. He, or she, votes for men and programs that will benefit all the country. The people have made their lobby felt in the November election. They voted for progress and a "new beginning" and against a return to the "good old days" of business as usual.

Helping to give voice to the people's feeling in Washington will be organized labor. Acting not as a lobby but a reminder of the unfinished work of the nation, labor will try to make the people's voice felt on a sweeping range of issues.

In calling for passage of medicare, for instance, labor is not calling for special legislation to aid its own interests, but for much-needed aid for senior citizens in this nation—union members and non-union members, businessmen and working men.

In calling for Federal aid to education the American labor movement is not seeking special interest legislation to benefit only the laboring segment of the population but is seeking instead better educational opportunities for every segment of the American people.

Civil rights legislation, which has the full support of the American labor movement, is

not designed to aid any special class, economic or business group, but is designed to promote the welfare of the nation as a whole. Truth in packaging and truth in lending legislation, urged by American labor, would give all Americans a better deal in the market place.

Labor represents no special group when it urges Congress to pass such legislation. It seeks a fairer shake, a better deal, more opportunities for the American people—for all the American people regardless of race, creed, occupation, economic standing or personal beliefs. American labor will continue to represent the American people before the 89th Congress as it has before past Congresses.

Extremism

The danger of reckless, extremist views has been growing in the U.S. in recent years. Under the guise of fighting communism, extremists have attacked the integrity of American institutions and the loyalty of many of our most honored and respected leaders.

The forces of extremism suffered a crushing defeat in the recent national elections. But they have not been eliminated and are still active. They will persist in their views—for no logic can enter the closed and distorted mind of the extremist. These men must be recognized for what they are and their distorted views countered with the truth—not with hopes of converting the extremist, but to point out to the American people the inherent folly of the extremist attitude.

Another and more subtle danger posed by the extremist element was pointed out recently by AFL-CIO President George Meany, when he cautioned, "Let us not, in fear and frustration, borrow the faults of our adversaries—the paranoid delusions, the suspicion and distrust, and the weakness for easy answers and demagogic appeals which vent their hostility not upon the real enemy, but upon our own representatives and fellow citizens."



Beef Box

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

The Beef Box has again received a heavy number of questions on widely different shipboard beefs. The first of the current batch was sent in by Malcolm B. Woode, ship's delegate on the Mt. Vernon Victory.

Question: "What maintenance work is to be done by the AB while standing a wheel watch on automatic steering?"

Answer: He may be required to perform his normal routine duties, such as chipping, painting, in the area described in Standard Tanker Agreement, Article III, Section 8 (a).

Reference: Standard Tanker Agreement, Article III, Section 8. Quartermasters, Able Seamen Standing Wheel Watch At Sea.

(a) "While a man is assigned to the wheel at sea and when the ship is using Automatic Steering Equipment, he shall perform his regularly assigned duties on the bridge and shall not leave the bridge or paint off stagings, or do any work on the outside of the bridge structures and shall not do maintenance work and general cleaning on equipment other than belonging to the bridge, except in case of emergency.

Where the wheelman stands a four-hour quartermaster watch, he shall be entitled to thirty (30) minutes coffeetime, after standing two hours of such watch. He shall be relieved by an unlicensed seaman on watch during his coffeetime period."

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The following question is also submitted by tankermen—James E. Elwell and R. Henry—both serving on the Western Clipper.

Question: "I am writing this letter at the request of the Chief Mate aboard our ship. He requests that I ask you if the members of the Deck Department, on their regular working hours, are entitled to overtime for placing and removing thermometers in tanks. He said that he would be guided by your answer. Some of the crew have put in for this, and it was disputed."

Answer: This is not considered part of the routine duties of the Deck Department.

Reference: Standard Tanker Agreement, Article II, Section 10—Customary Duties. "Members of all departments shall perform the necessary and customary duties of that department. Each member of all departments shall perform only the recognized and customary duties of his particular rating. When it is necessary to shift a man to fill a vacancy, the man so shifted shall perform the duties of the rating to which he is assigned." With reference to your request for copies of clarifications as they pertain to the Tanker Agreement, this is to advise you that all clarifications have been incorporated into the agreement except the one where the crewmembers performing sanitary work on a super tanker, is entitled to four (4) hours to perform this work. The Western Clipper is considered a super tanker and, therefore, this would apply on your ship.

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The following query from a Seafarer concerns overtime for the Sanitary OS.

Question: "The Sanitary O.S. has been receiving four hours to clean quarters. However, last time we dropped gear and stowed mooring lines, he was turned to on deck for two hours, for which he received overtime. Is this o.k. or should he have been left on sanitary? This was on a Saturday morning."

Answer: The Ordinary Seaman should have been allowed to perform his sanitary duties. On a super tanker, the Ordinary Seaman is allowed four (4) hours to perform this work.

Reference: Standard Tanker Agreement, Article III, Section 19.

"Cleaning Quarters. One Ordinary Seaman on duty shall be assigned to clean quarters and toilets of the Unlicensed Personnel of the Deck Department. Two hours shall be allowed for this work between the hours of 8 a.m. and 12 noon daily, both at sea and in port. Sanitary work in crew's quarters shall include wiping off fans."

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The following two questions were submitted by A. Joosepsson, deck delegate aboard the Trustee.

Question: "This ship does not carry a carpenter. There is carpenter work to be performed aboard ship, and the Bosun does not want the overtime. Who else in the Deck Department has preference for this work?"

Answer: There is no preference. The Mate may choose the men in the Deck Department who are most familiar with carpenter's work.

Reference: Standard Freightship Agreement, Article III, Section 12 Carpenter's Duties — (c) When members of the Deck Department are required by the officer-in-charge to perform regular carpenter work they shall be paid straight overtime for their watch below.

Question: "Is the day man who is standing watch entitled to all overtime for butterworthing, or shall such overtime be divided equally by all members of Deck Department?"

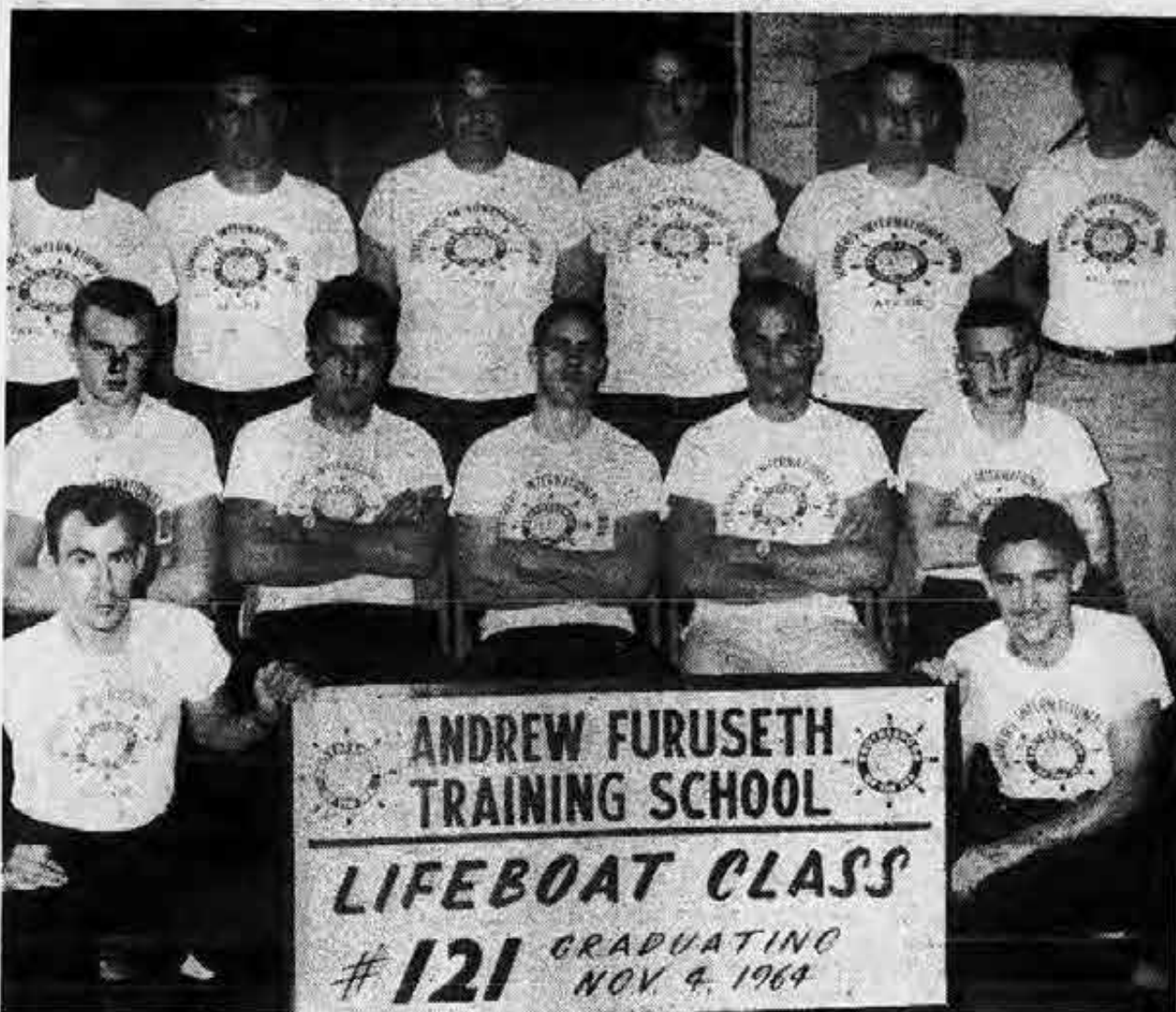
Answer: This overtime is to be divided equally among members of the Deck Department, as provided for in the contract.

Reference: Standard Freightship Agreement, Article III, Section 2—"All overtime shall be divided as equally as possible among the members of the deck crew. In any event, the Boatswain shall be allowed to make as many hours overtime as the high man's overtime hours in the Deck Department, except where such overtime has been paid for routine sea watches. The Boatswain shall have the right to stand week-end gangway watch in turn with the rest of the Deck Department. If he fails to exercise such right he has no claim for high man's overtime."

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In submitting questions and work situations for clarification, delegates and crews are reminded once again to provide as much detail as possible setting forth the circumstances of any dispute. Besides those mentioned, some of the members who were sent clarifications on various subjects during the past few days included the following: J. C. Mullis, Alcoa Ranger; William Prip, Atlas; Odd Sandal, ship's delegate, Overseas Joyce; Leo Taylor, Jr.; Roy Guild; ship's delegate and crew of the Flomar.

Newest SIU Lifeboat Class



The newest group of Seafarers to win their lifeboat tickets pose after passing their examination at New York headquarters. Graduating members of Lifeboat Class 121 are (l-r, front) Kenneth Faulkner, Heriberto Vazquez; (middle) Harry Haman, James Spuzzacatena, Harold Gentile, Lawrence Hammer, Stephen Christensen; (rear) instructor Dan Butts, George Baxter, Gote Tell, Joseph P. Donovan, William Anderson and Iven Gunnarshang.

Labor Standards Bureau Marks 30th Anniversary

WASHINGTON—The Bureau of Labor Standards marked its 30th anniversary with a proud glance backwards and an optimistic look into the future.

Speakers from labor and government predicted a new resurgence of state legislation protecting workers as a result of reapportionment of legislatures on a one man, one vote basis.

The result of such reapportionment, Assistant Secretary of Labor Esther F. Peterson said, will be "more understanding of worker problems by legislatures more representative of urban and suburban populations."

AFL-CIO Secretary - Treasurer William F. Schnitzler concurred in part. But in remarks prepared for the bureau's all-day anniversary conference, he warned that the needed improvements won't come about without "great battles." It will take, he said, "attention, aggressiveness and pressure" from labor and its allies.

Guest of honor at the anniversary observance was Frances Perkins, secretary of labor during the Roosevelt Administration, who belied her 82 years as she recalled vividly the conditions which had prompted her to set up the new unit in the Labor Department—to do a job that no one else was doing.

Miss Perkins spoke of workers dying of undiagnosed silicosis, being poisoned by radium and lead, working long hours for low pay, being cheated of wages by employers, living in states with no workmen's compensation laws. While a few states, such as New York and Wisconsin, had effective state labor departments and a body of social legislation, most state agencies had little authority, inadequate funds and staff.

The establishment of the federal bureau, Miss Perkins said proudly, was "one of the original guns fired in the war on poverty."

Labor Secretary W. Willard

Wirtz, Bureau Director Nelson M. Bortz, several state labor commissioners, former Labor Department officials and experts from labor and industry took part in the program.

In panel discussions: President B. A. Gritta of the AFL-CIO Metal Trades Department stressed that states need, in addition to comprehensive safety codes and legislation, "competent staff, including fully trained safety inspectors who are well paid and not subject to political appointment or removal."

Noting the great gap between states, Gritta cited Mississippi's expenditure of only five cents a

year for each worker to promote occupational safety—and Oregon's \$2.33 per worker expenditure. While each safety inspector in Oregon oversees conditions of 9,000 workers, Mississippi has only one safety inspector for each 400,000 workers.

President David Sullivan of the Building Service Employees called for both federal and state action to expand coverage of labor standards, including minimum wage laws, to more workers. The service trades, Sullivan pointed out, are both an expanding field and one whose workers "most need the protection of various kinds of minimum standards."

Tankers And Bulk Carriers Continue To Grow Larger

LONDON—The worldwide trend toward bigger and bigger tankers and bulk carriers is continuing, according to a report issued by the International Union of Marine Insurance.

IUMI is a clearing house for the exchange of technical data on marine underwriting procedure for over 40 national associations of marine insurance companies.

The report found that at present about 20 tankers of over 100,000 dwt and approximately 12 bulk carriers of more than 55,000 dwt are on order from shipyards around the world.

The report also pointed out that the average size of new tankers is 57,000 dwt, as compared to the 45,000 dwt tankers which were being delivered a year ago. The size of bulk carriers went from an average of 27,000 dwt in 1963 to 30,000 dwt this year. It noted that there is a trend in both categories toward building faster ships—which in effect increases their cargo capacity because they can make more voyages in a given period.

Also noted was the fact that the bulk carrier fleet set a new record during the first quarter of 1964 by topping the 20 million dwt mark. Breaking down this total, it was found that 7.6 million tons were ore carriers with the remaining 12.5 million tons in other bulk classifications.



A & G VOTE



Seafarer Arthur Vogel signs for his ballot while Boston Balloting Committee members (l-r) William Costa, William Stuart and Kenneth Larose, look on. Voting began November 2 in A&G ports and continues until December 31.

Balloting in the two-month SIU AGLIWD election is continuing at a brisk pace as the half-way mark nears. Seafarers in AGLIWD ports began casting their ballots on November 2 for the 64 fully qualified candidates who are running for the 45 elective Union posts. Balloting will continue until December 31.

Under provisions of the SIU Constitution, the ballot is being conducted weekdays from 9 a.m. to 5 p.m. and Saturdays from Nov. 2 to Dec. 31. No balloting is held on Sundays and legal holidays. This year's election began Nov. 2 instead of Nov. 1 because the latter date fell on a Sunday.



Ralph Subat signs the roster as New Orleans Balloting Committeeman Vic Miorana checks procedures. Waiting their turns are Seafarers (l-r) Terril Raseley, Sal Candela, Jean Latapie, W. S. Bigby and Joseph Bosch.



George Rohring picks up ballot just prior to casting his vote at Baltimore. Committee members (l-r) are George Litchfield, Howard Rode and George Godwon. Just entering voting booth at rear is Thomas Foster.



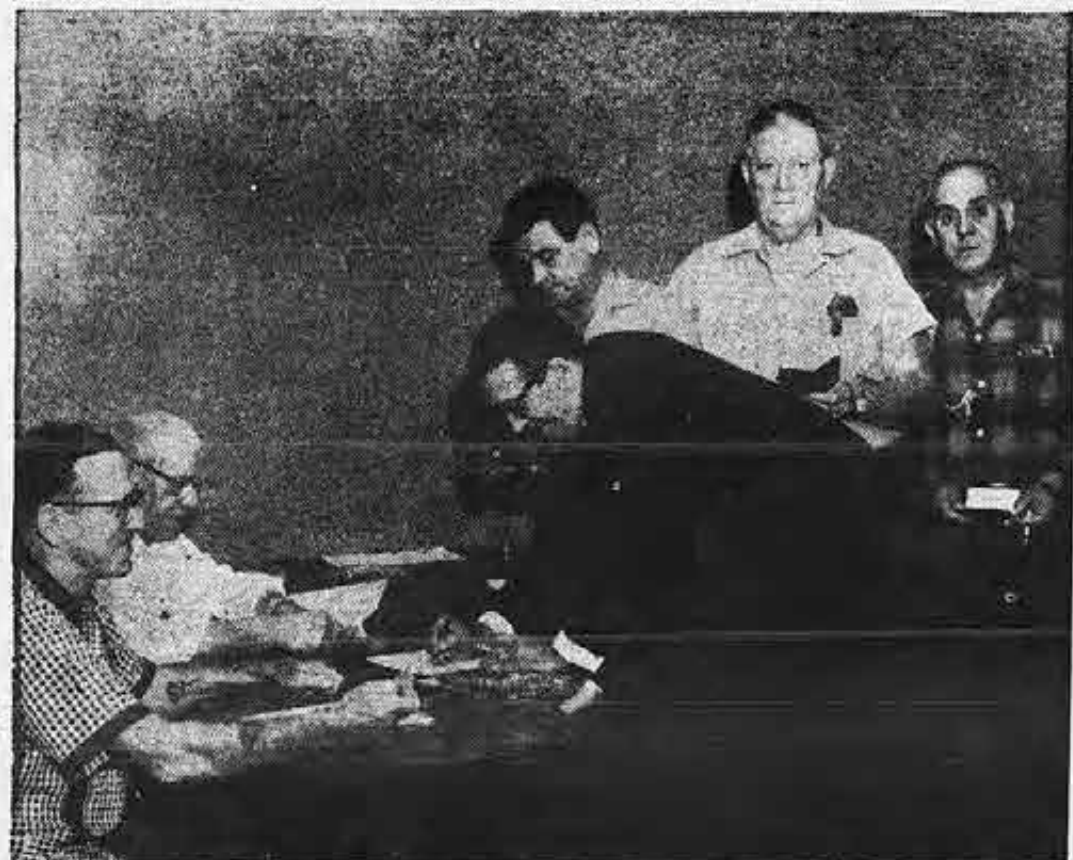
Seafarer Peter Manuel drops his folded ballot in the box at Houston. Balloting is conducted weekdays from 9 a.m. to 5 p.m. and on Saturdays from 9 a.m. to 12 noon with no balloting on Sundays and holidays.



Balloting Committeeman Curly Barnes checks book of Seafarer Anstey Minors during voting at New York hall. Checking procedures are other Committee members (l-r) Al Perini and Rudy Leader.



With balloting for candidates in the SIU A&G elections well under way in Houston, Committeemen (l-r) Burness Butts, Douglas "Smiley" Clausen and Jimmy Highman watch the procedures as Seafarer Anthony J. Violante receives a ballot on which he will mark his choices for Union office.



First Seafarer to vote at New Orleans as balloting began November 2 was Henry Gerdes (signing roster). Committeemen (l-r) H. J. "Smokey" Schreiner, P. O'Connor and V. Miorana look on. Next in line to vote with Union Books ready are Sam Hurst (second from right) and Ralph Subat.

School Dropouts Suffer Employment Difficulties

WASHINGTON—The heavy disadvantages faced by students dropping out of school before graduation and looking for work in an economy where fast technological changes and automation put a premium on manpower skills, are described in a special report issued recently by the U.S. Labor Department's Bureau of Labor Statistics.

The report, which is entitled "Employment of High School Graduates and Dropouts in 1963," outlines the hard times experienced by school dropouts as contrasted to the advantages of young people with more education in getting and keeping jobs.

The report found that young people dropping out of school usually ended up with unskilled jobs at low rates of pay and faced a higher unemployment rate than students who graduated. It was also learned that dropouts fail to upgrade their job skills significantly after leaving school, unlike students who graduate.

The report disclosed that the total of the January and June, 1963 graduating classes was 1.7 million persons. About 80 percent of this group who didn't go to college and approximately two-thirds of the 1963 dropouts were in the labor force. Thus graduates had a 14 percent better chance of finding employment than non-graduates.

The survey that the report was based upon disclosed that while both the graduate and the dropout faced a high rate of unemployment, the latter was definitely more likely to be out of work at any given time. At the time of the survey the unemployment rate for dropouts was about two times that for graduates.

The report also revealed that graduates, especially women, were

more likely than dropouts to begin their first full time jobs in more desirable occupations. For instance in 1963 six out of 10 women who graduated were in clerical jobs, and only two out of 10 in factory or service work. On the other hand, three out of five male graduates were factory workers or laborers, and only one out of five held a white collar job. The report concludes from these figures that women are apparently receiving better training in high school for occupations which are in demand, such as typing and clerical work.

The survey also found that graduates tend to improve their job skills within a few years of graduation, thus upgrading their earning capacity. Dropouts, significantly, showed no similar trend, ending up in large numbers in low-

paying laborer jobs. In 1963, 42 percent of those who had dropped out two years previously were in this category, a figure close to that registered for persons dropping out in 1962 and 1963.

The report was based on information collected in the regular monthly labor force survey of the U.S. Department of Labor's Bureau of Labor Statistics. It is designed to provide information on the labor market experience of high school graduates and school dropouts 16 to 24 years of age with emphasis on unemployment data, part-time work, and occupation and industry of those employed.

Copies of the report are available from the Bureau of Labor Statistics Middle Atlantic Regional Office, 341 Ninth Avenue, Room 1009, New York, N.Y. 10001.

Doctors Protest AMA Smoking Stand

WASHINGTON—Many American doctors are apparently getting fed up with the American Medical Association and the way it has been playing "footsie" with public health by not taking a definite position on the hazards of smoking.

Congressman Frank Thompson (D-N.J.) recently cited developments indicating that the AMA's position—or lack of a position—on the hazards of smoking has stirred

up a hornet's nest within its own membership.

"More and more doctors are beginning to question the AMA's curious reluctance to come right out and say that cigarette smoking is dangerous to health," he said.

Thompson recalled that earlier this year, a committee of medical scientists, headed by the U.S. Surgeon General, issued a report on their "exhaustive analysis" of numerous studies of the effects of smoking. Among other things, the report pointed out that "the death rate of cigarette smokers is 70 percent higher than for non-smokers; that cigarette smoking far outweighs all other causes of lung cancer, is the most important cause of chronic bronchitis, and also causes acute heart troubles."

"The AMA's response to that report," Thompson said further, "was to accept \$10 million from the tobacco industry for a study of the relationship between smoking and health, and to oppose a move by the Federal Trade Commission to label cigarettes as a health hazard."

"Now," he continued, "the AMA is out with this remarkable bit of advice on smoking to our youngsters. 'If you haven't started the habit, you should carefully consider the facts before doing so.'"

"How's that for a ringing declaration!" Thompson jeered. He quoted the Medical Tribune as saying that this "ambivalence" in the AMA message, "will be seized upon by the teenager," as an excuse to continue smoking.

Thompson quoted statements by other eminent medical men criticizing the AMA for its pussyfooting. Then he said that "the most stinging rebuke" appeared in GP (General Practitioner), the official publication of General Practice, which represents 28,000 doctors.

To help accomplish this, the ship owners have invoked Japan's balance of payments problem and have asked for huge government loans to get the shipbuilding boom underway.

Similar calls for federal assistance by the American merchant marine, especially in the field of cargo preference laws, has drawn complaints from the Japanese in the past, who said that such U.S. aid to our nation's shipping was "unfair" to ships of their own and other nations.

The Japanese owners maintain that they have been "suffering financially for 12 years" and claim they are in no position to carry out their vast ship construction plans without the aid of low cost Japanese government loans.

As things stand now, Japanese ships are moving slightly under half of their nation's import-export trade. U.S.-flag shipping handles less than ten percent of total U.S. trade.

To build up the position of Japanese shipping the owners have also asked their government for more stringent and far-reaching cargo preference laws. The Japanese ship operators obviously believe what is sauce for the goose is poison for the gander. The same measures they are now asking their government for they have repeatedly attacked when asked for by the U.S. shipping industry from the U.S. Government.

Japanese Request Aid For Maritime

TOKYO—Japanese ship operators, who have broadcast their beefs to Washington at every American effort to protect the U.S. merchant fleet, are now in the midst of asking their own government for similar protection and aid.

The Japanese have undertaken a sweeping program to double the size of their merchant fleet within the next four years.

MA Approves Ship Exchange

WASHINGTON—The Maritime Administration has approved the exchange of the STU-manned Rio Grande and Delaware (Oriental Export) both C-2's, for two C-4 military troopships. The two C-4's will be converted by Bulk Transport, Inc., a subsidiary of Oriental, for operation as tramp bulk carriers.

Bulk Transport has acquired the troopships Marine Perch and Marine Swallow which have been in the reserve fleet. Since the value of the Rio Grande and Delaware exceeded the value of the two C-4's, the company was not required to make any payment to complete the exchange. Bulk Transport will pay the cost of conversion and delivery of the two transfer ships.

The company will continue to operate the Rio Grande and the Delaware under charter from the Government until the C-4's are delivered, between four to six months in the future.

Your STU Clinic



By Joseph B. Logue, MD, Medical Director

You Can Prevent Foodborne Illness

An estimated one million or more persons in the United States are affected each year by foodborne illness (food poisoning).

Why do these illnesses occur?

Food poisoning occurs when individuals who prepare and serve food fail to apply known food protection measures.

What causes food poisoning?

Foodborne illnesses may occur after eating: food containing disease-producing bacteria (so-called germs), food containing poisons (toxins) produced by harmful bacteria, food containing parasites which can infect man (such as worms in meat), food which is contaminated, either accidentally or carelessly, with harmful chemicals, or food which is naturally poisonous (such as some mushrooms).

Foodborne illness can be prevented!

First, prevention starts with the food. A good safe food product must be used, one that is protected from contamination from producer to user. (Inferior, unsafe food cannot be magically transformed into a safe, premium product.) Then correct preparation, storage and refrigeration procedures must be followed.

Second, all food service workers should practice good personal hygiene. They should wash their hands thoroughly and often. They should not work if ill; if they have a bad cold; or have an infected cut or burn on the hands. A person's hands and spray from his coughs and sneezes all contain literally millions of germs that can thrive on foods if the right time and temperature, and conditions of moisture exist.

Third, food preparation and serving techniques must be correct. Food should never be touched by the hands of a food service worker whenever a clean sanitized utensil can be used instead. Potentially hazardous foods, which include those most frequently involved in foodborne disease outbreaks (meat, eggs, milk, cream pies, etc.) should be stored at temperatures below 40°F. or above 140°F. at all times except during actual preparation or service. Dishwashing procedures must also be effective. A "slipup" in one of these phases of food preparation and service can undo all other efforts to provide protection.

Food service establishment operators find that it is good business to protect their patrons, and incidentally themselves, from food poisoning.

If a person who prepares and serves food asks "Can I be the cause of a food poisoning outbreak?" the answer is "yes" whether the person asking the question is a chef, waitress, dishwashing machine operator, homeowner or other person who handles food or food equipment.

Case studies

The following examples are but a few of thousands of recently reported cases where it did happen. The cases are summarized, and prevention methods are then given.

Case 1—Seventeen persons aboard a ship became ill within 8 hours after eating a noon meal. Nausea, vomiting, cramps, and diarrhea were the symptoms. Macaroni had been cooked prior to the meal, and chopped pimentos, lettuce, boiled eggs, mayonnaise and mustard were hand-mixed by two mess cooks. One of those cooks had several minor cuts on two fingers. These finger cuts yielded *Staphylococcus aureus*, the same kind of bacteria found in the salad.

Prevention: Never use your hands to mix foods when clean sanitized utensils can be used! Never work with food when you have infected cuts because the germs causing the infection may be a source of foodborne illness!

Case 2—Following the drinking of punch served in a coffee shop, 14 of 25 persons drinking the beverage became ill with cramps and diarrhea. The punch had been prepared in a galvanized iron container, then stored in a refrigerator. Upon investigation, it was shown that the container, although new, had been corroded by the action of the acid in the punch. Chemical analysis of the remaining punch showed that a considerable amount of zinc had been dissolved from the container lining.

Prevention: Never use utensils containing toxic materials in the preparation and storage of foods. Food containers made with metals such as antimony, zinc, cadmium and lead have been sources of foodborne illnesses. All containers used for storing, transporting, preparing and serving of food should be made of smooth, easily cleanable, nontoxic materials.

Case 3—Approximately one hour after supper, four persons vomited, became nauseated, dizzy, and had difficulty in swallowing, talking and seeing. During supper they had eaten what they thought were collard greens. Actually, these "greens" were the leaves of a wild tobacco plant.

Prevention: Always be certain that you know any foods you pick for yourself. Some plants may look alike, yet actually be quite different.

Case 4—Two persons became ill about 15 minutes after eating mushrooms. Symptoms included nausea, dizziness, numbness, and vomiting. The mushrooms had been picked fresh, refrigerated, peeled, cleaned, boiled, and fried. Examination of similar types of mushrooms showed that these were poisonous.

Prevention: Never pick mushrooms unless you know the difference between nonpoisonous and poisonous varieties. In most cases, only an expert can tell the difference.

Case 5—Sixteen persons experienced acute upset stomachs within five hours after their evening meal. Egg salad was the food suspected. The eggs were boiled and shelled early that afternoon. One of the cooks then added mayonnaise and relish to the chopped eggs. After preparation, the salad was not refrigerated. The cook who prepared the salad had tonsillitis.

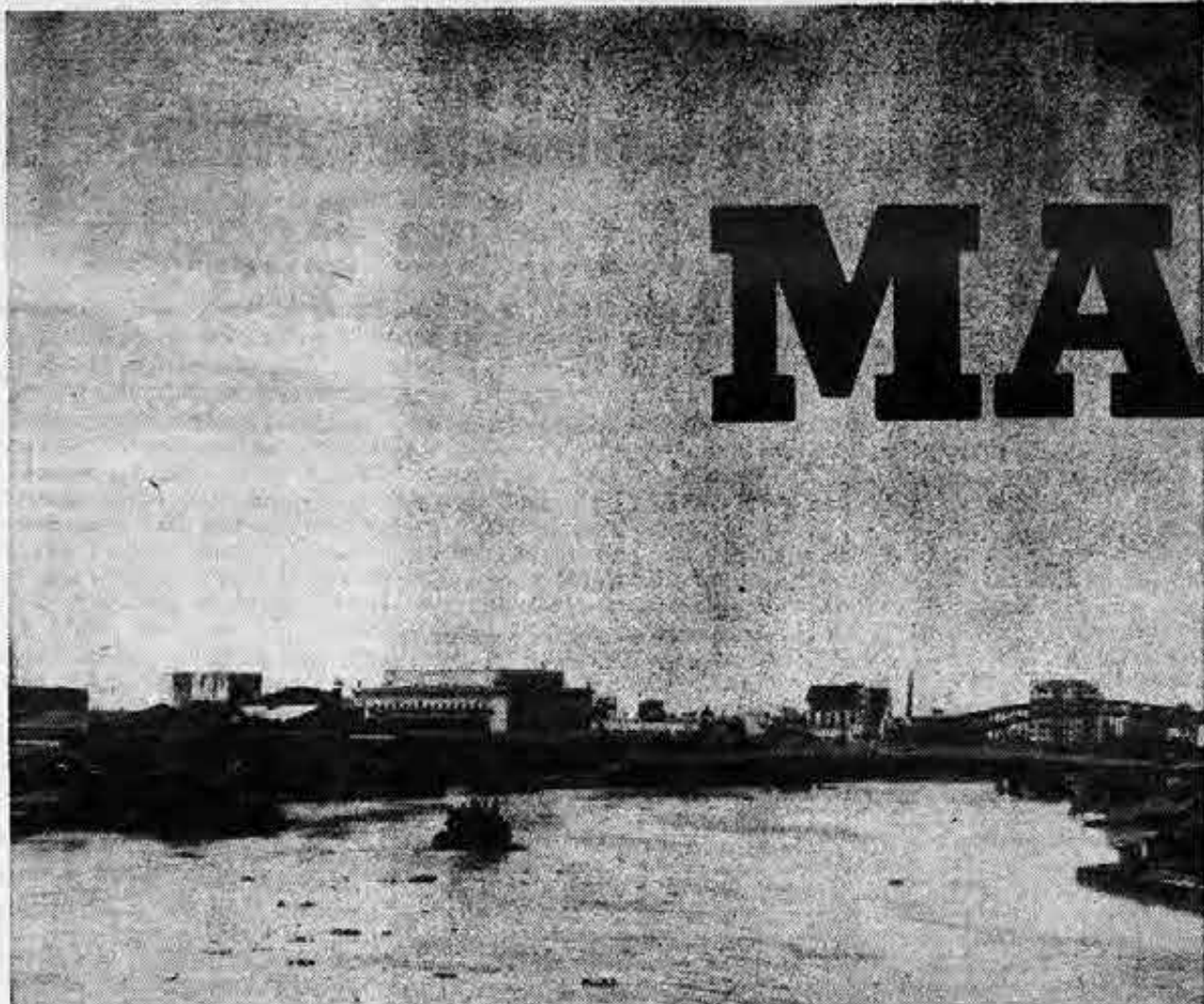
Prevention: Food service workers should not work when they are ill. Potentially hazardous foods should be refrigerated at temperatures of 40°F. or below, or kept at 140°F. or above until serving. It's up to you!

As can be seen from the cases described, foodborne illnesses can happen if safe food service rules are not followed. Good, safe food service practices will help you to prevent foodborne illness.



SEAFARERS PORTS OF THE WORLD

MANILA



A view of the waterfront along the Pasig River which runs through the heart of Manila. The river carries most of the city's commerce to and from the ocean docks that line Manila Bay.



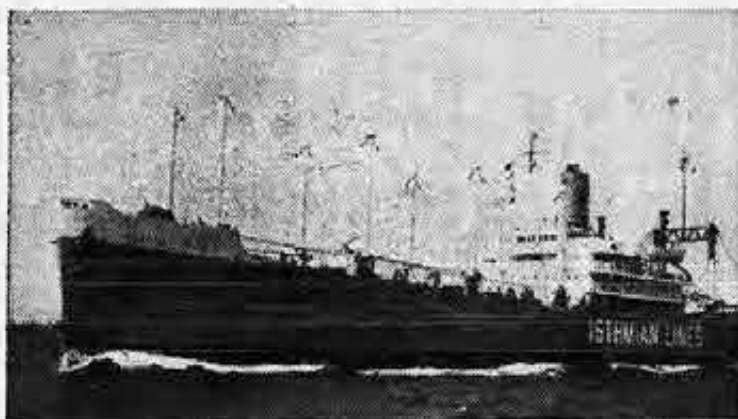
The handsome building in this photo is the Malacanang Palace, the official residence, or White House, of Philippine presidents.



This monument in Luneta Park on the waterfront is to Philippine national hero Jose Rizal.



A makeshift store built into arch of Intramuros, Manila's old walled city.



Ships of the Isthmian Lines, like the Steel Executive shown here, have made Manila a regular stop in recent years.



The Escolita, in the heart of downtown Manila, with its many department stores, theatres and its heavy traffic shows the strong influence of the Philippines' long and close ties to the U.S.

Manila, a thriving metropolis in the midst of a building boom which changes its skyline almost daily, is a favorite stop for Seafarers on the Far East run and a real home port for the many Philippine-American SIU members.

The growing port city, with a population of one and one-half million, is a regular stop for ships of the Isthmian Line. The major Philippine exports shipped through Manila include copra, mahogany and other wood products, and an increasing amount of Manila's own San Miguel beer. Major imports include steel products and machinery.

The city lies on a large bay on the southern portion of Luzon, the most important Philippine island. Ships entering Manila Bay pass by Corregidor, the heroic fortress island of World War II. The extensive damage suffered by Manila during the war (Our GIs fought a bitter house-to-house battle for the city in the closing days of the conflict) is responsible for the continuing building boom. Many parts of the town have been completely rebuilt, with the old, run-down waterfront area along Dewey Boulevard showing the most impressive changes. Parks now line the thoroughfare and the area has been generally refurbished and cleaned up.

The best way of getting around the city is by taxi (the price should be agreed on beforehand) or by one of the hundreds of Jeepney semi-buses that dart through the streets. The Jeepneys, colorfully painted jeep bodies fitted with extra seating room and fringed on top, are a trade mark of post-war Manila.

For Seafarers who have to stay close to the ship, the Manila Hotel, located at Dewey Boulevard and Luneta Park in the south port district, has air-conditioned rooms and a full line of services, including restaurants, bars and shops. English language newspapers sold at the hotel will give Seafarers a guide to the various attractions around town.

Two blocks up from Dewey Boulevard, along Isaac Peral Street, is A. Mabini Street, along which may be found good department stores (Tesoro's is the major one) and shops selling fine wood and rattan items and other local wares. Also in the area are some high-priced night spots and the Manila Jai-Alai palaces, where sporting men can wager on the outcome of the games.

Among the watering spots popular with visiting Seafarers are the Metro Bar and the Shamrock, both in the waterfront district. Bill Morris, a Seafarer who has hit Manila on several occasions, especially recommends the Townhouse, a fine restaurant and bar hosted by "Whitey" Smith. Whitey, who has spent the past 40 years in the Far East, is always amiable toward American seamen, regales them with old stories, and runs a most comfortable establishment.

Among the special points of interest in Manila is Intramuros, the old walled city which is now mainly ruins. It contains within its battered walls some of the relics of the four hundred years of Spanish rule to which the Philippines were subject. The chief of these is the Santiago Fortress, the setting for many a bloody deed in Philippine history.

Seafarer Morris advises any Seafarers with some time to spare to travel out to Quezon City, the new capital of the republic. The building boom in Quezon is proceeding at an even faster pace, if possible, than that in Manila. Here may be found the new government offices. The trip to Quezon also offers a look at the local countryside. An old fort and church site along the way served as an internment center during the Japanese occupation.

A special friend to all Seafarers in Manila is Mr. Garcia, the Lloyds shipping agent. Seafarers say he has never refused a favor to a seaman and is always looking out for their welfare.

One last point, many Seafarers say Manila is changing so quickly that they cannot recognize it after an absence of just six months. The only thing that stays the same, they say, is the friendliness of the Philippine people.



Announcement of nominating procedures for the election of SIU Great Lakes Tug and Dredge Region officials was made by Robert Jones, regional director (standing) at the November membership meeting in Detroit. Shown with Jones are meeting officers (seated, l-r) Reading Clerk Ernest DeMerso, IBU Detroit Dredge Agent; Meeting Chairman Max Tobin, Detroit IBU Tug Agent; Recording Clerk Sheldon Streicher, IBU Allied Marine Section; and Harold Yon, assistant regional director.



By Fred Stewart & Ed Mooney
Headquarters Representatives

Additional Duties Of The Delegate

The job of being a shipboard delegate is an important—and not a particularly easy one. For this reason the LOG is publishing the second part of a three part series dealing with information ships' delegates should have at their fingertips to aid the smooth handling of their jobs. In the last issue of the LOG we covered such items as what the delegate must know to handle his job efficiently and what the duties of the delegate are. In this issue we consider:

There is no use trying to minimize the job of the delegate. Any way you look at it, it's a man-sized job.

A great many of the delegate's duties could be listed, but that would give the impression that he is supposed to memorize what he is supposed to do and what not to do. Instead the union feels that flexibility in disposing of problems is superior to a rigid set of rules.

One thing the delegate can keep his eye open for is good union reading material. Copies of the Seafarers LOG and other union literature should be available at all times for reading and discussion.

Meetings, too are good places for the guys to learn more about their union—and to sound off on issues of mutual interest. So the more meetings the more good can come of them. And if you're a hep delegate you'll see that the poppin' is plenty on your boat.

A good way to carry out your union education functions is through the medium of special meetings. Here the guys who know the score can give straight-forward union talks so that the members may learn what the union stands for. Get all the union literature you can to use as background material for discussion at these sessions.

On the subject of meetings, don't forget that copies of the ship's minutes should be made in duplicate. One for the union and one for the ship's file, which should be turned over to the delegate if the recording secretary gets off the ship. Repair lists and unsettled beefs should be recorded with a copy to the department head, one to the union and one for the delegate.

So long as there are ships sailing, beefs will be a shipboard factor. Settling these beefs to the satisfaction of all is one of the primary functions of the union. However, plenty of situations result in beefs that are easily avoidable. Keeping down the number of small, petty beefs will give strength to the sound, legitimate ones that will be much easier to square away.

Beefs can generally be broken down into two kinds:

1. Those that involve the company over such matters as overtime, food, quarters, etc.;
2. Those that come up among crew members. One SIU man put it neatly, when he said: "Keep those beefs medium and rare."

Keeping Them "Medium and Rare"

This Seafarer had several specific things in mind when he gave his advice. Like these, for example:

- Personal beefs are just that and no more. They don't involve the union or your shipmates and shouldn't be interpreted that way.
- The best way to insure success in your overtime disputes is to be certain they're legitimate. Phony overtime is no more substantial than a \$3 bill—and can be just as troublesome. If you have an overtime beef get it in at the right time—don't wait until the last minute.
- Sleep is just as much a necessity for the delegate as it is for any crew member. If you wake him up in the middle of the night for a petty beef, he won't be worth two cents to you in the morning when he might have to act on something more important.

Let's remember that seamen are men—first, last and always. No crew member should attempt to lord it over his shipmates. Union brothers have a joint purpose. Newcomers shouldn't be bullied nor scoffed at for their sincere efforts. They have the same rights, and are entitled to the same breaks, benefits and protection as any other union member.

If you're in a crusading spirit, channel your ideas to benefit your shipmates and union. In the old days, a big wind was used to good advantage. Today, it's a liability. Keep a safety valve on your hot air. Leave the yata-ta-yata to the gals.

Cooperation can carry us all a long way. Delegates should cooperate with the men who have selected them as their representatives. But the crew must also cooperate with the delegates. Joint effort will keep your boat in good shape.

Constitutional Procedures Outlined
Nominations Open December 1
For Tug And Dredge Region

DETROIT—Nominations for candidates for office in the Tug and Dredge Region of the SIU's Great Lakes District Inland Boatmen's Union will be open from December 1 to 15.

The report of Regional Director Robert T. Jones, announcing the procedures for nominations and the election of officers, as set forth in the constitution, was submitted to and approved by the Union membership at meetings in Great Lake District ports on November 9.

The Constitutional provisions covering procedures for nominations and elections of officers which were included in the Regional Director's report, are as follows:

ARTICLE IV
PORT AGENT OR PRESIDENT

The Port Agent or President elected will work as an Executive Committee member from his home port. All Executive Committee members at each port shall be elected for a period of three (3) years, beginning June 1, 1965 and shall be qualified in accordance with Article VIII, Sections 2, 3 and 4.

ARTICLE VIII
QUALIFICATIONS FOR OFFICERS & REPLACEMENTS

Section 1. Any member of the Region, in continuous good standing for at least three (3) years, is eligible to be nominated for, and elected to the office of Regional Director. Any member of the Section electing an Assistant Regional Director in continuous good standing in the work classification covered by the Section for at least three (3) years, is eligible to be nominated for, and elected to, the office of Assistant Regional Director for that Section.

Section 2. All nominees for, and those elected to, the foregoing offices must be citizens of the United States of America.

Section 3. No one may be nominated for, or elected to, the foregoing offices

who is disqualified therefrom by law.

Section 4. All holders of said office, whether elected or appointed, are required not only to possess the foregoing qualifications, but also to maintain them, including continuous good standing, as a condition of the retention of their offices.

Section 5. In ports with more than twenty-five (25) members, there may be established an Executive Committee, who shall assist the Region's offices in the conduction of local business. The Executive Committee, who shall assist the Region's officers in the Section of this organization and they shall be elected at a regular membership meeting by a secret vote. And they may be selected by any method that is fair with the proper notice of the election given to members in that port.

The following offices are open for nominations:

- Regional Director
- Assistant Regional Director —Tug Section
- Assistant Regional Director —Dredge Section
- Assistant Regional Director —Allied Marine Section

ARTICLE X
ELECTIONS

Section 1. Election of officers shall take place in March of every election year. The election year shall be 1965.

Section 2. Any member qualified to hold office under this Constitution may nominate himself, for no more than one office by:

(a) Sending in a dated, written, signed statement to the Regional Director of his name, his residence, his membership identification number, the fact that he is seeking nomination, the office which he seeks, and a statement of his qualifications as set forth hereunder. This statement must also include the following certificate:

"I hereby certify that I am not now, nor, for the five (5) years last past, have I been either a member of the Communist Party or convicted of, or served any part of a prison term, resulting from conviction of robbery, bribery, extortion, embezzlement, grand larceny, burglary, arson, violation of narcotics laws, murder, rape, assault with intent to kill, assault which inflicts grievous bodily injury, or violation of title II or III of the Landrum-Griffin Act, or conspiracy to commit any such crimes."

Where a nominee cannot truthfully execute such a certificate, but is, in fact, legally eligible for an office or job by reason of the restoration of civil rights originally revoked by such conviction or a favorable determination by the Board of Parole of the United States Department of Justice, he shall in lieu of the foregoing certificate, furnish a complete signed statement of the facts of his case together with true copies of the documents supporting his statement.

All of the foregoing must reach Region Headquarters no earlier than December 1, and no later than December 15 of the year before election.

Navy Starts Upgrading Antisubmarine Program

WASHINGTON—The U.S. Navy is stepping up its efforts to create a coordinated, effective antisubmarine program. If the Navy succeeds in its protracted struggle to improve U.S. sub-hunting capabilities, Seafarers on merchant ships will be able to sail with greater safety should they be called upon to serve in a national emergency.

The Navy is putting its hopes behind a new effort which will attempt to gather up the many different components of its anti-submarine program into a single, integrated system. One of the chief goals of the new program will be to upgrade the country's defense against submarines through better utilization of weapons already in existence.

The goals of the new program are to be accomplished by using the services of the TRW-Space Laboratories which will be working under a contract worth over \$5 million. The company played an important part in the Air Force missile program, and the Navy hopes that it can put its experience to work in knocking the kinks out of its antisub defense system.

Some of the system's present drawbacks came to light recently in a speech delivered by Secretary of the Navy Paul Nitze. He re-

vealed that the various detecting devices and armaments which have been developed for the program have been scattered throughout the far-flung Naval organization with individual elements being produced for specific airplanes and ships.

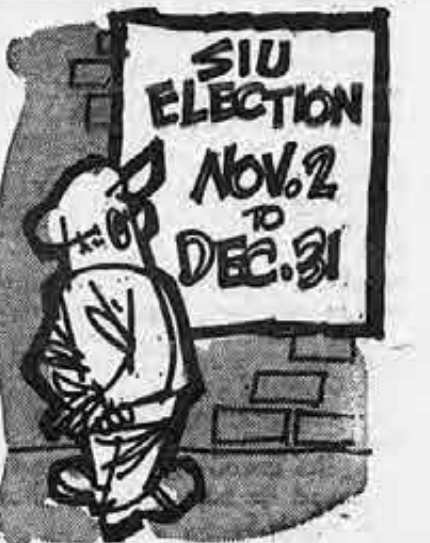
Nitze said the system has been plagued by uneven development as only certain parts have benefited from advances in technology and production. The new contract is designed to interrelate the Navy's antisubmarine equipment as fully as possible.

An important benefit which will come from the achievement of this program is an advantage of a breathing spell. Observers believe this breathing spell is necessary before the Soviet Union makes advances in its own submarine fleet to the point where they pose a serious threat to the U.S. Russia is known to be creating a submarine equal to the U.S. Polaris which is capable of firing ballistic missiles while submerged. However, the Russians have yet to put Polaris-type subs on duty.

The Navy has designated antisub-

marine defenses as second in importance only to the development of a strong Polaris force.

Naval officials emphasize that no important breakthroughs in anti-sub warfare is on the horizon. Problems such as greatly increasing the range of sonar underwater detection devices are still regarded as a development of the future.



YOUR DOLLAR'S WORTH

Seafarer's Guide to Better Buying

By SIDNEY MARGOLIUS

New Fad In Children's Toys

This Christmas toy manufacturers have given parents and other gift-givers a choice. If you don't want war toys, you can buy monster toys—this year's fad.

These are a by-product of television shows such as the "Munsters," "Addams Family" and others. Several of the largest manufacturers are featuring dolls based on such characters as Mother Morticia and Lurch the Butler. Some companies offer kits so a really ghoulish child can put together his own Godzilla and King Kong. The Merry Manufacturing Co., no less, offers a paper doll for little girls, "The Bride of Frankenstein." Another line of plastic toys features "Rat Fink" in various situations, such as Rat Fink with Motorcycle.

Many parents and even some toy designers are aghast at the commercial trend to war and horror toys. For example, a toy gun kit for \$20 provides a child with complete armament including an anti-tank rocket launcher, grenade thrower, armor-piercing shell gun, missile pad, repeating rifle, automatic pistol and tommy gun.

"The horror toys take advantage of a child's natural tendency towards excitement," comments Frank Caplan, a leading designer of play materials for schools and nurseries. "The war toys exploit his feeling of aggression. Nobody says children should not have aggression. But they can work it out on an exercise mat."

A group of mothers calling themselves "Parents against the Encouragement of Violence" even picketed a toy manufacturer's show with signs reading "Let's Disarm the Nursery."

If the war and horror toys exploit the children, their prices exploit the parents. Today many commercial toys are advertised on children's television shows. In fact, some are produced especially for TV promotion. The high costs of TV advertising have boosted toy prices to a level that has no real relationship to value.

A toy with a \$10 list price frequently costs \$2 to manufacture. The manufacturer sells it to the retailer for \$5.50 who offers a purported discount of 20 per cent and charges you \$8. Note that the manufacturer spends \$3.50 to advertise and distribute a toy that costs \$2 to produce.

Nor can you always consider a retailer's discount on toys to be a genuine value. List prices nowadays often are inflated to permit such discounts. The Federal Trade Commission several times has charged leading toy manufacturers with using such exaggerated list prices, as in the case of a "suggested retail" of \$23 for an "electronic rifle range" which the FTC said was in excess of actual retail prices.

Too, as this department often has pointed out, novelty toys do not always perform as ads tell children they will. For example, a widely-advertised "two-way wrist radio" did not receive amateur radio signals and was not sold complete and ready for operation (no transistor-type energized battery), the FTC found.

Parents and other gift givers will spend about 2 billion dollars for toys in the four weeks between Thanksgiving and Christmas. About 80 per cent of all children's playthings are bought during this period.

Thus, they need to be chosen with care, for enduring and developmental play value. Caplan points out that a broad variety of experience is important to young children especially. Infancy to age six is the most powerful learning age; a time when children have a tremendous eagerness and will to learn, and IQ develops faster than in later childhood. Young children are especially eager to explore and understand their environment. Such "exploring toys" as giant magnifiers and optical toys like color paddles have long-lasting play value and help a child understand his physical world.

Caplan suggests these five tips for selecting playthings:

1. Don't buy toys loaded with detail. Leave something to a child's imagination. A toy that looks cute to an adult may have been designed to appeal to an adult's eye for detail. But detailed models may be too fragile for fumbling young fingers, and may restrict a toy's play potential.

2. Make sure the toy will hold interest every day of the following year. There are raw materials of play which serve a child's play needs all year long, and often longer. Some of these are large-size blocks, painting easels, large, well-made play people and animals, transportation toys that don't break, sturdy climbing equipment. These are the toys sought by nursery and kindergarten teachers who have to buy toys that last in interest and hold up under use 365 days a year.

3. Be sure the child can enjoy the toy without a grown-up's help. Don't buy toys complicated in assembly and use, and which don't allow the child to invent or discover for himself.

4. Save some money for later-on toys. Don't forget you child will be a very different individual in a few months.

5. If you can't resist a gadget, make sure it's in the \$1 to \$2 range—a stocking-stuffer and not the important all-year toy.

FOOD BUYING CALENDAR: Cheap meat this month will help you keep down food costs if you pick the better values. Beef production in recent weeks has been record high. Lower-grade beef especially is in heavy supply, thus making hamburger, stew beef and chuck roast outstanding buys. Markets also are featuring specials on broilers and many cuts of pork, lamb and veal, especially shoulder lamb roasts and loin of pork and hams.

Another buy this month is turkey, not only for holiday meals but ordinary dinners. Production is running 7 to 8 per cent above even last year's heavy supply. Heavy birds are especially abundant. These are best buys, not only because prices are lower than for small turkeys but because they yield more meat per pound.

But avoid pre-stuffed turkeys if the weight of the meat is not shown separately. Otherwise you may be paying meat prices for bread crumbs with water and seasoning. Too, pre-stuffed turkeys need to be handled with care, and cooked while still frozen, the New York State Extension Service warns.

Also watch the prices of the new uncooked turkey rolls with bones removed. If they don't cost more than 79-89 cents a pound, they are not unreasonable.

Keeping Track



Eight-year-old Megdalia Iglesias, daughter of Seafarer Raul Iglesias, likes to accompany her father whenever he visits the New York hall between voyages. Iglesias, who sails in the deck department, last shipped on the *Bienville* (Sea Land).

Manned By SIU Pacific Boatmen

Alaska Ferry Fleet Adds Modern Vessel

JUNEAU, Alaska—Looking more like a modern passenger liner than a ferryboat, the *Tustumena* recently joined the now four-ship fleet of the SIU Inland Boatmen's Union of the Pacific-manned Alaska ferry service known as the marine highway.

Like the other vessels in the Alaska ferry fleet—the *Malaspina*, *Taku* and the *Matanuska*—the *Tustumena* is named after an Alaskan glacier. Smaller than the other three vessels, the 200-passenger *Tustumena* is 240-feet long with a 50-foot beam.

A vehicle-carrier as well as passenger vessel, the *Tustumena* includes stowage space for nine 40-foot trailers and 40 passenger cars. Vehicles are loaded and unloaded with the aid of an elevator with a rotating platform to facilitate storage—made necessary by the 30-foot tidal variations of the Gulf of Alaska which require loading and unloading at various levels.

Aimed basically at the carriage

of tourists, the vessel's 200 passengers can take advantage of an observation lounge, dining room, bar, and sitting room. Sleeping accommodations for 42 passengers are available. Her speed is rated at 15 knots.

The *Tustumena* was added to the Alaska ferry fleet to help meet the demand for accommodations which have greatly exceeded initial expectations. The other three vessels in the fleet are larger, and originally had passenger capacities of 500 persons. They have recently been altered to increase this capacity.

All the Alaska ferry vessels are built to the highest possible standards of seaworthiness for operating in the Gulf of Alaska, which includes some of the roughest water in the world. A trip last year by the *Malaspina* demonstrated just how rough the seas there can be.

First the vessel was prevented from docking all night by a 40-mile wind off Ketchikan, Alaska. Then, on the way north, rough seas tossed around 200-pound sofas, luggage and tables. After that, dense fog kept her anchored four and a half hours in Wrangell narrows, a 250-foot wide stretch with sharp channel turns.

A great portion of the line's passengers are motoring tourists who find the water route to be the quickest and easiest way to the interior of the state. All along the ferries' route, hotels, motels, restaurants and retail business felt the effect in more tourist dollars.

Trucks also bring big business to the ferries. Some sawmill owners, for instance, are using the vessels to carry lumber to Haines and the interior. They expect to be able to get kiln-dry lumber into Anchorage and Fairbanks much more cheaply by ferry than by sending it only part way by water and then loading it aboard railroad cars.

SIU Crew Safe After Ships Crash

SAN FRANCISCO—The SIU Pacific District-contracted Pacific Far East Line freighter *Oregon Bear* limped into port here recently under her own power after being involved in a collision with the Liberian-flag freighter *Monique* about 55 miles south of Monterey, California.

No injuries were reported aboard either vessel although the force of the collision was enough to demolish a section of the *Oregon Bear's* bow on the starboard side leaving a gaping hole and an embedded anchor chain from the Liberian ship in the *Bear's* hull.

Enroute to San Pedro from San Francisco at the time of the accident, the *Bear's* No. 2 hold was shipping water as she came through the Golden Gate. This caused some worry because the hold was filled with potentially dangerous grain bales, which swell when wet. The *Monique* reported four feet of water in her No. 1 hold when she reached port.

Patchy fog and high winds were reported at the time of the mishap.

APL Liner Sale Approved By MA

WASHINGTON—The Maritime Administration has approved the sale of SIU Pacific District-contracted American President Lines' passenger ship *President Hoover* to a Panamanian corporation for future transferral to the Greek flag.

The ship, which has been in layup on the West Coast since last April, has two possible uses slated by her new owners. She will either be used as a cruise ship, possibly worldwide, or she may be put to

use as a combination passenger-cargo vessel in the Mediterranean.

In approving the sale, the MA placed the customary restrictions on the future use of the vessel in relation to U. S. trade. The *Hoover* cannot take part in trade to or from ports in the U.S. for five years without the written approval of the MA. The one exception is that she will be allowed to make brief cruise visits.

In theory the *Hoover* would be made available to the U.S. for a period of five years in the event that an emergency arose during that time, according to the MA's usual transfer policy. Also, she may not be used for trade with Communist bloc nations and she may not be chartered to aliens without Navy approval.

Effective Control?

These are the same so-called "effective control" terms which apply to most American-flag ships sold to foreigners or transferred to foreign registry or runaway-flags. This "effective control" has been a matter of much controversy in the past however, with many contending that "effective control" actually amounts to no control at all when political upheavals in and government changes in these foreign countries can make "effective control" agreements worth nothing more than the paper they are printed on.

Another former SIU Pacific District-contracted ship, the former *Lurline* of Matson Navigation, was sold to foreign interests earlier in the year.

American interests had tried to buy the *Hoover*, but were unable to make suitable arrangements to go through with the purchase.

APL has ordered three new Master Mariner type cargo liners from West Coast shipyards. The 23,000 ton vessels will be among the fastest, largest and most highly automated in the U.S. merchant fleet.

Until the three new ships join the APL fleet, the company has purchased two older ships, a C-2 and a C-3, for temporary service.

Barges Benefit From Chemical Plant Growth

WASHINGTON—The nation's inland waterways are benefitting from a continuing expansion of the chemical industry, a study released here shows.

Chemical companies are taking advantage of the lower transportation costs offered by the inland carriers by locating new plants or expanding old plants at locations along the thousands of miles of waterways that criss-cross the continent.

The study shows that 27 chemical production plants were built or enlarged along various waterways during the third quarter of 1964. The heaviest concentration of new projects is along the lower Mississippi. The Mississippi area reports 13 new chemical plants in the third quarter of the year.

Following in new plant activity are the Gulf Inter-coastal Waterway with 10 projects; Ohio River, nine projects; Lake Michigan, six projects; Patapsco River and Delaware River, five projects each, and the Columbia River and Houston Ship Channel, four new projects each.

Taking in all categories of industry, the totals of plants being built or expanded along waterways declined compared to the same period last year. This year 96 new plants were announced in the third quarter, while the figure was 145 in the third quarter of 1963.

Shriver Calls Volunteer Efforts A Success

Peace Corps Illustrates Way To 'Win The Peace'

WASHINGTON—The Peace Corps may show us the way to win the peace in the second half of the 20th Century, Sargent Shriver, its director, declared on Washington Reports to the People, AFL-CIO public service program.

"Winning the peace this time is going to be more complicated than winning previously, because there is no substitute for peace today and we cannot use the threat of war," Shriver told the Catholic Association for International Peace, which gave him its annual peace award.

To the extent that the Peace Corps represents the late President Kennedy's "attitude toward life, toward our country, and the world, I think it is penetrating much deeper and creating better conditions for international peace than many of us ever dreamed it could," he said.

He quoted a Bolivian leader's explanation of the Corps' success: "It's because they come to help us, to live with us, to learn from us, not just to teach us. They learn our language, our culture, our politics, even our religion. And when faced with a problem, they try to find a Bolivian answer. They don't try to impose American ideas on us. In the past, we were opposed to suggestions from outside, but we open our minds and hearts to the Peace Corps volunteers." Shriver gave a number of examples of Peace Corps receptions:

- In Nepal, where Nepalese living in the highest mountains,

learned of the death of Kennedy, and rushed seven or eight miles to shake the hand of a Corps volunteer and express their sorrow.

- In Panama, where Panamanians hid Corps volunteers from marauding mobs seeking North Americans.

- In Tanganyika, where the volunteers were invited to join demonstrations against South Africa.

- In Lima, Peru, where volunteers live with the poor on the side of a garbage mountain in the same kind of cardboard and tin can shacks, and one was elected to the board of directors of the slums.

- In Ethiopia, where "it is impossible to go through high school today without being taught by a Peace Corps volunteer."

- In Afghanistan, where the Peace Corps are the first group to be invited anywhere in the country, instead of being confined to the capital city, as the United Nations, the Red Cross and others.

Shriver said he was told when he assumed the Peace Corps directorship that the Arab countries would not accept Jewish volunteers.

"Today, the Peace Corps is operating in four nations connected with the Arab League. In every-

one we have Jewish volunteers, and we haven't had an incident yet," Shriver said.

Because of the way the volunteers are accepted, girls who are members of the corps are "safer in the middle of Africa than they may be in your own hometown," he said.

U.S. Shipping Dependent On Aid Cargoes

WASHINGTON — "Operators of U.S. flag ships appear to be depending upon government aid cargoes to an increasing extent for their revenues," an analysis made by the Maritime Administration indicates.

The first of its type to be done by the MA, the analysis showed that in 1959 cargoes generated from various federal programs amounted to about 25 percent of the total U.S. foreign trade tonnage. By 1962 however, that share had grown to 46 percent.

U.S.-flag ships carried 59 percent of government-sponsored cargoes but only 5.2 percent of U.S. commercial cargoes in 1962. Fifty-five percent of exports carried by U.S. liners, 96 percent of exports carried by U.S. tramp ships, and 74 percent of exports carried by tankers consisted of aid and Defense shipments in 1962.

The study sounds a pessimistic note on the future of U.S.-flag shipping. "Should there be a cut-back in government sponsored and defense cargoes it is apparent that U.S.-flag ships would be affected severely. After years of depending on such cargoes because of the usually higher freight rates they command, the lower handling charges and ease of solicitation associated with such shipments, it might be difficult to compete effectively for the purely commercial cargoes which are predominantly carried by foreign flag ships," the study concludes.

Birthday Baby



The big smile on Norman Gillikin's face is for his first birthday which he celebrated in New Orleans on November 7. Norman is the son of Seafarer Norman D. Gillikin.

Congratulates His Congressman



Seafarer Louis Cirignano congratulates Representative Charles Joelson (D.-N.J.) at victory dinner honoring Joelson's reelection to the House. Cirignano makes his home in New Jersey.

UNFAIR TO LABOR DO NOT BUY

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

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

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

⚡ ⚡ ⚡

Eastern Air Lines
(Flight Engineers)

⚡ ⚡ ⚡

H. I. Siegel

"HIS" brand men's clothes
(Amalgamated Clothing Workers)

⚡ ⚡ ⚡

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

⚡ ⚡ ⚡

Stitzel-Weller Distilleries
"Old Fitzgerald," "Old Elk"
"Cabin Still," "W. L. Weller"

Bourbon whiskeys
(Distillery Workers)

⚡ ⚡ ⚡

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

⚡ ⚡ ⚡

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

⚡ ⚡ ⚡

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

New Orleans Plans Port Modernizing

NEW ORLEANS—In a major effort to improve its competitive position over the next decade, the Port of New Orleans is investing \$193.6 million in new cargo handling facilities.

According to a report issued by the board of commissioners of the port, the ten-year modernization and expansion program is being made to meet the severe and growing competition from other U.S. ports and to maintain and develop commerce and traffic.

\$6 Million Boost

The port is now handling 79 million tons of cargo yearly. Of that figure, slightly more than 20 million tons is in foreign trade. The port's average annual expenditures of \$13 million are being increased to \$19 million to cover the costs of the improvement plan.

The development program will be carried out in two phases. The first, to run until 1967, will include expansion of the bulk terminal at the new Mississippi River-Gulf Outlet, new construction in the delta shipyard area, the demolition of some old wharves and the rebuilding of existing ship terminals.

Construction Planned

In the second phase, to run from 1967 to 1974, ten existing wharves are scheduled for rebuilding, a new wharf on the Mississippi is to be built and new general cargo and other terminal facilities are to be constructed along a new deepwater outlet to the Gulf of Mexico.

Close to \$44 million of the \$193.6 million to be spent will be used for facilities along the Mississippi River-Gulf Outlet, a shorter route from New Orleans to the open sea which was opened earlier this year.

Don't Delay On Heat Beefs

Now that the cold weather is here, Seafarers are reminded that heating and lodging beefs in the shipyard can be easily handled if the ship's delegate promptly notifies the captain or chief engineer and shows them the temperature reading at the time. Crewmembers who beef to themselves about the lack of heating but wait three or four days before making the problem-known to a responsible ship's officer are only making things tougher for themselves. The same applies when shipyard workers are busy around living quarters. Make sure you know where and when the work was done so that the SIU patrolman has the facts available in order to make a determination.

War On Poverty Needs Volunteers

WASHINGTON—"Wanted: Men and women over 18 for difficult work in grim surroundings. Must be willing to live in slums. Long hours guaranteed. Pay, \$50 a month and living allowance."

That's an ad for VISTA, Volunteers in Service to America, a kind of domestic Peace Corps.

VISTA is an integral part of the President's war against poverty, Glenn Ferguson, a former Peace Corps official now recruiting for VISTA, explained on Washington Reports to the People, an AFL-CIO public service program.

Volunteers in the war against poverty, he said, would be high school graduates aged 18 to 80, who can provide day-care, assist elderly citizens, provide recreational or community development assistance, teach plumbing, carpentry, or other building trades, and teach pre-school youngsters. They would receive training of from four to six weeks, serve 12 months, and live in the area they

serve.

Ferguson said that VISTA recruits will be an essential part of Community Action programs, working closely with community organizations set up under the program and with local and state public agencies.

Ferguson said VISTA does not anticipate that its recruits will face physical or other dangers.

"I think the greatest danger," he said, "is the question of adjustment. Very few Americans who are not among the one-fifth who need help—who are not in the poverty cycle—understand the reality, psychology and posture of poverty. We will seek in the training period to give volunteers from middle-class America some idea of this way of life to reduce the difficulty of adjustment."

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

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Seafarers On Tour



Taking advantage of his recent vacation time, Seafarer Ramon Obidos and his wife recently toured the Philippine Islands. Pictured above, Obidos and his wife enjoy the view from the top of the beautiful Mountain of Bagio, where the Presidents of the Philippines have always made their summer homes. Obidos is presently sailing as chief steward aboard the Commander (Waterman).

From the Ships at Sea

Seafarers are always glad to be in the United States after having spent several months abroad, traveling to different ports of the world. The crew of the Oceanic Spray (American Oceanic) being no different. Ship's delegate P. J. Douzat reports that the ship is now headed back to the "good ol' USA" after spending seven months making an around the world trip. According to Douzat, the Oceanic Spray went first to Pakistan, back through the Suez to Aden, then back to Singapore and Saigon. After that the ship made the cement run to Keelung, Koahsiung and Saigon, then headed for Manila. After a short stop in that Philippine city, the vessel traveled through the Panama Canal to the Gulf. "The closer we get to the U.S., the happier we get," he reports. Some oldtimers aboard during the trip that are looking forward to seeing old friends again are F. J. Foley, steward; P. Wicks, chief cook; A. Boyd, messman; Roy James, oiler; R. Hathcock, AB; A. Van Severen, FWT; and "Early Punch, OS. Douzat also includes himself on the list of oldtimers happy to be headed home.



Douzat

ding the ship's delegate job" and voted him a special vote of thanks, reports meeting chairman A. Michelet.

A. Romero, ship's delegate on the Raphael Semmes (Sea-Land) recently pulled a turnabout on the crew, and gave them a vote of thanks. During the good and welfare section of the regular shipboard meeting, Romero praised the crew for its good work and for "performing as good union men should." He said he wanted everyone to know that he was grateful for their help in making his job of representation easier.



Romero

Coffee was the point raised recently aboard the Los Angeles (Sea-Land). The steward said he is "really amazed" at how much coffee is disappearing, claims ship's delegate Robert Lasso. The crew said, however, that it was being drunk by them and that there wasn't enough to go around. They put in a request that a larger percolator be used during the night so that there would be enough for the men coming off the late watch.

Crewmembers aboard the Steel Executive (Isthmian) recently voted a special thanks to Captain Moon, the chief engineer and the chief officer for all their efforts to revive brother G. Stevenson when he had a heart attack on board the ship. The crew was grief stricken when it learned he passed away despite the commendable efforts of the officers, reports Star Wells, meeting chairman. "We extend our deepest sympathy to the family and friends of our deceased brother," Wells says.



Wells

Ralph Przytula, ship's delegate aboard the freshwater Lakes vessel Huron (Wyandotte) recently told the crew he had put in a request for a new television set and aerial. The announcement was greeted with loud applause, Przytula reports. The set presently aboard the ship is very inefficient and doesn't pick up the neighboring stations too well.

Crewmembers aboard the Steel Rover (Isthmian) will have a new water cooler in the mess room just as soon as possible, reports ship's delegate Walter Schlect. The crew was informed that thanks to the efforts of SIU head-

The galley gang aboard the Del Oro (Delta) true to the SIU tradition of feeding, is trying to please everyone, according to Ralph O. King, ship's delegate. The steward recently announced that anyone who wanted a special dish could notify his department

The crews of the following ships have recognized the efforts of their galley gang to present them with food in the true tradition of the SIU: Oceanic Spray (American Oceanic); Del Santos (Delta); Commander (Marine Carriers); De Soto (Waterman); Steel Flyer (Isthmian); Delaware (Oriental Explorers); Walter Rice (Reynolds Metals).

The delegate would pass on the word, the steward said, and he would work the dish into the menu just as soon as he could.

According to J. Sampson, ship's delegate, on the Morning Light (Waterman), the crew is resting easier these days. They recently had 18 brand new mattresses installed in the crews quarters and the crew finds sleeping much easier these days. "At least it's more comfortable," Sampson says.

A crew that is really thankful for a fine job of representation is reported aboard the Mount Washington (Victory Carriers). The crew recently praised the ship's delegate Charles O. Blalack for "his outstanding ability in han-



King

Pension, Welfare Plans Applauded

To The Editor: I recently received my first pension check and I want everyone to know exactly how pleased and gratified I was to see it. It came at a very good

payments for the hospital and doctor bills for my wife and myself, and again thanks to the union. I have been a member of this great union for many years and have always been proud to say that I am a member of the SIU.

Edmund H. Johnston

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.

time. My wife and I wish to thank everyone that put their efforts into making this possible. It makes me very proud to belong to this great union—one that takes care of its members.

I also received recently the

Thanks Crew For Flowers

To The Editor: I wish to thank all of my fathers shipmates who were so kind to send the beautiful flowers. And although Seafarer Otto Pollaczek has shipped out on his greatest voyage ever, we know his happy ways will not soon be forgotten.

He was proud to be a Seafarer and we, his children, will always have a soft spot in our hearts for all of Dad's shipmates.

Roy & Adeline Pollaczek

OCEANIC SPRAY (American Oceanic), November 1—Chairman, M. O. Lembough; Secretary, F. J. Foley. \$6 in ship's fund. Repair list was turned in but no washing machine was put aboard. New one needed badly. Very short of fans. Some disputed OT in engine department. Vote of thanks extended to the chief cook, Percival Wicks, and entire steward department.

STEEL SEAFARER (Isthmian), Nov. 2—Chairman, F. E. Smoth; Secretary, G. Palencar. \$2.75 in ship's fund. No beefs reported by department delegates. Vote of thanks extended to the steward department.

DEL ALBA (Delta), Oct. 31—Chairman, John Fedesovich; Secretary, William Bushong. Brother Raymond Hodges was elected to serve as ship's delegate. Vote of thanks to the steward department. Crewmembers requested to keep messhall clean also to lock library while in port and not to feed the natives as this causes trouble.

FLOMAR (Calmar), Oct. 25—Chairman, Jesse W. Puckett; Secretary, Ray Moore. Brother C. S. Chaffin was elected to serve as ship's delegate. \$26 in TV fund. No beefs reported by department delegates.

J. L. REISS (Reiss), Nov. 6—Chairman, Thom E. Brown; Secretary, None. \$25 in ship's fund. Deck department would like a Union official check on OT due men for shoveling spillage. Crew would like Article XV, Section 13 omitted from new contract. Would like deckhand and deck watches have the same deal as a watchman. All men on ship would like their jobs specified in new contract.

STEEL APPRENTICE (Isthmian), Nov. 15—Chairman, Charles T. Scott; Secretary, Pablo P. Lopez. Brother Paul Frankmanis was elected to serve as ship's delegate. Ship's delegate to notify headquarters about the roaches on the ship. One man was taken off ship in Manila due to illness. No disputed OT reported.

ALCOA MARKETER (Alcoa), Sept. 26—Chairman, Walter Kruszewski; Secretary, J. Utz. Ship's delegate to see patrolman about changing steward department fo'les. Two hours disputed OT in engine department. Discussion held concerning contributions for obtaining TV for crew messhall. Ship's delegate to contact Frisco patrolman about having washing machine replaced, and to see if slop chest is adequate.

Nov. 5—Chairman, Roy Pappan; Secretary, J. Utz. Ship's delegate talked to captain concerning men taking ship to San Francisco and paying off there. Will see patrolman about slop chest situation. \$15 in ship's fund. Few hours disputed OT in deck department.

ROBIN KIRK (Moore-McCormack), Nov. 7—Chairman, Sandy Sanderlin; Secretary, Red Brady. \$29 in ship's fund. No disputed OT and no beefs. All is well. Brother Sandy Sanderlin was elected to serve as ship's delegate. Held general discussion on the voyage to come up. Prospects for a successful voyage are in the offing.

COLORADO (Waterman), October 30—Chairman, P. Ryan; Secretary, C. R. Stack. Ship's delegate reported that one man was taken off ship at Gibraltar due to illness. No beefs were reported by department delegates. Everything is going along O.K. Suggestion made to have ship fumigated.

KENMAR (Calmar), November 1—Chairman, None; Secretary, V. Douglas. \$7 in ship's fund. No beefs were reported by department delegates. Crewmembers were requested to keep laundry clean. Steward to check stores more carefully.

DIGEST of SIU SHIP MEETINGS

ALCOA RUNNER (Alcoa), October 20—Chairman, G. Pierre; Secretary, C. E. Turner. Ship's delegate reported that everything is O.K. so far, with the exception of a few items which will be taken up with the port officials. Men on sanitary asked everyone to please help keep the toilets and showers clean. New ship's delegate will be elected after the meeting.

STEEL RECORDER (Isthmian), November 2—Chairman, W. Davies; Secretary, W. Duncon. There is some disputed OT in each department. Steward requested to refuse poor merchandise in the Far East. Canned cream is of poor quality and should be replaced. Request made for better quality lunch meat. Request that ship be fumigated in New York. Brother W. Duncon was elected to serve as ship's delegate.

JEAN LA FITTE (Waterman), Nov. 1—Chairman, T. H. Wright; Secretary, H. G. Ridgeway. Ship's delegate reported that everything is O.K. No beefs and no disputed OT. Motion to have patrolman check the slop chest and medical supplies before next voyage.



Seafarers Accept Life Filled With Tidal Waves, Hard Luck

The Seafarer's job often involves him in events which would be considered unusual or dangerous by the average beach-bound worker. When they come as a natural part of Seafarer's life, however, the chances are he will think nothing special about them.

Seafarer Longin Tybur pointed out this irony as he retold the story of waiting nervously for a tidal wave which never came.

Tybur was sailing as chief electrician aboard the Steel Apprentice last year at the time of the Alaska earthquake. His ship was between the Panama Canal and its home port of San Francisco on the last leg of a round-the-world trip.

"I was lying in my bunk almost asleep," Tybur recalled, "when the mate came in just after midnight to dog up the port hole.

When he also put the cover on it, I asked what was up."

Tybur was then told about the earthquake in Alaska. The quake had set off a series of tidal waves and the Coast Guard was issuing radio warnings to all ships that might be in the path of the tidal waves.

"The rest of the night I couldn't sleep," Tybur said. "I kept thinking of what it would be like to be aboard a ship hit by a tidal wave."

Tybur did not learn until morning, however, that the Steel Apprentice had been spared by the huge waves that plowed into the

shores of California and Hawaii. Instead he spent the night wondering if the wave would hit with a big bang or whether he would even be able to feel it.

Forgotten Event

The event was soon forgotten once the danger had disappeared.

"I just didn't think it was anything special," Tybur said. "I guess if I were living on shore it would have been an important event in my life," he added.



Tybur

Being on a ship during a hard luck voyage didn't leave a lasting impression on the Seafarer either. "It's a little harder to forget than a tidal wave that never struck," Tybur said, "because it involved personal suffering."

Tybur was aboard the old N.B. Palmer in December, 1953 when it left Portland, Ore., with a load of grain bound for Karachi. "We were supposed to make a stopover for fuel in Yokohama, but we never made it."

Violent Weather

The ship ran into a storm just a few days out of Portland that was so violent it cracked the main deck plates, from port to starboard and right through the hatch. Although no other part of the ship was damaged, the captain turned about and went back to the shipyard in Portland.

"The sea was so rough," Tybur recalled, "the pilot wouldn't come out and the captain had to guide the ship into the shipyard himself."

The crew spent Christmas in Portland, and when the plates had been repaired, they went back to sea. "Everything went smoothly until we got halfway between Midway Island and Yokohama," Tybur said, "except that the weather was still very rough."

Bucking Waves

The ship had been headed into the storm all the way across the Pacific, Tybur said, and the going was rough and very slow. "The ship ran short of fuel and fresh water, so the Captain turned the ship around and went back to the Naval station on Midway Island."

"The trip back to Midway took almost no time," he recalled, "since we were then traveling with our backs to the storm. We took on enough fuel in Midway to get to Singapore."

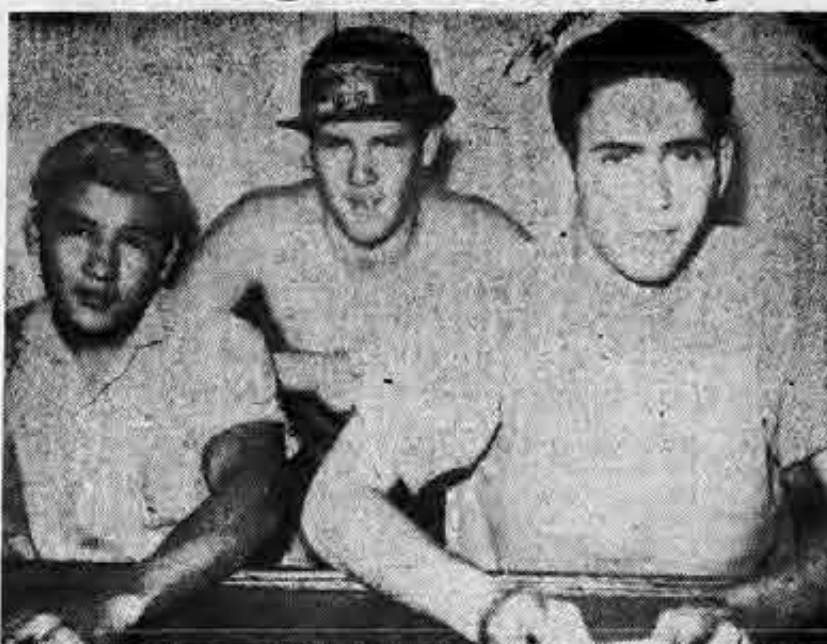
The trip finally ended in Karachi, over a month late, after spending a torturous 58 days in "just crossing the Pacific. That was a hard trip," Tybur said.

"A Seafarer just passes these things off," Tybur said. "They happen so often that you just forget that they might be newsworthy. After all, this is the way a Seafarer lives."

Get Certificate Before Leaving

Seafarers are advised to secure a master's certificate at all times when they become ill or injured aboard ship. The right to demand a master's certificate verifying illness or injury aboard a vessel is guaranteed by law.

Relaxing On The Coe Victory



Three members of the deck department aboard the Coe Victory (Victory Carriers) are (l-r) William Villagram, wiper; Luther Lofton, OS; and Michael Oppenheim, wiper. The boys are relaxing in the crew's recreation room on the ship's trip back to New Orleans.

Seeks Qualified Overseas Doctor

To The Editor:

Many words have been written and spoken in the interest of safety. Numerous devices and practices have grown from the ideas brought forth in meetings and through individual concern in the reduction of hazards aboard ship. Due to the improvements, we, the men who sail, know that a trip is less likely to end in tragedy than ever before. It is also reasonable to assume that the companies will also show a profit due to a reduction in lost time accidents and medical care. When the lower accident rate has been established, a lowering in insurance costs can be predicted.

There is now one great field left where no action has yet been taken. It holds the secret to much loss, not only in time and money, but in the prolonging of the incapacity and suffering of an ill or injured seaman.

As American citizens employed aboard ships of our

laten, I do not believe there is any modern or civilized port where doctors of American or European standards are unavailable and I think the fees presently paid by the companies would interest enough capable men.

I recommend that the following suggestion be carefully considered, by the company for the welfare of the men they employ: a cooperative association of representatives, unions, companies and public health officials to meet and establish certain minimum standards of hygiene and practice of doctors overseas, and compile a list of such doctors as to meet these standards.

From such a list, it should be fairly easy for persons residing in or acquainted with these countries to eliminate the more obvious of the doctors who are allowed to practice a slack and shoddy type of medicine.

This part of the program could most effectively be handled through the World Health Organization or the local consulate. They could prepare a list of doctors whose standard of practice most favorably compares with the requirements established. This list could be made available to the various company agents, as well as to visiting tourists and businessmen.

This type of list is made available by the American Bar Association, in which the names of qualified attorneys in various cities of the world are listed, and I do not believe that the existence of such a list of doctors would be in conflict with the ethics of reputable practitioners anywhere in the world.

J. C. Arnold



Pensioner Lauds SIU Welfare

To The Editor

I do not know what I would have done, when I was recently forced to go the doctor for medical care if it were not for the Welfare Plan of the SIU. This is a wonderful union. It takes care of not only its active members, but keeps its retired members in mind. The doctor bills were quickly taken care of by the Welfare Plan.

The SIU is the best union in the world—there is none other like it. Thank you from the bottom of my heart.

John A. Bennet

EXPRESS VIRGINIA (Marine Carriers), Nov. 8—Chairman, Isaac Miller; Secretary, Alex Janet. Ship's delegate reported that a letter will be sent to headquarters pertaining to conditions aboard this vessel, and why there was no patrolman present at sign on. Recommendation made by deck delegate and bosun that another dayman be added on board this C-2 vessel as there is too much work for only one day man. Some disputed OT in engine department to be turned over to patrolman. Motion made that any member with 12 years seafaring in a span of 20 years on SIU vessels, be eligible for retirement. Pension on retirement to be no less than \$200. Each delegate to collect 50¢ from each crewmember for ship's fund.

HANOVER (George T. Bates), Oct. 25—Chairman, M. Carrasco; Secretary, Robert W. Weldon. Few beefs in steward department that will be corrected. All other departments

on stores. Delegate to see captain about getting stores in Suez Canal. Vote of thanks extended to the steward department.

OVERSEAS ROSE (Maritime Overseas), Nov. 14—Chairman, William Burke; Secretary, Stanley Schuyler. Ship's delegate reported that everything is running smoothly. No beefs reported by department delegates. \$30 in ship's fund. Brother Lewis wanted to know if there was anything done about getting a galleymen for the steward department. Crew requested to keep civilians out of the passageway while in port in Korea.

COMMANDER (Marine Carriers), Nov. 10—Chairman, Bruce Ruggles; Secretary, Joseph Stanton. \$4.11 in ship's fund. No beefs and disputed OT reported by department delegates. Vote of thanks extended to the steward department.

Oct. 11—Chairman, Edmund Abualy; Secretary, Ramon Obidos. \$3 in ship's fund. Ship's delegate reported that the payoff in Philadelphia was short and sweet. Ship sailed one man short due to accident. No beefs were reported by department delegates. One man in steward department hospitalized.

NORFOLK (Gilies Service), Nov. 14—Chairman, William Morris; Secretary, Walter Ballou Jr. Ship's delegate stated that there was a question on launch service in Lake Charles. No beefs and no disputed OT was reported by department delegates. Held general discussion, mostly on use of washing machine. Vote of thanks extended to the steward department for job well done.

LUCILLE BLOOMFIELD (Bloomfield), Nov. 8—Chairman, R. C. Crealy; Secretary, E. W. Auer. Brother Earl McNab was elected to serve as ship's delegate. \$19 in ship's fund.

BIENVILLE (Sea-Land), Nov. 15—Chairman, Juan Cruz; Secretary, Pete A. Serano. Ship's delegate reported that everything is running smoothly. \$40 in ship's fund. Crew requested to clean foc'sles aft. Vote of thanks extended to the steward department for good feeding, and job well done.

ATLAS (A. L. Burbank), Nov. 9—Chairman, K. Turner; Secretary, Al Hirsch. Some repairs were completed. Company is sending out first allotment on November 15th. Steward is putting out good chow with what stores he has aboard. Everyone is happy. \$80 in ship's fund. No beefs reported by department delegates.

DIGEST of SIU SHIP MEETINGS

running smoothly. Crew of this vessel wish to extend a vote of thanks to Houston patrolman, William Doaks for securing a washing machine for the ship while docked in Galveston, Texas. \$10.25 in ship's fund.

DEL MUNDO (Delta), Nov. 1—Chairman, None; Secretary, J. White. Two men missed ship in Fortaleza. Two men in engine department getting off in Houston. Four men in steward department getting off in Houston. \$4 in ship's fund. Motion that steward be allowed to purchase pasteurized milk in ports where available.

TRANSYORK (Hudson Waterways), Nov. 13—Chairman, Phillip Waters; Secretary, R. E. Kiedinger. \$20.54 in ship's fund. Some disputed OT in all departments. Discussion on money draws. New washing machine needed.

PENN CARRIER (Penn Shipping), Oct. 19—Chairman, Donald Hewson; Secretary, C. L. Lee. One man missed ship in Bombay. Some disputed OT in deck department. Ship is short

In The Karachi Sun



Two Seafarers aboard the Hastings (Waterman) caught some of the Oriental sun when the ship docked in Karachi, Pakistan recently. Hans Jacobsen, AB, and Dick Bowman, crew mess, pose for the camera of Richard Bloomquist, ship's delegate.

Oldtimer Retells Pre-Union Conditions On Sailing Ships

Seamen today have a considerably better life than old time sailors, says retired Seafarer Fred Frederiksen. "The Union has done a lot to improve shipboard conditions, as well as pay and the general well being of the seamen he said.

An SIU oldtimer, Frederiksen has spent 40 of his 80 years going to sea. He was born in Denmark of a family that included 23 other children. He signed on his first ship at the age of 14.

"The only thing the ship supplied for the crew when I began sailing," he said "was an area to sleep in, water, and food. We had to supply our own eating utensils and bedding. If we wanted soap, we bought it from the captain."

Frederiksen recalled his first ship — a four-masted Danish schooner named Marie Christina. The ship plied between the Scandinavian countries of Sweden and Norway, and the coal mining area of England. The vessel generally carried a cargo of pit props (timber used to shore the tunnels in the English mines. "I had signed on as a deck boy for 15 Kroner (\$3.85) a month. Frederiksen remembered.

After sailing on the Danish ship for almost two years, Frederiksen switched to an English ship for a longer trip. "I signed on the Cedar Barque, a four-masted barque sailing out of Glasgow, Scotland," he said. "We sailed to Calcutta, then to the west coast of the Americas, and back to England."

Life was no easier on the English ships, Frederiksen remembered. They still worked a 100 hour week at sea, and a 60 hour week in port. "The only reason we had less watch time in port, was so we'd have more time to work the cargo." There were no longshoremen in those days to take the load off the sailors backs. "Each and every bit of cargo had to be lifted out of the hold by a hand winch, and unloaded by the crew. It was the same as working for free. We worked cargo in between our watches, so we didn't even get paid for it."

Each man had to stand three watches a day, and there were only two watches aboard ship, instead of the three watches of today. A sailor would stand four hours watch, then one hour off, then another four hours, and then a break of 2 hours. After that he stood one six hour watch and then tried to get some sleep.

Between 6:00 and 7:00 in the evening, however, was the "all hands" watch in which every man aboard would turn out to tighten the rigging, change the sails for the night, and wet down the deck. "On top of all that, everytime the ship tacked, all hands and the cook fell out to handle the lines."

In port, however, it was a different story. "We still stood the four and six hour watches, but instead of sleeping in between during the day, we worked the cargo." The sailors of that time had nights free in port, just like modern seamen, but with so little money in their pockets, they could afford to go ashore only once in a long while.

"The food offered us wasn't the best either," Frederiksen said. "Three days a week we got salt fish, three days we got salt pork, and on Sunday they gave us corned beef and fresh bread."

Frederiksen stayed on English ships until 1917, when he signed on his first American ship. "America was offering a top wage to sailors in 1917," he said. They got \$75 a month, with the only deduction for an income tax of two cents on the dollar. After three years on American ships, however, Frederiksen went ashore in South America, and stayed there for over 20 years. "I couldn't get away from the sea, though," he mused. "I worked as a diver in port construction all over the continent."

"One day I heard of an opening on an ore ship headed for America. It was the Venore. I joined the crew and went back to sailing."

Although he liked the old sailing days, Frederiksen wouldn't like to go back to them. "It's a long way from salt pork and fish to the menus prepared for Seafarers today."

As for the men he sails with, Frederiksen can find no fault. "The breed of man who sail hasn't changed any," he said. "The young man sailing today is a good sailor. His life has been made easier for him through his membership in a strong union like the SIU. His pay is better, and he has modern equipment to work with; but he still has the same adventuring spirit of the men I started sailing with."

"Not only that," he added, "but the young man in the union today makes a very good union man. He has drive and spirit."

Robert Hiatt

HENNEPIN (Redland), Nov. 8 — Chairman, Ben Sprague; Secretary, Jerome Stediecki. \$8 in ship's fund. No beefs reported by department delegates.

CONSUMERS POWER (American), Nov. 1—Chairman, Anthony Andryc; Secretary, Gary H. Wrede. No beefs reported by department delegates. Crew is dissatisfied with meals and the serving of leftovers too often.

ROBIN GOODFELLOW (Moore-McCormack), Oct. 15—Chairman, Averill Bearden; Secretary, Allen Bell. It was suggested that each crewmember donate fifty cents out of the first draw to the ship's fund. No beefs were reported by department delegates.

PENN TRANSPORTER (Penn Shipping), Nov. 1—Chairman, M. Connolly; Secretary, S. Rothschild. Brother Arthur Benheim was elected to serve as new ship's delegate. No beefs were reported by department delegates. Discussion about crew drawing against OT.

ALCOA VOYAGER (Alcoa), Nov. 1 —Chairman, W. E. Harrell; Secretary, E. Canonizado. Motion made to improve retirement plan to 20 years in Union with 12 years seetime, regardless of age, at \$300 per month. Motion made to have absentee ballot on all voting in our Union. Vote of thanks to the steward department for a job well done, especially to the chief cook and baker. Some disputed OT in deck department. Everything else is O.K.

PENNMAR (Calmar), Oct. 31 — Chairman, Edward Szeserko; Secretary, Robert Carbone. No beefs reported by department delegates. Motion made that all members should be able to retire voluntarily with 15 years sea time.

HURRICANE (Waterman), Oct. 25—Chairman, John Ferraire; Secretary, Eugene Ray. No beefs reported by department delegates. Delegates requested to turn in repair list.

MANKATO VICTORY (Victory Carriers), Oct. 16—Chairman, Byron Slaid; Secretary, Robert O. Long. Brother Roy Boyd was elected to serve as ship's delegate. Everything

running smoothly. One man to be hospitalized in Norfolk.

COE VICTORY (Victory Carriers), Oct. 25—Chairman, William R. Cameron; Secretary, Rafael W. DeArce. \$2.08 in ship's fund. No beefs and no disputed OT reported. Motion made to see that ship has safe gangway. Steward requested that all excess linen be turned in in order that it may be cleaned for the next voyage.

DETROIT (Sea-Land), Nov. 5 — Chairman, R. Matarangolo; Secretary, M. Nenciov. Some disputed OT reported by deck delegate. It was suggested that a better grade of bacon be put aboard. Also more fresh grapes desired.

STEEL NAVIGATOR (Isthmian), Oct. 2—Chairman, Charles Scofield; Secretary, Clarence A. Collins. Ship's delegate reported that everything is running smoothly. \$36.50 in ship's fund. Brother Richard Bule was elected to serve as ship's delegate. Brother C. A. Collins was elected to serve as ship's treasurer.

TADDEI VICTORY (Consolidated Mariners), Nov. 8—Chairman, Dewey Martin; Secretary, C. Williamson. No beefs were reported by department delegates. Patrolman to be contacted regarding fumigation for rats and roaches.

SENECA (Marine Carriers), Oct. 31 —Chairman, Ronnie DeVirgilio; Secretary, Paul Arthofer. Brother Rafael Padilla was elected to serve as ship's delegate. One oiler injured just before sailing. Ship sailed short one oiler.

FAIRLAND (Sea-Land), Nov. 9 — Chairman, Joseph Moody; Secretary, T. M. Diangson. Ship's delegate reported that everything is going O.K. Ship's quarters are being painted and the repairs are being taken care of. No beefs were reported by department delegates.

LONGVIEW VICTORY (Victory Carriers), Oct. 25—Chairman, Robert Ferrandize; Secretary, Roy W. Corns. Ship's delegate resigned and was given a vote of thanks for a job well done. \$2.30 in ship's fund. No beefs were reported by the department delegates.

HURRICANE (Waterman), Nov. 11 —Chairman, S. J. Hutchinson; Secretary, Eugene Ray. One man in deck department was hospitalized. Crew wants wage increase and pension plan now. Steward department given a tremendous hand for well prepared food.

TAMARA GUILDEN (Transport Commercial), Oct. 31—Chairman, Clifford Pressnall; Secretary, Romani Vitoria. Some disputed OT in engine department. Motion made to have more men in deck, engine and steward departments. Motion made to have patrolman check slop chest prices. Motion made to have mattresses, and pillows placed in all lockers.

FLORIDIAN (United Maritime), Nov. 1—Chairman, V. Bryant; Secretary, S. Alvarez. Brother Alvarez was elected to serve as ship's delegate. Brother V. Bryant was extended a vote of thanks for doing such a good job while he was ship's delegate. Vote of thanks to the steward department for fine preparation and serving of meals. No beefs reported by department delegates.

SEATRAN LOUISIANA (Seatrains), Nov. 8—Chairman, F. Harisborn; Sec-



Frederiksen

DIGEST of SIU SHIP MEETINGS

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LOG-A-RHYTHM:

Peculiar Love

L. B. Bryant, Jr.

*If you love me
The way you say
Why did you wait
'Til I went away*

*To search your heart
And find it's true
You love me now
Like I've loved you?*

*Why did you wait
So long to say
You're wise and realize
You love me today?*

*And too, tell me
Why you run around
If you love me
And want to settle down?*

*Your kind of love
Gets a man confused
To feel his heart
Is gonna be abused*

*And man, dig that jazz
That you're handing me
Saying you're being good
As I can plainly see*

*That you're treating me right
Yet I'd sure bet
You're out every night
With a honky-tonk set*

*It's a blunder
I really don't think
I could ever forget
With drink after drink*

*I throw 'em down my gullet
'Til I'm all wobbly kneed
And all hope is gone
That we could ever succeed.*

Reader Sings LOG's Praises

To the Editor:
After working in and out of the port of Yokohama for over three years, I am returning to my home in the States for an extended vacation. I have been reading your excellent publication these past months at the United Seaman's Service in Yokohama and would like to report that we receive plenty of copies of the paper at a reasonably prompt date. The service is greatly appreciated by the many happy readers. Keep up the good work.

There are just a couple of items of constructive criticism that I would like to present. First off, the new series "Seafarers Ports of the World" is indeed very interesting and I hope that you will make it a permanent feature. On the negative side, the recent stories about Charlie Noble (July 24) and the "Big Peanut Butter Shortage" (May 1) are strictly baloney. On the other hand, the real sea stories like the recent series by Fred Harvey (July 10 and 12 June) and the Anthony Nix-Alcoa Leader article (August 21) provide real good reading.

Robert Hiatt

Lauds Clinic In Monrovia

To The Editor:
I was recently taken off the Del Alba (Delta) at Monrovia, Liberia, with a case of gall bladder trouble. A doctor from the Cooper Clinic there in Monrovia came to the ship and

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.

gave me an examination, then escorted me to the clinic where I was treated.

I wish to tell all of my union brothers of the kind and efficient manner in which I was treated while a patient there. I can assure anyone who needs medical aid while in that part of the world that even in the States it is hard to find better treatment and service than that which is to be had at the Cooper Clinic.

George L. Baugh



SIU ARRIVALS and DEPARTURES

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

Idalia Roman, born September 3, 1964, to the Reinaldo Romana, Brooklyn, New York.

Barbara Bordelon, born June 29, 1964, to the Michael Bordelons, New Orleans, La.

Tracy Suzanne Adair, born September 6, 1964, to the Joseph Adairs, Miami, Fla.

Fred Cooper, born September 19, 1964, to the Fred C. Coopers, Mobile, Alabama.

Tammy Ann Quebedeaux, born August 27, 1964, to the Ronald Quebedeauxs, Grand Coteau, La.

David Keith Tremmel, born September 3, 1964, to the Ronald P. Tremmels, Toledo, Ohio.

Melissa Imhoff, born July 6, 1964, to the Edwin L. Imhoffs, Baltimore, Md.

David Gibson, born October 2, 1964, to the Samuel L. Gibsons, Gilbertown, Ala.

Joseph Wilken, born September 20, 1964, to the Pierre R. Wilkens, Clyde, Ohio.

Gary James Olson, born September 12, 1964, to the Floyd D. Olsons, Duluth, Minn.

Leonard Neal Barnes, born July 20, 1964, to the Dalton Barnes, Bushnell, Fla.

Hope Marie Denais, born September 28, 1964, to the Joseph H. Denais, Crowley, La.

Claudette Emery, born October 4, 1964, to the Claude E. Emerys, Detroit, Mich.

Eva Jean Taylor, born July 1, 1964, to the Robert G. Taylors, Mathews, Va.

Peter Arness Cooley, born September 29, 1964, to the Benjamin F. Cooleys, Citronelle, Alabama.

Cecil Osborne, born October 2, 1964, to the Cecil Osborns, Jr., Ecorse, Mich.

Connie Sue Tatro, born September 14, 1964, to the John R. Tattos, St. Clair, Mich.

Luz Allison Enke, born September 20, 1964, to the Lloyd G. Enkes, Duluth, Mich.

Margaret Gregory, born September 8, 1964, to the Lee Andrew Gregorays, Galveston, Texas.

James Walsh, born July 9, 1964, to the James Walshs, Jr., Wentworth, Wisc.

Steven Alex Sommer, born July 22, 1964, to the Jaroslav Sommers, Brooklyn, New York.

Carol Mielke, born July 16, 1964, to the Leonard Mielkes, Manistee, Mich.

Roberto Mazurek, born September 16, 1964, to the Joseph E. Mazureks, Baltimore, Md.

Lesley Mason, born August 3, 1964, to the Wilson H. Masons, Kentucky.

Kathleen Hearn, born September 24, 1964, to the Daniel F. Hearn, Cleveland, Ohio.

Mark Fitzhugh, born September 18, 1964, to the Robert L. Fitzhughs, Arcadia, Mich.

Lyndon Marshall Erickson, born September 9, 1964, to the Galen M. Ericksons, Middle River, Minn.

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):

John Joseph Lager, 64: Brother Lager died in the Galveston



USPHS Hospital on April 25, 1964, of respiratory failure. A member of the deck department, he sailed with the SIU since 1953. He is survived by his wife, Mrs. Georgia Joann Lager. Burial was in the Oak Bluff Cemetery, Grove, Texas.

Arcanjo Crasto, 65: Brother Crasto died on July 17, 1964 at the



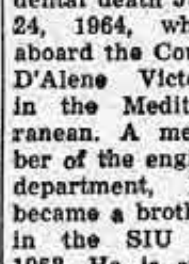
USPHS Hospital in Staten Island of natural causes. A member of the steward department since he began sailing, he joined the union in 1947. Survived by his wife, Gregoria Crasto. Burial was in the St. Michaels Cemetery, East Elmhurst, New York.

Salvatore Modica, 64: Heart disease was fatal to brother



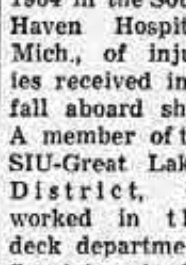
Modica on July 28, 1964, while he was in Catania, Italy. A member of the steward department, he joined the union in 1960. No beneficiary was designated. Burial was in the Greenwood Cemetery, New Orleans, La.

Norman Earl McGuire, 35: Brother McGuire died an acci-



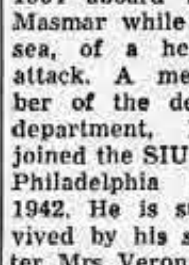
dental death July 24, 1964, while aboard the Couer D'Alene Victory in the Mediterranean. A member of the engine department, he became a brother in the SIU in 1958. He is survived by his brother, George E. McGuire. His place of burial is not known.

Harris George Humbert, 50: Brother Humbert died May 13,



1964 in the South Haven Hospital, Mich., of injuries received in a fall aboard ship. A member of the SIU-Great Lakes District, he worked in the deck department. Surviving is his wife, Mrs. Dorothy Humbert. Burial was in the New Garden Cemetery, Garden, Mich.

Leo Francis Gwalthney, 40: Brother Gwalthney died on June 6,



1964 aboard the Masmar while at sea, of a heart attack. A member of the deck department, he joined the SIU in Philadelphia in 1942. He is survived by his sister, Mrs. Veronica Ware. Burial was at the Mt. Peace Cemetery, Philadelphia, Pa.

Roberto Hernandez Perez, 30: Brother Perez died on May 22,



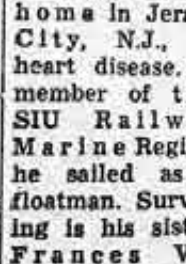
1964, near Armstrong, Texas, of injuries received in an automobile accident. A member of the engine department, he joined the union in 1964. No beneficiary was designated. Burial was in the La Piedad No. 2 Cemetery, Raymondville, Texas.

Kenneth Fred Lanphere, 19: Brother Lanphere died of injuries



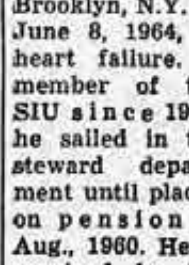
received in a car accident on May 22, 1964, near Gibson, La. A member of the engine department, he joined the union in 1963. He is survived by his mother, Mrs. Cecile Lanphere. Burial was in the Ponchatoula Cemetery, Ponchatoula, La.

Edward C. Zuhowski, 59: Brother Zuhowski died June 7, 1964, at his



home in Jersey City, N.J., of heart disease. A member of the SIU Railway Marine Region, he sailed as a floatman. Surviving is his sister, Frances Viebrock. His place of burial is not known.

Nicklos A. Bastes, 68: Brother Bastes died at his residence in



Brooklyn, N.Y. on June 8, 1964, of heart failure. A member of the SIU since 1944, he sailed in the steward department until placed on pension in Aug., 1960. He is survived by his godchild, Mrs. Sterling R. Price. Burial was in the St. Vincent De

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

- | | |
|--------------------|--------------------|
| George Armstrong | Phillip Mandoza |
| W. Barrilleaux | David Quinn, Sr. |
| John Buttner | William Rollins |
| Joseph Carr | Efrain Rosario |
| James Childress | Frank Rylance |
| Frederick Edwards | Hamilton Seburn |
| Marshall Foster | W. R. Simpson |
| Frank Galvin | Daniel Sommers |
| Wm. F. Garrity | Adolph Swenson |
| Maurice Graham | Maximo Tangalin |
| John Guldry | Clayton Thompson |
| John Hicks | James Tucker |
| Joseph Husza | V. D. Venetoulis |
| Antoine Landry | George Weldy |
| Ervin LeBlanc, Jr. | James Whitley |
| Leonard Lelonek | Guy Whitehurst |
| Charles Levy, Jr. | Squire Whittington |
| Henry McKay | Wm. Woolsey, Sr. |

USPHS HOSPITAL STATEN ISLAND, NEW YORK

- | | |
|-------------------|-------------------|
| Chris Astydis | James McCrea |
| John Bekiaris | M. Mergisoglou |
| Wallace Beeman | George Meltzer |
| Agustin Calderon | John Morrison |
| George Crabtree | R. Nandkshwar |
| A. Cunningham | Jullo Napoleonis |
| Sal Dibella | Albert Nelson |
| Biagio Dimento | Donald Paccio |
| Jerry Donovan | H. E. Parsons |
| George Duffy | Benjamin Pritikin |
| Bobby Edwards | Peter Quinn |
| George Evans | Angel Reyes |
| Max Fingerhut | Anthony Scature |
| Crittenden Foster | Juan Soto |
| Stanley Friedman | Henry Stanczak |
| John Gotsel | James Stogatis |
| John Holmroos | Jerome Stokes |
| Keith Hubbard | Sam Telech |

Paul No. 2 Cemetery, New Orleans, La.

Edw. Kocanouski

USPHS HOSPITAL BALTIMORE, MARYLAND

- | | |
|------------------|-----------------|
| Edgar Benson | William Murphy |
| G. Busciglio | N. Nowsome |
| Edmond Cain | Theodore Nolker |
| Wayne Hartman | Norbert Outlaw |
| Herbert Kreutz | Roy Rayfield |
| Elmer Koch | Earl Rogers |
| Maurice McCoskey | Calvin Sivals |
| Joseph Merkel | Ashby Southern |

USPHS HOSPITAL BOSTON, MASSACHUSETTS

- | | |
|---------------|-------------|
| Martin Badger | John Hartly |
| Robert Burns | |

USPHS HOSPITAL FOR WORTH, TEXAS

- | | |
|------------------|---------------|
| Benjamin Delbier | George Mcknew |
| Abe Gordon | Max Olson |
| Thomas Leahy | |

USPHS HOSPITAL MEMPHIS, TENNESSEE

- | | |
|-------------|--|
| James McGee | |
|-------------|--|

SAILORS' SNUG HARBOR STATEN ISLAND, NEW YORK

- | | |
|--|----------------|
| Daniel Gorman | Thomas Isaksen |
| A. Gutierrez | William Kenny |
| PINE CREST HAVEN NURSING HOME COVINGTON, LOUISIANA | |
| Frank Martin | |

VA HOSPITAL NORTHAMPTON, MASSACHUSETTS

- | | |
|-----------------|--|
| Maurice Roberts | |
|-----------------|--|

US SOLDIERS HOSPITAL WASHINGTON, DC

- | | |
|-----------------|--|
| William Thomson | |
|-----------------|--|

PERSONALS and NOTICES

Leo Kleinman
You are asked to get in touch with Danny at the Audubon Hotel in New Orleans. He lost your sister's address.

Oliver Myers
You are requested to contact Mr. Gerriets of A. L. Burbank Co., 120 Wall St., New York, N.Y., for money and discharges.

M. H. Trulock
Your wife, Evelyn, would like you to contact her at 113 West Green St., West Hazleton, Pa.

John Diamontopoulos
Stuart Citrin would like you to contact him at 148-25 89th Avenue, Jamaica, 35, N.Y.

Turner Taylor Parker
You are requested to call Paul Corwin at New York, BE 3-6551, immediately with reference to the accident of Nicholas Angelopoulos.

John Sweeney
J. F. Wunderlich would like you to contact him and give him your address, as he has lost it. Write 5159 Columbus Ave., Jacksonville, Fla.

Curt Decker
Joseph Thomas would like you to contact him as soon as possible on a very important matter. Write to Joseph Thomas, c/o 122 Roosevelt Ave., Norwood, Mass.

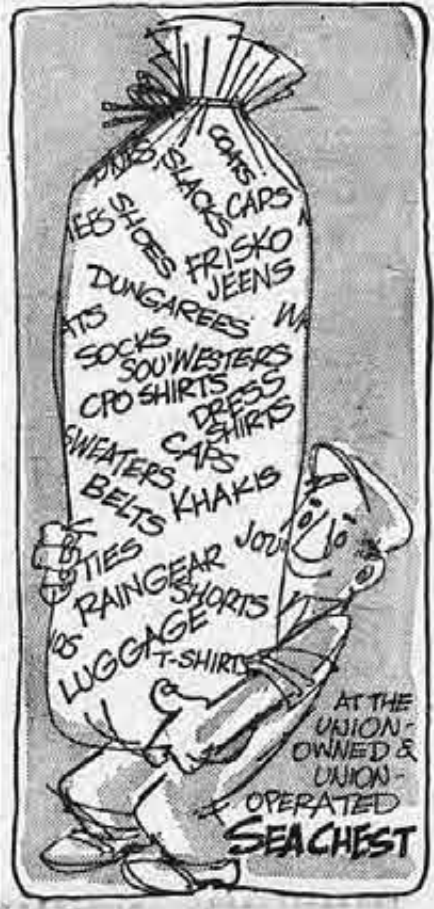
Marion P. Edge
Red asks that you call him right away at either of the two following numbers: 477-0608 or 477-7296. His address is 907 Kendrick Drive, Mobile, Ala.

Great Lakes

(Continued from page 10)

reaches from Drummond Island to Port Huron claimed at least 8 vessels. Her beaches were littered with the bodies of sailors flung on shore as if the swollen waters had rejected them. The list of ships lost during the storm reads like a page taken from Michigan history: The Argus; The James Carruthers, the Hydrus, the John A. McGean, the Isaac M. Scott, the L. C. Waldo and Louisiana. A marker was erected in a little park near Port Sanilao. It reads "For... terrible hours, gales like cyclonic fury made man and his machines helpless." It was the same "helpless" feeling that permeated the Bradley when she was caught in a storm in 1958.

The Chicago Port Council of the Maritime Trades Department is still supporting Local 192 in their various problems. Organizational work is still progressing with eight additional showrooms signed up since our last report.



AT THE UNION-OWNED & UNION-OPERATED SEACHEST

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



West Coast SIU-AGLIWD Meetings

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

Wilmington	San Francisco	Seattle
December 14	December 16	November 18
January 18	January 20	January 22



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	Dec. 7-2 PM
Alpena, Buffalo, Chicago, Cleveland, Duluth, Frankfort,	December 7-7 PM



SIU Inland Boatmen's Union

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

Philadelphia	Dec. 8-5 PM
Baltimore (licensed and unlicensed)	Dec. 9-5 PM
Houston	Dec. 14-5 PM
Norfolk	Dec. 10-7 PM
N'Orleans	Dec. 15-5 PM
Mobile	Dec. 16-5 PM



RAILWAY MARINE REGION

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

Jersey City	Dec. 14
Philadelphia	Dec. 15
Baltimore	Dec. 16
Norfolk	Dec. 17

GREAT LAKES TUG AND DREDGE REGION

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

File Complete Minutes' Form

SIU ship's delegates, meeting chairmen and secretaries who forward the ship's minutes to headquarters are urged to make sure they fill out an important section on the back of the form. This portion, located at the bottom on the left, relates to the ship's itinerary and the mail situation, including packages of the SEAFARERS LOG sent to all ships when each issue is published. Seafarers who fill out the minute's form can provide headquarters with a handy means of checking the accuracy of mailing lists by completing this particular section before sending in their meeting report.

Wins Ticket



Seafarer James A. Cole displays a happy smile and his newly received Second Assistant Engineers license. Cole said that it was only through the SIU upgrading program that he was able to win his engineer's ticket.

Pacific Coast

(Continued from page 7)

and went into layup. In transits were the Los Angeles, Flomar, Robin Kirk, Kenmar and the Monticello Victory. At least ten ships are expected in transit during the coming period.

Major Costello, living on the beach here for quite a while, is getting the urge to ship again, and the word is that many of his old mates may be seeing him soon again.

F. J. Fletcher, who last shipped in the steward department on the Coe Victory, plans to spend some time ashore with his family before heading out to sea again.

Ira "Kenny" Coats, last on the Penn Challenger where he was an AB and ship's delegate, plans to stay home with family until after the holidays.

Seattle

Puget Sound shipping has been slow but can be expected to pick up during the next period. Payoffs in the last period were the Alcoa Marketer, Fairport and Antinous. Payoffs expected in the next period are the Cathay, Norberto Capay, Alcoa Master and the Overseas Joyce.

scheduled each month in the various ports at 7:30 PM. The next meetings will be:

Detroit	Dec. 14
Milwaukee	Dec. 14
Chicago	Dec. 15
Buffalo	Dec. 16
Sault Ste. Marie	Dec. 17
Duluth	Dec. 18
Lorain	Dec. 18

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

Cleveland	Dec. 18
Toledo	Dec. 18
Ashtabula	Dec. 18

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



United Industrial Workers

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

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

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



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.

Directory of UNION HALLS

SIU Atlantic, Gulf, Lakes & Inland Waters

PRESIDENT
Paul Hall
EXECUTIVE VICE-PRESIDENT
Cal Tanner
VICE PRESIDENTS
Earl Shepard
Lindsay Williams
Al Tanner
Robert Matthews
SECRETARY-TREASURER
Al Kerr
HEADQUARTERS REPRESENTATIVES
Bill Hall
Ed Mooney
Fred Stewart
BALTIMORE 1216 E. Baltimore St.
BOSTON Eastern 7-4900
BUFFALO 276 State St.
CHICAGO 630 Jackson Ave.
CLEVELAND 2604 S. 4th St.
DULUTH 312 W. Second St.
DETROIT 10225 W. Jefferson Ave.
Vinewood 3-4741
HEADQUARTERS 675 4th Ave., Bklyn
HYacinth 9-6600
HOUSTON 5804 Canal St.
JACKSONVILLE 2608 Pearl St., SE, Jax
MIAMI 744 W. Flagler St.
MOBILE 1 S. Lawrence St.
NEW ORLEANS 630 Jackson Ave.
PHILADELPHIA 2604 S. 4th St.
SANTURCE PR 1313 Fernandez Juncoas
Stop 20

PHILADELPHIA 2604 S. 4th St.
DEwey 6-3838
TAMPA 312 Harrison St.
Tel. 229-2788

GREAT LAKES TUG & DREDGE REGION

REGIONAL DIRECTOR
Robert Jones
Dredge Workers Section
ASSISTANT DIRECTOR
Harold F. Von
BUFFALO 94 Henrietta Ave.
Arthur Miller, Agent TR 8-1536
CHICAGO 2300 N. Kimball
Tryve Varden, Agent ALbany 2-1154
CLEVELAND 1420 W. 25th St.
Tom Gerrity, Agent 621-5490
DETROIT 1570 Liberty Ave.
Lincoln Park, Mich.
Ernest Demerse, Agent DU 2-7694
DULUTH 312 W. Second St.
Norman Jolicoeur, Agent Randolph 7-6222
SAULT STE. MARIE
Address mail to Brimley, Mich.
Wayne Weston, Agent BRimley 14-R 5
TOLEDO 423 Central St.
CH 2-7751

Tug Firemen, Linemen, Oilers & Watchmen's Section

ASSISTANT DIRECTOR
Tom Burns
ASHTABULA, O. 1644 W. Third St.
John Mero, Agent WOODman 4-8532
BUFFALO 18 Portland St.
Tom Burns, Agent TA 3-7095
CHICAGO 9383 Ewing, S. Chicago
Robert Affleck, Agent ESsex 5-9570
CLEVELAND 1420 W. 25th St.
W. Hearn, Pro-Tem Agent MA 1-5450
DETROIT-TOLEDO 12948 Edison St.
Max Tobin, Agent Southgate, Mich.
Avenue 4-0071
DULUTH Box No. 66
South Range, Wis.
Ray Thomson, Agent EXport 8-3024
LORAIN, O. 118 E. Parish St.
Sandusky, Ohio
Harold Ruthsatz, Agent MAIN 6-4573
MILWAUKEE 2722 A. So. Shore Dr.
Joseph Miller, Agent SHERman 4-6645
SAULT STE. MARIE 1086 Maple St.
Wm. J. Lackey, Agent MEIrose 2-8847

Rivers Section

ST. LOUIS, MO. 803 Del Mar
L. J. Colvis, Agent CE 1-1434
PORT ARTHUR, Tex. 1348 7th St.
Arthur Benheim, Agent
RAILWAY MARINE REGION
HEADQUARTERS 99 Montgomery St.
Jersey City 2, NJ
Henderson 3-0104
REGIONAL DIRECTOR
G. P. McGinty
ASSISTANT REGIONAL DIRECTORS
E. B. Pulver
R. H. Avery
BALTIMORE 1216 E. Baltimore St.
EAstern 7-4900
NORFOLK 115 Third St.
622-1892-3
PHILADELPHIA 2604 S. 4th St.
DEwey 6-3818

United Industrial Workers

BALTIMORE 1216 E. Baltimore St.
EAstern 7-4900
BOSTON 276 State St.
Richmond 2-0140
HEADQUARTERS 675 4th Ave., Brooklyn
HYacinth 9-6600
HOUSTON 5804 Canal St.
Walnut 8-3207
JACKSONVILLE 2608 Pearl St., SE
ELgin 3-0987
MIAMI 744 W. Flagler St.
FRanklin 7-3504
MOBILE 1 S. Lawrence St.
HEmlock 2-1754
NEW ORLEANS 630 Jackson Ave.
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

Know Your Rights

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.

KNOW YOUR RIGHTS



The rights and obligations of SIU members are clearly defined in the Union constitution. These include the right of a Seafarer to speak out freely, the right to participate in the affairs of his Union and the right to run for office in his Union. Every SIU member should be fully familiar with these and all other rights and privileges which are guaranteed under the Union constitution.

The constitution is always available to every Seafarer. To make certain that every SIU man has full opportunity to acquaint himself with its provisions, every Seafarer receives a copy twice a year as a supplement to the LOG, in addition to having copies available for the asking.

To encourage and facilitate understanding and knowledge of the SIU constitution, Union education classes and forums stress the basic nature of these membership rights.

The reason for the wide distribution of the SIU constitution and the education programs about its provisions, is that a membership informed of its rights is in the best interests of democratic trade unionism and makes for a better union organization.

EVERY SEAFARER IS GUARANTEED

- Protection of the rights and privileges guaranteed him under the Constitution of the Union.
- The right to vote.
- The right to nominate himself for, and to hold, any office in the Union.
- That every official of the Union shall be bound to uphold and protect the rights of every member and that in no case shall any member be deprived of his rights and privileges as a member without due process of the law of the Union.
- The right to be confronted by his accuser and to be given a fair trial by an impartial committee of his brother Union members if he should be charged with conduct detrimental to the welfare of Seafarers banded together in this Union.
- The right to express himself freely on the floor of any Union meeting or in committee.
- The assurance that his brother Seafarers will stand with him in defense of the democratic principles set forth in the Constitution of the Union.



Hitting the deck and speaking freely, as the brother shown above is doing at a regular membership meeting, is a right guaranteed to all Seafarers and encouraged by the Union. These and other rights and privileges are spelled out in the SIU constitution.



The basic rights of members as guaranteed in the SIU constitution are stressed at daily Seafarer education forum classes. The view above of a typical forum class at New York headquarters was taken recently during a discussion of the Union constitution's rights and safeguards.