



89TH CONGRESS
1st Session

H. R. 7268

IN THE HOUSE OF REPRESENTATIVES

April 7, 1965

Mr. GILBERT introduced the following bill; which was referred to the Committee on Merchant Marine and Fisheries

A BILL

to amend the Merchant Marine Act, 1936, in order to protect and promote the health of seamen on vessels of the United States, and for other purposes.

- 1 Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,
- 2 That title IX of the Merchant Marine Act, 1936 (46 U.S.C.,
- 3 chapter 27, subchapter IX) is amended by adding at the
- 4 end thereof the following new section:

... other station of the Public

SUPPORT H.R. 7268!

The SIUNA is backing a bill to halt the closing of the USPHS hospitals. The bill (H.R. 7268) has been introduced into the House of Representative by Representative Jacob H. Gilbert of New York. Every Seafarer is urged to write his Congressman, asking that this legislation be enacted to preserve USPHS hospital facilities so that they may continue to provide care for U.S. seamen and others as they have been doing since being founded by Congress in 1798.

See Story on Page 3

WRITE NOW!

Meany Calls Job Growth Vital To U.S. Security

PROVIDENCE, R.I.—The economy is on a "collision course" because the nation has failed to adjust to the manpower revolution, AFL-CIO President George Meany told a conference at Brown University.

"At the very time that automation is reducing our manpower requirements, our workforce is beginning to grow more rapidly than ever before," he said. "We, therefore, need to create more jobs than ever before. But we are meeting only part of the need for job-creation."

The manpower revolution is not a problem of the future alone, he maintained, but one in which automation and changing technology are creating "problems right now . . . for workers already in the workforce."

We have undergone "radical shifts" in jobs and skills, he continued. As a result, the skills of many workers, developed over the years, have been made "useless" and "workers young and old have been left stranded without a decent opportunity to earn a livelihood."

Meany pointed out that the "serious hardships" involved are reflected in the continuously high rate of unemployment and under-employment.

"This is nothing more than the result of the manpower revolution we have tried to ignore," he said. "We have tried to ignore it in the hope that it would just go away. But it hasn't. And, furthermore, it won't. It needs our attention because the problems that it represents are going to multiply . . ."

"Our basic problem is jobs for all workers. With our workforce growing at about 1.5 million workers per year — and with automation raising our productivity rate and reducing our manpower requirements—we simply have got to expand our economy much more rapidly and create more jobs. Otherwise, we will slip backwards — toward unemployment even greater than it is now."

To meet the goal of full employment, Meany declared, the nation must gear itself to meet some of its "vast unmet needs—in education, in housing, in transporta-

tion, in recreation, in medical care and in many other areas." If it takes government programs even with budget deficits, he insisted, "then we ought to have those government programs."

Public Programs
"We need more public investment," he continued, "because it is in the area of public programs that the greatest needs of the nation, and the greatest opportunities for job creation, exist."

Meany said the nation also must "look realistically" at a number of steps the AFL-CIO has advocated — such as shortening the workweek so as to put more people in jobs, increasing purchasing power through higher minimum wages "to make it possible for low-wage workers to be more effective consumers," and raising wages generally to help "distribute the fruits of increased productivity."

Bill Moody Named To Scouting Post

NEW ORLEANS—O. William "Bill" Moody, who devoted 17 years to the Seafarers International Union and the labor movement, has been appointed Assistant to the National director of the Finance Service of the Boys Scouts of America.

After taking up his new duties, Moody will be responsible for liaison between the Boy Scouts and the Community Services Department of the labor federation. Currently, the AFL-CIO sponsors more than 500 Boy Scout troops across the nation. Over 25 percent of all Scout Masters are members of AFL-CIO unions, and many Boy Scout troops meet in union halls.

Prior to his appointment, Moody served as Gulf Region Safety Director for the Safety Education Program jointly sponsored by the Seafarers and SIU-contracted companies. Active in maritime and labor affairs in Louisiana, he also served as Secretary-Treasurer of the Greater New Orleans AFL-CIO and Secretary-Treasurer of the New Orleans Maritime Trades Council.

During his long association with the SIU, Moody also worked as

the Gulf editor at the Seafarers LOG. He was a skilled, professional newspaperman. He was political writer and city editor of the Tampa (Fla.) Daily Times, reporter for the Louisville Times and editor of the St. Petersburg Times News Magazine. In 1939, he won a Florida Associated Press award for his reporting.

During his career in the labor movement, he worked as Secretary-Treasurer of the Tampa Central Trades and Labor Assembly, and was active in the field of political education in Louisiana. He was a member of the Louisiana AFL-CIO State COPE Committee and Secretary-Treasurer of the New Orleans Committee on Political Education.

In announcing Moody's appointment, J. A. Bruston, Jr., chief executive of the Boy Scouts, declared that the liaison program will bring closer cooperation between organized labor and the Boy Scouts and will help extend the scouting program to thousands of additional boys.

"Organized labor has been one of scouting's major partners in serving the youth of our nation," Bruston declared. One of the labor-scout program special projects will be to help bring scouting to boys of low income families.

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International President's REPORT



By Paul Hall

The SIU has called upon Congress to pass legislation that would forbid ships carrying cargoes to or from the United States after they have traded with communist North Viet Nam. A bill that would accomplish this purpose has been introduced in the House of Representatives by Congressman Paul G. Rogers (D-Fla.).

Representative Rogers' bill would put an end to a situation which has directly benefited the Red regime in Hanoi. This is the government whose subversive military activities through its agents, the Communist Viet Cong, are designed to overthrow the Republic of South Viet Nam. The United States has been aiding the beleaguered government in Saigon with a program of military assistance. Many American boys have paid with their lives in this determined effort to keep South Viet Nam free.

Congressman Rogers has told the House that more than 200 ships from nations friendly to the U.S. have traded with North Viet Nam during recent months. This has been especially disturbing news to our legislators, since the U.S. State Department has formally accused the Hanoi government of aiding the Viet Cong with men, arms and supplies, as well as guiding the rebellion.

The bill to block vessels from the U.S. trade after they carry goods to North Viet Nam is now before the House Merchant and Fisheries Committee. The SIU has urged Representative Herbert C. Bonner (D-N. Car.), the chairman of the committee, to give immediate consideration to the measure.

One of the shocking facts about this trade with North Viet Nam is that many of the ships engaged in it fly the flags of countries which are allies of the U.S. in the fight against world communism. For instance, the list of vessels in this trade include ships registered in Greece, Norway, Italy, West Germany and the United Kingdom. All these nations are member countries of the North Atlantic Treaty Organization. Also standing out prominently on the list are vessels from Panama, one of foremost havens for runaway-flag operators on the map.

Representative Rogers' proposed bill also sets an important precedent with its purpose of cutting the profits of greedy operators who would trade with hostile nations at the expense of America's national security. The legislation would apply to both commercial cargoes and those financed by U.S. government aid programs. This is a principle which should have been enacted long ago to put teeth into the Cuban blacklist law.

The SIU is not alone in its fight to close U.S. ports to ships trading with communist North Viet Nam. The AFL-CIO Maritime Trades Department at its recent meeting in Bal Harbour, Fla. urged that vessels trading not only with the Hanoi government, but also Cuba and communist China be barred from U.S. commerce. The AFL-CIO Executive Council emphasized its support when it declared that it is impossible to carry on "business as usual" with these communist nations.

The International Longshoremen's Association has also pledged to boycott foreign flag freighters carrying cargoes to the Reds in North Viet Nam. ILA leaders have promised that any ship engaged in this trade will be tied up should it call at a port between Maine and Texas. East Coast and Gulf halls of the ILA have lists of ships engaged in trade with the North Viet Nam Reds which will provide an easy means of checking in case any of these vessels attempt to slip into a U.S. port.

The Dockworkers' boycott was in the national limelight recently when they tied up the Liberian owned Severn River which stopped in New York to pick up a cargo of scrap iron. This U.S.-built Liberty ship which is registered in Panama was effectively boycotted during its brief stay here, and the Longshoremen vowed that a repeat performance would confront any future ships calling in the U.S. after trading with the Red Viet Cong.

It is obvious that the stepped up pace of American military action in South Viet Nam requires prompt action by Congress on Representative Rogers' bill. Delays in its consideration will be paid for in American lives.

The 89th Congress is shaping up as one of the most productive in the history of our country. Already, President Johnson has noted that the present Congress has passed more legislation in its first 100 days than did the famous Congress that swept in with the Roosevelt tide in the dark depression year of 1933. The two most important bills to pass the House in recent days have been the Medicare and Aid to Education measures which recently, after Senate approval was signed into law.

The Medicare bill—reported on fully on page 24 of this issue of the LOG—is rightly regarded as a landmark. Its eventual adoption will mean as much or more to the average American as the passage of the first Social Security legislation in 1935. For the first time, the nation has recognized its responsibility to protect the health of our older citizens. These people over 65, and they number in the millions, contributed much to the building of the country. It is only fair that they should receive a return on their investment of long years and hard work in their less productive years.

Medicare is not charity. Americans have and will contribute to it through Social Security deductions. This is not something being handed to them on silver platter by a benevolent government; it is something they have earned and paid for. Of course, there are faults in the Medicare bill. More important than these initial faults is the fact that the principle of Social Security-backed health insurance for our citizens has been established.

The other important bill, the Aid to Education legislation, will provide more than one billion dollars in aid to our public schools, with the bulk of the funds being channeled to those school districts serving needy youngsters. According to the statistics, there are about five million such children in the United States.

For Valiant Rescue At Sea

SIU Ship Wins Safety Award

WASHINGTON—A "feat of safety and seamanship in the highest tradition of American seafaring" has won the Alcoa Voyager and her SIU crew the Ship Safety Achievement Citation of Merit from the National Safety Council Marine Section.

The award came for a rescue which took place on May 6, 1964. The Voyager was southbound off Charleston, S.C. in high seas, when a flare was sighted on the horizon ahead.

The Voyager changed course and found the battered and dismasted ocean racing yawl Doubloon with four men aboard. The hulk rode so low in the heavy seas that one ship already had passed without seeing the yawl. The yachtsmen later said their craft had done two complete rollovers at the height of the storm.

Although the Alcoa Voyager was in ballast and hard to maneuver in the strong northeast wind, able seamanship in the highest tradition of the SIU enabled her to jockey into position to windward of the foundering yawl and get a heaving line aboard.

Unable to transfer the crew of the yawl because of sharks, the weather, and the deep rolling of both vessels, the Doubloon was taken in tow so she would not be lost sight of in the darkness. The tow continued all night until a Coast Guard cutter finally arrived on the scene in the morning.

Although the Voyager's SIU crew treated the rescue operation simply as part of a day's work, the action represented a "feat of safety and seamanship in the highest tradition of American seafaring," it was pointed out at award presentation ceremonies in the nation's capitol.



Credentials Committees Report On Nominees For SIU Convention Delegates

NEW YORK—Reports on the eligibility of nominees for delegates to the SIUNA convention from the Atlantic, Gulf Lakes and Inland Waters District and the Great Lakes District have been issued by rank and file credential committees. An election will be held in all constitutional ports to select delegates from the AGLIWD to the SIUNA convention on April 19, 1965. The Secretary-Treasurer of the Great Lakes District will present the Credentials Committee report of April 5, 1965 on delegate nominee eligibility to the membership meeting to be held in Detroit on April 19, 1965.

The SIUNA will hold its Twelfth Biennial Convention from Wednesday, May 26 through Tuesday, June 1, 1965 at the Gramercy Inn, 1616 Rhode Island Avenue, NW, Washington, D.C. Delegates representing the more than 80,000 members of the 31 SIUNA affiliated unions will meet at the convention to act upon and discuss matters affecting the International, the U.S. labor movement, the maritime industry and crafts and industries represented by SIUNA affiliated unions. They will also decide future policies of the international and hear reports of union progress.

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

AGLIWD Election

The AGLIWD membership approved the report of its rank and file credentials committee at its regular April meeting held in headquarters and Port of New York. The committee reported that a special election will be held in all constitutional ports on April 19 to elect delegates to the SIUNA convention from the AGLIWD.

The names of 28 members have been certified as eligible to run for the position of convention delegate from the district. AGLIWD members will be electing 27 delegates from the following list of qualified nominees:

John Cole, C-8; George Dacken, D-26; Rex Dickey, D-6; Joseph DiGiorgio, D-2; Frank Drozak, D-22; Paul Drozak, D-180; Norman W. DuBois, D-475; Ernesto V. Erazo, E-34; John Fay, F-363; Leon Hall, H-125; Paul Hall, H-1; William Hall, H-272; William Jenkins, J-78; Anthony Kastina, K-5; Al Kerr, K-7; E. B. McAuley, M-20; Robert Matthews, M-1; Frank Mongelli, M-1111; Edward Mooney, M-7; Louis Neira, N-1; Earl Shepard, S-2; Gordon Spencer, S-1162; Freddie Stewart, S-8; Al Tanner, T-12; Cal Tanner, T-1; Keith Terpe, T-3; Lindsey J. Williams, W-1; Steven Zubovich, Z-13.

Balloting will begin on April 19 in all ports at 9:00 AM and continue until 5:00 PM.

AGLIWD members in each port will elect a Polls and Tally Committee between the hours of 8:00 AM and 9:00 AM at special meetings on April 19. These committees will conduct the elections in each port.

Special membership meetings will be held in each A&G port on April 21, 1965 at 11:00 AM to act upon the final report of the combined Polls and Tally committees.

Gl. Lakes District

A three-man nominating committee for the Great Lakes District has listed the following eight members as those who will serve as delegates to the SIUNA convention from the district: Fred Farnen, 2109; Roy Boudreau, 5711; Stanley Wares, 2411; Floyd Hamner, 8894; Donald Benzman, 10736; Frank (Scottie) Aubusson, 9599; Lawrence H. Rice, 9496; and Richard Hollingsworth, 11602.

Members of the nominating committee were elected at a membership meeting held in Detroit port and headquarters on Monday, April 5. The final report of the committee will be presented to the regular membership meeting of the GLD to be held in Detroit on April 19, 1965.

SIU Testimony Spurs Action In House

House Bill Would Prevent USPHS Hospital Closings

WASHINGTON—An SIU-backed bill to prevent the proposed closing of seven U. S. Public Health Service hospitals has been introduced into the House by representative Jacob H. Gilbert (D.-N.Y.). The bill (H.R. 7268) came in the wake of testimony before the House Appropriations subcommittee on budgets for the Department of Health, Education and Welfare and the Labor Department, and testimony before the House Merchant Marine and Fisheries Committee by the SIU.

The SIU strongly attacked the proposed USPHS hospital closings, recalling that the hospitals were founded by Congress in 1798 to provide care for seamen and other federal beneficiaries in a program shaped to meet the special requirements and character of maritime employment.

Step Backward

The proposed closings "would be a step backward for a society that must move forward," the SIU warned.

The proposal for closing PHS hospitals in Norfolk, Va.; Savannah, Ga.; Boston, Galveston, Memphis, Chicago and Detroit calls for transferring patients to Veterans Administration hospitals.

The SIU labeled this program as "contradictory" noting that VA hospitals do not have enough beds to care for all veterans, much less additional patients turned out of

Seafarers are urged to write to their congressmen to protest the proposed closings of six USPHS hospitals and to urge them to support H.R. 7268. USPHS hospitals were founded by Congress in 1798 to provide care for seamen and others in a program shaped to meet the special requirements and character of maritime employment. The needs of seamen for such care and facilities is as important today as it has ever been, and Seafarers should urge their representatives in Congress to vote against the proposed closings of those important facilities.

SIU Calls For Boycott Of Ships Trading With Communist North Viet

NEW YORK—The Seafarers International Union of North America has urged the House Merchant Marine and Fisheries Committee to hold immediate hearings on a measure to prohibit the transportation of articles to or from the United States by vessels which have traded with communist North Vietnam.

The SIU request was made in a letter to Congressman Herbert C. Bonner, the committee's chairman. Copies of the letter were sent to all members of the Maritime Advisory Committee, which was created by President Johnson in June to consider the problems of the American merchant marine.

The measure cited by the SIUNA is H.R. 6154, introduced by Congressman Paul G. Rogers,

of Florida, and referred to the Bonner committee.

In response to the SIU's urging to the House Merchant Marine Committee, Congressman Thomas M. Pelly (R.-Wash.) a member of the committee, advised SIU President Paul Hall that he had introduced similar legislation, H.R. 6301.

The SIU noted that, in introducing his measure on March 11, Congressman Rogers pointed out, on the House floor, that more than 200 ships of Allied countries, which carried cargoes into North Vietnam last year, are now profit-

ing by trade with the United States.

Congressman Rogers asserted at that time that "while over 40% of the Free World ships going into North Vietnam fly the British flag, the Allied nations of Japan, Greece, Norway, Lebanon, Italy, West Germany and Panama also engage in this Red trade."

One of the vessels cited by the Congressman was the Severn River, an American-built Liberty ship which is listed by Lloyd's Shipping Index as being owned by a Liberian corporation, but which flies the flag of Panama.

A few days later the Severn River was boycotted by members of the International Longshoremen's Association when she arrived in the Port of New York to pick up a cargo of scrap iron. The ILA announced at that time that it would boycott such vessels in every port from Maine to Texas.

The SIUNA noted in its letter that Congressman Rogers' bill would apply not only to commercial cargoes, but also to Government-generated cargoes financed by the American taxpayer.

The SIUNA further noted that on February 18 the Executive Board of the AFL-CIO Maritime Trades Department adopted a resolution calling for legislation to prohibit participation in U.S. commerce by vessels trading with communist-oriented countries, including North Vietnam.

On March 1, the AFL-CIO Executive Council issued a statement asserting that it is impossible to do "business as usual" with these nations.

USPHS hospitals.

Following the SIU denunciation of the proposed closings, Representative Gilbert introduced a bill, HR 7268, to amend the 1936 Merchant Marine Act so that no PHS hospitals could be closed without the consent of both houses of Congress.

"Our government has provided marine hospitalization since the late 1700's," Gilbert said, "and it is our obligation to continue to provide proper care to maintain the efficiency of this important arm of our defense. We must provide protection against the impor-

tation of diseases from abroad and promote our country's foreign commerce needs.

"Merchant seamen are exposed to unusual health hazards since their work takes them to all parts of the world. The hospital and medical services given them in PHS hospitals are specifically tailored to their needs and the time schedules of their ships. The PHS staffs have maintained high standards of service, in spite of budgetary limitations that have restricted some operations and prevented improvements and repairs in most of these hospitals."

RWDSW Pickets Get SIU Coffee Support



When Retail, Wholesale and Department Store Workers Union members hit the bricks in New York last week in their dispute with Bloomingdale's Department Store over wages and working conditions, the SIU coffee wagon was on hand to help keep up the pickets' spirits with plenty of hot java and doughnuts. As the LOG went to press the strike was still on and active picketing was continuing.

SIU Supports Glassblowers' Beef



SIU coffee wagons and support were on hand during recent strike of the Glassblowers Union in their successful beef at several New Jersey plants. As strike progressed, New Jersey labor and government officials turned out to keep in touch with the situation and see to it that the rights of the picketing workers were being upheld. Photo above shows (l-r) T. Flaherty, labor-supported candidate for Jersey City councilman-at-large; Nick Feola, secretary of Hudson County Central Labor Body (in car); Jersey City Mayor Thomas Whalen; and SIU Railway Marine Region director G. P. McGinty during an inspection tour of the struck Metro Glass Company in Jersey City.



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

SIU Aids Striking N.Y. Unionists

Meeting our responsibilities as good trade unionists, the SIU has been offering a helping hand on several labor beefs in the New York area. SIU coffee wagons went out to make sure that union men marching on picket lines of the Steelworkers, Glass Workers and Department Store Workers could enjoy a hot cup of java and a bit of encouragement. The first two beefs were satisfactorily settled recently.

The strike of Department Store Workers continues at Bloomingdale's, one of the city's biggest stores. Management is keeping the store open and manning the counters and the loading docks with front office straw-bosses. The salesgirls manning the picket lines have maintained their high spirits in spite of the scabbing and other harassments. The city's labor movement is giving its full support to the strike.

New York

Shipping remains very good in New York. During the last period there were 12 payoffs, four sign-ons and 18 ships serviced in transit. The outlook for the next period is also good.

Frank Blandino, still recovering from a recent illness, hopes to return to sea in short order. He is joined in that hope by his many friends in the hall here. Frank was last aboard the Niagara.

Keeping the checkerboard busy here were C. B. Thomas and S. Phillips. E. E. Odum does the kibbitzing. All are waiting to ship out on a run that will bring them back to New York.

Joe Nazario, just off the Raphael Semmes, says he will spend some time on the beach before going back to his favorite sunshine run. Joe is interested in signing on the New Yorker, which will go into the Puerto Rico shuttle service in the near future.

Charlie Stambul dropped by the hall to say hello to friends while he waits for his appointment at the Marine Hospital. Charlie was just operated on for a foot injury. He hopes to be ready to ship in a few weeks.

Boston

Shipping remained on the slow bell here during the last period, but is expected to pick up in the next two weeks. During the last two weeks, four ships were serviced in transit.

Edward "Ragmop" O'Connell last served on deck aboard the Ocean Ulla. The ship laid up, however, and he is now holding down the Hall for a coasthugger. Joseph Disanto, a 25-year SIU man, last served aboard the Rebecca as an oiler. He is going to school here now for a stationary engineers license so he can spend more time at home with the family.

Bill Montsikaris, a 20-year Seafarer who sails as cook and baker, is spending some time with his family on Cape Cod. He last sailed on the St. Lawrence, which is currently laid up.

Alvoie Green was last aboard the Cities Service Baltimore. He spent some time in drydock, but now has his ffd again and is waiting for the first job to cross the board.

Philadelphia

Shipping was excellent in Philadelphia during the last period. There were two payoffs, two sign-ons and 11 ships serviced in transit. The outlook for the coming period is fair.

James Bencie, last aboard the Yaka, enjoyed his visit in the Hall here and is ready to ship again. William Porter, who sails as a bosun, was last aboard the Midland. He spent three months at sea, and would now like to latch on to a shorter run.

Also looking for a run that will keep him close to home and family is William Davies. He last sailed on the Steel Recorder, where he spent three and one-half years as bosun. Pensioner John B. Garrison has been on the sick list for quite a while, and has nothing but praise for the Seafarers Welfare Plan.

Baltimore

Shipping has been good in Baltimore, with four payoffs, 11 sign-

ons and 13 ships serviced in transit during the last period. The prospects for the coming period are also encouraging.

John R. Dixon, a 20-year union man, is now sailing aboard the Ezra Sensibar. Whenever he has a little spare time in Baltimore, he stops in at the Hall to get all the latest union news.

Ben Gary, who sails as chief electrician, is waiting for a Far East run on an Alcoa or Isthmian ship. His last ship was the Alcoa Commander. Thomas Foster, last aboard the old Penmar, is waiting for a carpenter or bosun slot on an intercoastal run.

Norfolk

Shipping has been fairly good here, with two payoffs, two sign-ons and six in transit vessels serviced during the last period. The Transhatteras, after spending two weeks in the shipyard for a thorough overhauling, took on a half load of grain. She ran together with a Mooremac ship, however, and had to be returned to the yard for repairs.

Marion Luksa, a 25-year union man, has been in drydock here for a long time. He just got his ffd, however, and is mighty happy that he is able to ship again. Samuel Warren, last aboard the Alcoa Mariner, is looking for a good blackgang job.

Edward Riggs spent six months on the Potomac. He's now on the beach, and will do a little pleasure fishing before going back to sea. Hundley Beaven piled off the Eagle Traveler when he got word she might be going off shore. Now he's watching the board for another coasthugger.

Puerto Rico

Shipping has been fair on the sunny island. In labor news, the Supreme Court of Puerto Rico has handed down a decision against Porto Rico Lighterage, ruling that workers were entitled to difference between what they were paid for any extra time and double time pay. The beef goes back to 1958.

The Policemen's Association on the island is seeking legislation to back up their request for a 40-hour work week. More U.S. aid is on the way to help the island's farmers recover from the severe drought. The lack of rain has cost Puerto Rico an estimated \$22 million in sugar cane, milk, wheat and other farm production.

Oldtimers on the beach include Alfredo Morell and Isaac Brown, who make regular visits from Ponce to catch a ship to their liking. Joe Garcia is ready to ship again now that his ankle is back in shape.

Seven Oldtimers Added To SIU Pensioner Ranks

Seven more Seafarers sailed safely into harbor, their \$150 monthly pensions approved by the Seafarers Welfare Plan. The seven, who will retire after a lifetime at sea, are all veterans of the SIU Atlantic and Gulf District.

The new pensioners are: Clifford G. M. Brisset, 65; Frank C. Kouns, 55; Tomas Mojica, 53; Manuel Church, 65;



Mojica Brisset

Ernest C. Vitou, 53; Fortunato Drilon, 68; Percy J. Thornton, 65.

Brisset signed up with the SIU in the port of Baltimore. A veteran of many years at sea, he has sailed as a cook and as a steward. A native of the British West Indies, Brisset currently resides in Baltimore, Maryland, with his son Clifford Jr. He last shipped out aboard the Topa-Topa and is now looking forward to retiring with the dignity and security provided by his monthly SIU pension check.

Kouns joined up with the SIU in the Louisiana port of New Orleans. Since then, he has sailed many ships as a member of the steward department. Born in Arkansas, he is looking forward to retiring with his wife Virginia to their New Orleans home. Kouns last shipped out aboard the Del Mar.

Mojica signed on with the SIU in the port of New York. After manning many a vessel as a deck hand, Mojica looks forward to retiring with his wife Juanita with the guarantee of his \$150-a-month pension check providing security for the rest of his days. A native of the sunny isle of Puerto Rico, he and his wife now make their home in New York. Mojica bid farewell to sailing on his last ship, the New York.

Church, who sailed in the engine Department, joined the SIU in the port of New York. He last shipped out aboard the Del Mar. A native of Bolivia, he and his

wife Arne now make their home in Louisiana.

Vitou signed on with the SIU in the port of Mobile, Alabama. He put in many years as a member of the engine department on various vessels, last sailing aboard the Alcoa Roamer. Vitou was born in



Vitou Thornton

North Carolina, he now makes his home in Mobile. In retirement, he will join his wife Elizabeth in their Alabama home.

Drilon joined the SIU in the busy port of New York. He put in his sailing time as a member of the steward department. He made his last voyage aboard the Wild Ranger as a messman. Born in Puerto Rico, Drilon now makes his home in Brooklyn, New York.



Kouns Drilon

Thornton, a veteran of many voyages, signed up with the SIU in the pleasant port of Tampa, Florida. He has put in a lifetime of sailing as a member of the steward department. A native of England, Thornton now makes his home on the shores of St. Petersburg, Florida. He last shipped aboard the Mayflower and will spend the rest of his days in retirement with his wife Dorothy.



Seafarer Oldtimer Manuel Church (left) picks up his first regular monthly \$150 pension check from headquarters rep. Eric Klingvall. Church last sailed aboard the Del Mar (Delta) in the engine department.

SIU Oil Union Beef Still On

SALT LAKE CITY, Utah—The "Don't Buy" drive of the SIUNA affiliated International Union of Petroleum Workers against the Standard Oil Company of California is continuing in the face of company unwillingness to bargain and growing terror tactics by goons directed at the SIU Oil Workers at the Salt Lake Refinery here.

Agreements have been reached on five separate bargaining units in other areas, covered by five separate contracts. The Salt Lake unit has been holding out however and has put a goon squad to work. In one instance an SIU-IUPW member's mailbox was blown up close to a bedroom window where his children slept. Fortunately, no one was hurt. On other occasions Union signs have been smeared with paint and goons kicked in the side of one brother's panel truck on which he had displayed a "do not patronize" sign.

In the face of these tactics the Union is standing firm and actively pushing its "don't buy Standard Oil of California products" boycott, which has already resulted in a substantial drop in sales of the company's products on the west coast.

Portmar Christened In Baltimore



The SIU-contracted Calmar Steamship Company has christened the fifth of six new C-4 types replacing older Libertys in the company's fleet of intercoastal vessels. The new ship, the **Portmar**, is the former General Omar Bundy out of the U.S. mothball fleet. Already in service with Calmar are the reconverted **Marymar**, **Calmar**, **Pennmar** and **Seamar**. After sea trials, the **Portmar** is expected to sail for the West Coast at the end of April carrying steel products and general cargo westbound, and return with lumber from the Pacific Coast eastbound. The new Calmar C-4s are capable of 17 knots, carry about 15,000 tons of cargo and cut about a week from the coast-to-coast sailing time of the older Libertys.

Massachusetts To Probe Red Fish Cargoes

BOSTON — Massachusetts Governor John A. Volpe has ordered the State Division of Marine Fisheries to conduct an investigation into recent attempts to import Russian-caught codfish into Boston and other ports along the East coast.

Volpe acted in accord with a House resolution which noted that the importation of the fish was a matter of deep concern to Boston, New Bedford, Gloucester and other New England fishing ports, where high unemployment already exists in many areas of the economy.

The resolution pointed out that the New England fishing industry is at a great disadvantage in competing with the Russian fishing fleet which is a completely subsidized government operation.

The SIUNA-affiliated Atlantic Fishermen's Union joined with Boston longshoremen last month in blocking attempts to land a big load of Russian codfish — caught in New England waters—in East Boston. Dock workers in New York and in other ports also declined to handle the Soviet fish.

James Ackert, president of the Atlantic Fishermen's Union, warned that other attempts likely will be made to import the Russian-caught fish to the U.S. since 10,000 metric tons of this cod has been awaiting reshipment in Germany. Ackert also urged American housewives to boycott the Russian fish and to refuse to buy it.

AFL-CIO To Investigate IUE Election Vote Count

WASHINGTON—The AFL-CIO will investigate the conduct of the presidential election in the Electrical, Radio & Machine Workers Union to determine responsibility for the "transferring of thousands of votes from one candidate to another."

The decision was reached at a special meeting of the Executive Council a day after the IUE executive board unanimously named Paul Jennings president on the basis of a report by the Department of Labor that he was the winner by over 23,000 votes.

The IUE had previously announced that James B. Carey president of the union throughout its 15-year history, had won by slightly over 2,000 votes. Carey resigned after the Labor Department issued its report.

AFL-CIO President George Meany told a news conference that a special subcommittee of the Executive Council would be named to determine why this "scandal" happened, how it came about and who was responsible.

He noted that the IUE board had initiated its own investigation and that the council subcommittee would give the union a "reasonable time" to conclude that investigation before starting its own inquiry.

The questions involved in the IUE election are "too important," Meany said, to be passed over by the AFL-CIO despite the IUE's own inquiry action. If the union doesn't take action on the matter, he added, "it will be our job" to get them to act.

No 'Whitewash'

Meany emphasized that the AFL-CIO would not tolerate any "white-washing" in the situation.

He said that he personally had asked Carey to resign his post as a member of the federation's Executive Council but that the former head refused because it would be a "disservice."

Meany explained that he felt that Carey should remove himself whether or not he participated in

the misconduct of the election, and that while he was ready to give Carey the benefit of the doubt that he did not know the election was being stolen, "he should have known what was going on."

The government tally listed 78,475 votes for Jennings to 55,149 for Carey. IUE trustees, who were in charge of the election count, earlier had announced that Carey had won, 67,897 to 65,704.

The Labor Department had taken custody of the ballots after Jennings filed complaints of irregularities and supporters of both candidates had charged illegal use of union funds in the heated election campaign.

AFL-CIO Maps Rights Drive

WASHINGTON — An AFL-CIO conference of international union representatives met here Tuesday to hear reports by U.S. Government officials on the 1964 Civil Rights Act, and methods for its implementation.

The SIUNA was represented by international vice president Ed Turner, who is also chairman of the SIUNA civil rights committee. Representatives of 86 other AFL-CIO international unions also participated in the conference.

Union representatives heard reports by AFL-CIO president George Meany, U.S. Vice President Hubert Humphrey and Secretary of Labor W. Willard Wirtz. The speakers urged the American labor movement to play a leading role in the implementation of the Civil Rights Act of 1964. The AFL-CIO has already set up machinery to assist its affiliated unions, state and central bodies to affect compliance with the law.



By Cal Tanner, Executive Vice-President

Spanish Doublecross Gets MA OK

One of the major difficulties in the operation of the U.S. Maritime Administration is that it doesn't seem to know what its jurisdiction is. The U.S. maritime industry is continuously puzzled over the MA's attempts to appease the feelings of foreign governments by granting PL 17 waivers, to the detriment of the U.S.-flag fleet.

A check of the MA's record in granting these waivers makes the average citizen think that its administrators are actually State Department diplomats in disguise. As far as foreign governments are concerned, the MA could easily be an automated machine which stamps out "OK" every time they request a PL 17 waiver.

The latest example of the MA's over solicitous attitude toward a foreign government, is its friendly concern for the welfare of the Spanish-flag fleet. In demonstrating its attentiveness to the requests of the Franco government in Madrid, the MA turned a completely unresponsive cold shoulder to the protests from the American shipping industry.

Up until February of this year, Spain had five ships in the Cuban trade, and the MA carried all five on its blacklist of vessels forbidden to carry U.S. government-generated cargoes. After extended negotiations by the State Department, Franco's government agreed to put an end to further trade with Havana by these ships. The MA then obligingly removed them from its blacklist of ships trading with the Cuban communists.

But, the MA was far from finished with rewarding Spain for removing its ships from trading with an avowed enemy of the U.S. A short time later the MA announced the granting of a waiver to Spanish-flag ships to carry PL 17 cargo.

This cargo, paid for by American tax dollars, could have just as easily been carried on a U.S.-flag ship manned by U.S. seamen. However, the MA, demonstrating its well-known solicitude for a foreign government, granted the waiver.

While the MA was caring for the health of the Spanish fleet, the Spanish government was cold bloodedly looking after its own interests. On the very day Spain was granted its PL 17 waiver, Madrid proudly announced a new five year trade pact with Cuba from which the Spanish will profit handsomely.

What all this adds up to, is that the MA's attempts to cater to the

wishes of Spain by granting a waiver was promptly repaid with a slap in Uncle Sam's face by the Spaniards. It doesn't look like the MA's venture into winning friends for the U.S. at the expense of this country's merchant fleet has been overly successful.

Transhatteras Collides—No Seafarers Hurt

No injuries were reported in the recent collision between the SIU-contracted Transhatteras (Hudson Waterways) and the Mormacaltair in fog off Cape Henry, Virginia.

Damage was reported as minor, and both vessels were able to reach port unassisted although the SIU-manned vessel suffered flooding in two starboard cargo tanks. List was corrected by ballasting and after repairs the vessel took on a grain cargo at Philadelphia.

Two More Rail Tugmen On Pension

Two more members of the SIU Railway Marine Region have joined the list of RMR men drawing lifetime retirement pensions. The newly retired members are Frank J. Sweeney, 65, and Ephraim V. Jones, 65.

Sweeney sailed as a deckhand for the Pennsylvania Railroad of



Sweeney



Jones

New York. Born in Pennsylvania, he joined the RMR in New York. He and his wife Irene make their home in Linden, New Jersey, where they are both looking forward to retiring on the benefits of the RMR pension.

Jones signed up with the RMR in the port of New York where he sailed as a deckhand for the IBM division of the Pennsylvania Railroad. A native of West Virginia, Jones and his wife Anna now make their home in the city of New York.



SEA WORDS

The language that the typical Seafarer uses to describe his everyday life aboard a ship has many origins. Many of the words derive from the need to give a name to an object or a situation which occurs only in the maritime industry. The majority of the nautical expressions used by today's Seafarers date back to the days of the early naval powers of the world, such as England, Holland and the Scandinavian countries. The LOG is presenting a short list of selected maritime terms to give Seafarers a brief idea of where their everyday sea talk originates.



BALLAST — Heavy material carried in a ship's hold to increase stability in the absence of cargo. Ballast originates from the Old Danish word "baglast." "Last" meant burden, and "bag" referred to rear. Taken together, baglast meant "to stow in the rear of a ship to tilt up the bow."

BATTEN—Strips of iron that fit over hatches to secure the covering tarpaulins. Batten comes from Teutonic and French sources. The Teutonic word "bat" meant good or preserved. Also contributing to its meaning was the word "baton" which is French for cudgel. The French took this expression from the Latin word meaning wooden stick.

STARBOARD — The right side of the ship. Seamen started referring to the starboard side of a ship after hearing a similar Old English expression which meant steering side. This use dates to the time when the steering board was located on the right side of a vessel.

PLIMSOLL MARK — The marking painted on the side of a ship showing the safe depth to which the vessel can be loaded under various conditions. The Plimsoll Mark honors the memory of Samuel Plimsoll, a member of the



English Parliament who waged a bitter campaign against shipowners who greedily overloaded their ships during the 19th century. The heavily weighted ships would often be lost at sea, but the callous owners would make big profits from the insurance on them. Thanks to Plimsoll's fight, Parliament finally passed a law setting safe load limits for ships flying the Union Jack.

PORT—The left side of the ship. The port side of a ship was also known as the larboard side, dating back to the 17th century when the only loading port on a ship was on its left side. Thus, seafarers started talking about the "loading side," or "ladeboard," which became larboard.



FOC'SLE—Properly known as the forecandle where the ship's crew lives. Forecandle found its way into the sailor's vocabulary back in the Middle Ages when European ships had a "forwearde castel" which was used for defense against hostile vessels. Seamen in those times could stand on this raised, fortified platform in the bow, getting the advantage of height over an enemy's decks. Some time later forecandle came to be known as a raised deck which sheltered the crew's quarters.

CHARLIE NOBLE — A ship's galley stove pipe. Many a young Seafarer making his first trip has been the butt of an old shipboard joke which sends him hunting for "Charlie Noble." The galley stack's odd name is supposed to be for a 19th century British skipper who insisted



that his vessel's copper galley stack always have a brilliant shine on it.

STEM — The foremost beam of the ship's bow, which is joined to the keel. All forward plates on a ship are joined to it. Stem originates from an English word meaning tree, which in turn, derived from an older word meaning post.

BILGE—The section of the hull which curves below the waterline. This is the place where water seeping through the ship collects. A better word for bilge would be belly, which is an-



other form of the Old French word "boulge" or bulge.

DECK—The covering over the beams which is the ship's floor. Deck owes its origin to a time-honored pastime of the fair sex. In Holland, the ladies used the word "dek" to mean cover, clothe or adorn themselves. Sailors from the Netherlands who were building a ship's floor used the word "decken," which meant to cover.

HELM—The wheel which guides the rudder of a ship. On modern ships the helm is often referred to as the wheel. On sail ships, crewmembers still refer to it as the tiller. Helm has dual origins, coming from Icelandic word

for rudder and the Middle English term "halm" or handle.

GANGWAY — The runway or board with cleats used to board a ship or the ladder up a ship's side. Gangway derives its pronunciation from the Old English expression "gangweg" which literally meant "a going way" or a passage.

BOSUN—The unlicensed seaman who directs the work of crewmembers in the deck department. The formal pronunciation of bosun is boatswain which goes back to the times when the Anglo Saxons used the expression "bat swegen." Bat referred to boat, and swegen had its origins in a Norse word meaning servant or lad.



SCUTTLE—To sink a ship by boring holes in her hull, or by opening the sea cocks. Old-timers once used the word scuttle to mean the square holes bored through the deck or in a hatchway which a seaman could use to get to the next deck or through a bulkhead. Used literally, the word means to sink a vessel by cutting scuttles in it.

SKIPPER — A ship's captain. Seamen can thank their Dutch predecessors for this expression which came from the word "schipper." Schip was the Dutch word for ship. The suffix er, meaning agent was added to complete the word.



LAUNCH — To set a vessel afloat. Launch found its origin from a Middle English word meaning to hurl or throw forward like a spear. Its usage was later extended to mean thrusting or hurling a boat into the water. The expression was derived from the French word "lancer" meaning to throw or hurl.

PILOT—A person with expert knowledge of local navigation who guides a ship to its moor-



ing place. Pilot is one of the few words in the seaman's language that dates directly to the Greek. The Greeks used a word "pedotes" meaning steersman, to which was added a suffix referring to rudder or the blade of an oar. The expression found its way across the Mediterranean to France where it is now pronounced "pilote."

SIU Fishermen Win Pact



It took picketing by SIU New Bedford Fishermen's Union members like Milton Townley (left) and James Silva to win SIU fishermen a contract aboard the scalloper Viking Queen. Recent strike action was supported by the SIU Atlantic Fishermen's Union and local longshoremen.

Remarks Spurred By SIU Report

Congressmen Express Alarm Over U.S. Maritime Decline

WASHINGTON—The fast sinking condition of the American-flag merchant fleet provoked comment in the Congressional Record recently from three members of the House Merchant Marine and Fisheries Committee.

The three, Hastings Keith (R.-Mass.), John M. Murphy (D.-N.Y.) and Thomas M. Pelly (R.-Wash.), issued their remarks on the heels of a report submitted to the Merchant Marine committee by SIU Washington Representative Tom Meyer.

Congressman Pelly backed up the testimony of the SIU representative, who said that the administration had advised the union of its intention to seek an exemption in the domestic shipping laws so that foreign-flag ships could operate in the Hawaiian and Alaskan trade.

"As the Seafarers International Union representative told our committee," Pelly said, "the results of letting down the bars in favor of foreign-flag ships may well be catastrophic."

Pelly called the proposed government action "shocking," considering the fact that several American-flag lines already serve these two states. He said he would oppose the proposal. The American operations were furnishing "excellent service," the lawmaker asserted.

Sinking Fleet

"The United States continues to boast of its merchant marine, even as the latter sinks," Congressman Keith warned. He said the nation was suffering from an "illusion" about the strength of the United States merchant fleet. "Such self-deception can be fatal," he said, when it "threatens to strangle a vital arm of the nation's defense and economic power."

"The United States, the largest trading nation in the world, is today a sixth-rate maritime power—ranking behind Great Britain, Liberia, Norway and the USSR. The fact is that Russia will soon have the world's largest merchant marine—a 20-million-ton fleet by 1970, a 27-million-ton fleet five years later."

He said "it has been estimated by our own Maritime Administration that by 1980 the Soviet Union will be able to carry 93 percent of its commerce in Russian owned and operated vessels."

99 Percent By Ship

"By comparison," Keith said, "with 99 percent of our world trade being moved by ship, and threatened as we are by a serious balance of payments problem, our deepsea fleet of scarcely 900 vessels over 1,000 tons is a smaller merchant fleet than we had in 1939."

Keith said that it should be clear that the communists have declared economic warfare on the West, with the United States as the primary target. This threat is more dangerous in the long-run, he said, than a "dozen Vietnam-like encounters."

The rebuilding of the U.S. merchant fleet to meet the growing competition of the Soviets and keep the vitality of the American economy "should have a very high priority," Keith said, "for it is a key element in many areas of great national concern—defense, world trade and the balance of payments, our ailing shipbuilding

industry, foreign policy, national prestige and public safety are among the most important."

Congressman Murphy quoted extensively from a news report describing the deterioration of the U.S.-flag fleet. The total fleet of ocean-going vessels of more than 1,000 tons displacement during

1964 decreased by 11 vessels, the decrease equalling that of 1963.

The trend has been downward since 1951, when the U.S.-flag fleet totalled 1,262 vessels, its post-war high. The decrease took place at the same time the nation's ocean-borne commerce rose by more than 100 million tons.



By Frank Drozak, West Coast Representative

Cal. Hospital Workers Thank SIU

The West Coast SIU has received a letter of appreciation from the Hospital and Institutional Workers Union, Local 250, for support of two bills introduced in the California Legislature aimed at insuring collective bargaining rights for California hospital workers.

In a letter to the SIU West Coast office, the Hospital Workers secretary-treasurer Timothy J. Twomey expresses "thanks and gratitude for the help and assistance you have extended towards supporting Legislative Bills AB 865 and AB 866."

Both bills are designed to set up a peaceful and orderly method for hospital workers to select a collective bargaining representative in cases where an employer refuses to recognize a representative of his employees.

The SIU Pacific District-contracted President Wilson (American President Lines) has been cited as a Gallant Ship by the Maritime Administration. SIU members on the West Coast are justifiably proud of the part played by the Wilson's crew in the rescue of seamen from a sinking Liberian-flag freighter during a Pacific storm last year. The whole crew has been cited for honors by the MA, but the special heroes were the men who manned the lifeboats in the heavy seas.

APL president Killion said of the rescue: "The officers and crewmen of the President Wilson acted in the highest tradition of the American merchant marine in their readiness and willingness to endanger their own lives to save the lives of fellow seamen."

The clinic reports that since opening on February 15, 224 examinations have been given to men registering.

Wilmington

Shipping was fair in Wilmington during the last period, with the Young America, Longview Victory, Morning Light, Yorkmar and Montpelier Victory in transit. About 24 A and B book members were shipped. The St. Lawrence and the Zephyr Hills are indefinitely laid up here. Otherwise, the prospects for shipping in the next period remain about the same, with six vessels expected in transit.

Dorwin Coy has registered on the beach and plans to stay around for a while. He says he will concentrate on improving his golf game. Herman Thompson, who was forced to spend a few months in dry dock because of a coronary, is FFD again, and plans to ship as soon as a daymen's job crosses the board.

Brothers in the Wilmington Hall are mourning the passing of Freddy Magalanes' wife. As reported in the last issue of the LOG, Freddy took off the Overseas Rose when notified that his wife had been seriously burned in an accident. Unfortunately all efforts to save her life failed. Freddy has the condolences of all the brothers here.

Seattle

Shipping remains good in the Puget Sound. Payoffs during the last period were the Anchorage, Robin Kirk, Summit, Fairport and Rio Grande. The York signed on. In transit ships were the Calmar, Inger and Seattle.

During the last two weeks many (Continued on page 23)

AFL-CIO Urges Ban On Poll Tax

WASHINGTON—A ban on all poll taxes should be included in the voting rights bill now before Congress, the AFL-CIO's top legislative spokesman declared in a nationwide radio interview.

There should be "no restrictions whatever on the right to vote," aside from "the obvious ones applying to mental incompetents or felons," said Andrew J. Biemiller, director of the AFL-CIO's Department of Legislation, on Labor News Conference.

Biemiller labeled the poll tax "a device that has been used for discriminatory practices," which can be outlawed under the 15th Amendment to the Constitution. "We have so proposed, and have furnished language to the House Judiciary Committee that we think would have this effect," he said.

Biemiller also called for bolstering Administration proposals with an automatic triggering provision to send federal voter registrars "into any area in which less than 25 percent of the adult non-white population is registered." That, he said, would make it possible to get at pockets of discrimination in states now exempt from other triggering provisions because they have no literacy tests.

Voting rights laws passed in

previous Congresses haven't been fully effective, he said, because "no matter what kind of devices the federal government has set up . . . the state and local authorities have found ways to get around them."

Law Needed

The great need is for "a law that will settle this problem once and for all, so that there can be no doubt that any person in the United States has the right to vote, regardless of the color of his skin," Biemiller said.

Despite shortcomings of the Administration's measure, "it is the best bill that has ever been before the Congress," and would have the support of the AFL-CIO as it now stands, should insistence on the amendments endanger quick final passage, Biemiller said.

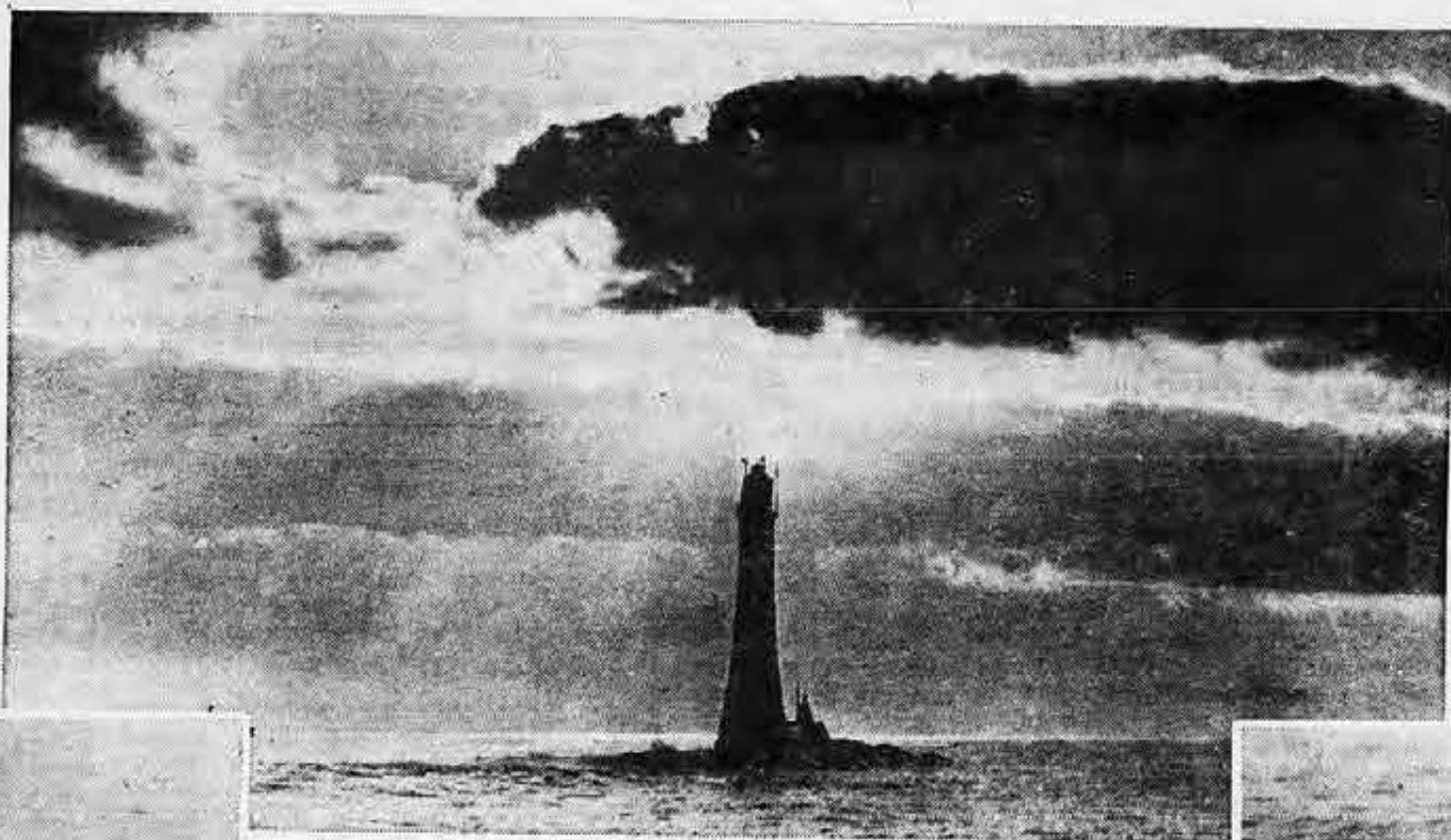
He expressed confidence that new voting laws will be enacted during the current session of Congress, but declined to speculate on any time schedule. "New voting legislation is an absolute must—and we're going to get it this year," he declared.

Reporters questioning Biemiller on Labor News Conference, an AFL-CIO public affairs program, heard weekly over the Mutual Broadcasting System, were E. W. Kenworthy of the New York Times, and Cecil Holland, Capitol Hill reporter for the Washington Evening Star.



DATING from the time men first took to the sea to earn their livings, the lighthouse—in all its styles—has continued to reflect the many moods of the sea and the changing technology with which men seek to conquer it.

THE LIGHTHOUSE



NEW, OLD and ODD

The first lighthouse was probably little more than a fire kept alive on the side of a hill by village women to guide their men home from their fishing grounds.

From these primitive beginnings, lighthouses for a time became quite magnificent indeed. The most famous sea-mark of the ancient world was the fabled Colossus of Rhodes, built in 300 B.C. during the golden age of Greek sculpture.

The Colossus, if it ever existed (and there are some doubters among historians) was the work of a pupil of Lysippus—a famous Greek sculptor. The giant bronze statue of the god Apollo is said to have stood 100 feet high, its huge legs straddling the gateway of Rhodes' harbor. The distance between the legs was so great, it was said, that a ship in full sail could easily pass between them.

The Colossus is reported to have been heavily damaged in 224 B.C. and the salvaged bronze sold by the Saracens for nearly \$100,000 in today's dollars.

The famous Pharos at Alexandria, Egypt was also said to have served as a lighthouse and sea-mark in ancient times. It was built by Sostratus during the reign of Ptolemy II. According to recent archaeological findings the height of the Pharos may have reached 350 feet. It consisted of a series of three differently shaped towers set one upon the other.

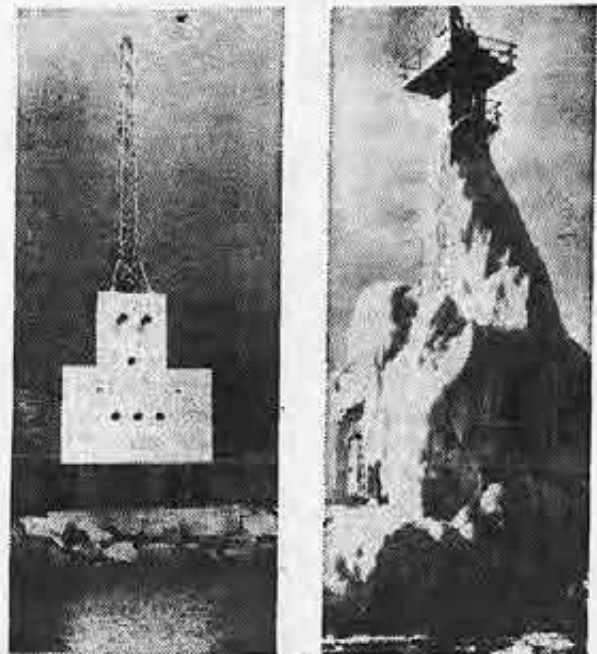
The time of the construction was around 285 B.C. The light from the tower could be seen for 29 miles, an ancient historian said. The Pharos gave the term pharology—the science of lighthouses—to our language.

The growth of political empires and the increase of worldwide trade brought about the construction of lighthouses on green seacoasts and rocky promontories all over the world. Advancing technology gave them beacons of millions of candlepower and booming voices to be heard miles out across raging seas. Many recently-built lighthouses are designed to operate unattended—their lights, horns, and at times, radio signals, completely automated.

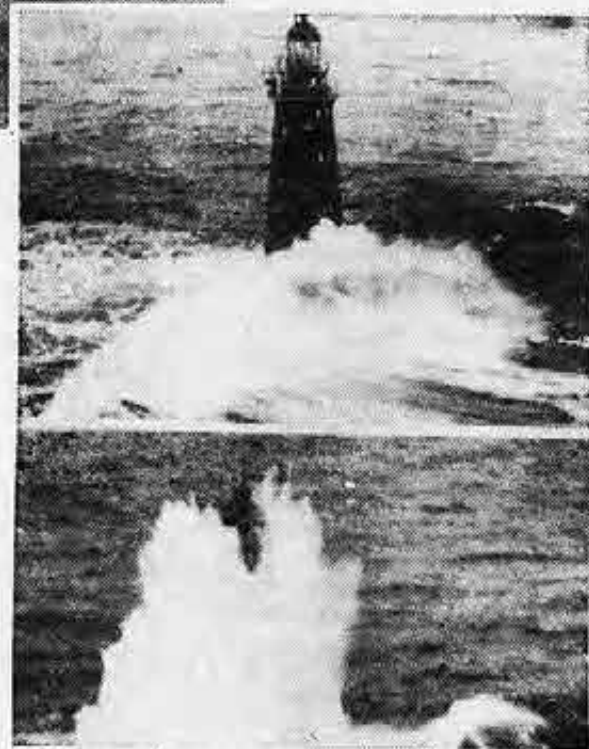
A sampling of many styles of lighthouses from different times are reproduced on this page.



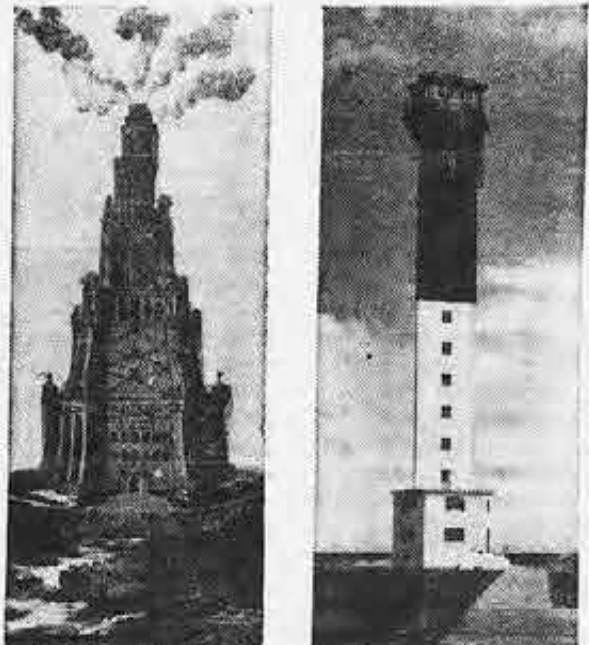
The traditional lighthouse, like this one in San Francisco, is constructed of stone in a cone shape. However, modern construction techniques and sophisticated instrumentation have changed lighthouse design drastically—shown at left below.



Spare, modern design marks this recently constructed light and radio beacon in Long Beach, California (left). Photo at right shows one reason why lighthouse construction techniques are important. Weight of ice here—at Muskegon, Mich.—can only be estimated



The sea has many moods. Tranquility and peace of scene in photo at top of page is more than offset by the raw power and savage ferocity shown here. Lighthouse near Boston is 114 feet high. Wave broke over the top burying the structure in tons of water.



Artist's idea of what the famous Pharos at Alexandria looked like (left) is shown next to modern lighthouse at Charleston, S.C. Pharos' signal was supplied by a fire kept going at the top. The Charleston lighthouse—one of the most powerful in the world—generates 20 million candlepower.

L I G H T H O U S E S

Matson Fights Increase In Subsidized Hawaii Service

WASHINGTON—The SIU contracted Matson Navigation Company is fighting another round in its four-year battle to prevent a subsidized American-flag carrier from increasing its service to Hawaii.

States Steamship Company, the subsidized carrier, wants to increase calls on Hawaii from 13 to 26 a year. The company is engaged in overseas commerce. Matson has been trying to prevent the States move because it would give States an unfair competitive advantage.

Matson, which is engaged only in domestic U.S. trade, argued before the Commerce Department that the "unleashing of govern-

ment subsidized competition against privately financed domestic carriers, whether by States alone or by States and other subsidized carriers, can be reconciled neither with the law as written nor with the declared policy of the president."

The Commerce Department has ruled that States does not need special permission to increase its Hawaiian service, but need only return to the government part of the subsidy States gets for its service, on an essential U.S.-Far East trade route. If allowed, Matson maintains, such a policy would be "fraught with the most serious consequences for the off-shore non-subsidized domestic fleet."

The final decision in the States case is now in the hands of the newly appointed Secretary of Commerce, John T. O'Connor. A specially designated hearing examiner recently recommended that States be allowed to double its Hawaiian service. His ruling came as a sharp break with the policy which has required special, written permission for such operations by subsidized carriers.

AFL-CIO Calls For Appraisal Of ILO Role

WASHINGTON—The AFL-CIO is dissatisfied with U.S. government-labor consultation in the operations of the International Labor Organization and wants the problem adjusted before determining whether it will be represented at the annual ILO conference in Geneva in June.

The federation's views were set out by President Meany at a news conference following a special meeting of the Executive Council in Washington to hear a report on the situation from U.S. Worker Delegate Rudy Faupl.

Changes in ILO procedures have caused dissatisfaction in the American labor delegation and in delegations from other nations Meany said. They stem from efforts by the Communist nations to use the ILO as a "political propaganda organization."

There is no room in the ILO for political questions, the AFL-CIO president stressed, and there is no real place in the ILO for the American labor movement if the organization becomes an instrument for Communist political propaganda.

Meany said that he would consult with appropriate U.S. government officials in an attempt to straighten out the problem. If the situation is corrected, he said, the American labor movement will send a delegation to the annual ILO meeting; if the matter is not resolved, there will not be an AFL-CIO delegation this year.

He noted that American labor had been part of the ILO since 1933 when the organization's constitution was changed to admit nations not belonging to the League of Nations. American labor has played a "very vital" role and the ILO has "done a great deal of good," he said.

With the formation of the UN, the Communist nations gained admittance to the ILO despite the fact that they do not have worker organizations or private employers and have carried on a destructive campaign ever since, Meany charged.

The ILO is a tripartite organization with representatives from government, labor and business.

Three IBU Oldtimers On Pension

Three additional members of the SIU Inland Boatmen's Union have had their pensions approved and are looking forward to a lifetime of security provided by their \$150 monthly pension checks.

The three pensioners, who swell the growing ranks of SIU-IBU members now on pension are: Charles B. Haytcher, 71; Adam William Kenny, 63; and Joseph Herman King, 65.

Haytcher joined the IBU in Cleveland, sailing in the engine department aboard vessels of the Esco Dredge and Fill Co. He is looking forward to retired life with his wife Anna in Cleveland where they make their home.

Kenny signed on with the IBU in Baltimore. He has since served as a member of the engine department as a fireman aboard the



Haytcher

Adam William Kenny, 63; and Joseph Herman King, 65.



Kenny



King

vessels of the Curtis Bay Towing Co. of Baltimore. Born and bred in Baltimore, Kenny still makes his home there with his wife.

King joined the IBU in Philadelphia where he sailed in the deck department for the Independent Towing Co. He last sailed as Mate, Born in Delaware, King now makes his home in Upper Darby, Pennsylvania with his wife Bessie.

Beef Box

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

The contract department received and processed an interesting beef recently aboard the Mount Washington (Victory Carriers). This vessel went into Karachi, and although the vessel was not cleared by Customs or Immigration, the Captain decided to break watches and put the crew on day work. Inasmuch as this was a violation of the Contract, we met with the company and after some discussion, the company agreed to pay overtime for the men being on day work when they should have been kept on sea watches. The total amount of this beef was in the neighborhood of \$2,500.

During the last few weeks the Contract Department also settled various other disputes and assisted port agents in settling contract disputes and repair beefs on various vessels. For instance, we settled a restriction beef on the Transhartford (Hudson Waterways) where the crew was restricted to the ship at Bahrain. The Company was unwilling to post a bond with the Bahrain Petroleum Company, and the Petroleum Company, therefore, would not allow the crew to go through its properties to get to the city. However, the Company paid for the restriction, and they have agreed to post a bond any time they have a ship at Bahrain.

Money Due

As we have reported previously in this column, we recently settled a beef on the Elmir (Oceanic Petroleum), covering transportation differential. We are still holding a check in this beef for Seafarer James H. Smith, who can get this check by writing the Contract Department at New York headquarters.

Another check is being held for Seafarer L. Harvey covering settlement of a beef on the Manhattan (Hudson Waterways) where the unlicensed personnel were used for discharging contaminated grain from the vessel while at sea. Brother Harvey can also get his check by writing to the Contract Department.

When the Hercules Victory (Sea Tramp) paid off at Tampa recently there was some disputed overtime which was not paid. The Contract Department is holding checks to cover this disputed overtime for the following ex-crewmembers: Murry Carroll, Edward Jensen, William A. Laughlin, Ernest J. Lichtensen, William Logan, Robert Smith, George Stanley, Donald T. Watson.

Checks for transportation for the following ex-crewmembers of the Valiant Hope are also being held and will be forwarded on request: Thomas E. Bewley, Edward E. Edinger Thomas E. Hanson, Donald Kershaw, Thomas E. Morris and Berthall L. Winborne.

More Checks

Subsistence checks for Seafarers Nicholas Sakellarides and Bill Mpontsikaris, ex-crewmembers of the St. Lawrence (St Lawrence Carriers) are available at this office and can be had by the aforementioned Brothers on written request.

Ex-Ames Victory (Victory Carriers) crewmembers Ralph L. Jones has a check waiting for him here covering payment of travel wages, subsistence and transportation due. Seafarer George Doest also has a check coming to him from settlement of a dispute on the Seatrain New Jersey involving oilers having to go up on the boat deck and make regular rounds on an auxiliary generator.

Settlement of a tank cleaning beef aboard the Niagara (Oriental Exporters) has left us holding checks covering disputed overtime for Brothers Francis M. Greenwell and Richard Heckman. Letters to this department from these Brothers will get them their checks in short order. The same is true for Brother Seymour Sikes for whom we are presently holding a check covering an

overtime dispute on the Transorleans (Hudson Waterways).

Disputed overtime checks for Seafarers Earl H. Beamer and Walter Smith are being held from settlement of a beef aboard the Penn Carrier (Penntans).

Still More

Twelve ex-crewmembers have checks coming to them from settlement of a dispute by this department aboard the Niagara (Oriental Exporters). Seafarers with checks due them in this lodging dispute are: John Bennett, Norlin Berry, John Borszet, Joseph Cayou, Harry Dean, Clarence L. Jones, William Knapp, Danny Lister, Steve Oparenovich, Jr., Frank Reynolds, Robert L. Russ and Warren Weiss. Writing to this department at N.Y. headquarters will get them checks.

The following seven Seafarers have checks waiting for them from settlement of a dispute involving one (1) day's wages for ex-crewmembers of the Natalie (Maritime Overseas): James R. Boone, Spiros D. Cassimis, Howard W. Gibbs, Alfred D. Kirkconnel, Jose Ortiguerra, Frank G. Valarie and Adolphe Vante.

The Contract Department has been notified by the Texas City Refining Company Marine Division that they are holding checks for the following Seafarers: William S. Allen, John E. Funk, Edward G. Gorman, Edward Johnson, Donald E. Mackey. To get these checks, the above Brothers should write to Texas City Refining, Inc., Marine Division, P.O. Box 1271, Texas City, Texas, 77591.

Delta Line To Add Five Ships

WASHINGTON—The SIU contracted Delta Steamship Lines has called for bids on the construction of five new cargo ships for use in the company's South American trade.

The five ships to be ordered are part of Delta's long-range ship replacement program. The company's plan calls for 13 new vessels in all. Of the 13, three have already been built and are currently in service. They are the Del Oro, Del Rio and Del Sol, all C-2s.

The new vessels are to be 13,250 deadweight with a speed of 18.6 knots—generally similar to the three ships already built.

They will operate on Trade Route 20 (U.S. Gulf—east coast of South America).

The INQUIRING SEAFARER

QUESTION: Who do you think will win the pennant in each Major League this year?

Alfred Joaquin: In the National League, I'm convinced that the



Dodgers are going to pick up all the marbles. They have the best pitching in the League and speed to burn. And don't forget Tommy Davis. He's a terrific ballplayer. As for the Mets, I figure them for seventh place. In the American League, it'll be the Yanks.

Jim Hand: In the American League, the Yanks are always the



team to beat. All their ballplayers are good, and that new manager, Keane, is going to help. As for the National League, I see a tight, three-way race between St. Louis, Milwaukee and San Francisco.

Gualberto Estrada: In the National League, I like Chicago. For



my money, they have the best ball club. As for the Mets, I understand a new divisional standing is being created for them—16th place. In the American League, you have

Charles Stambul: In the National League, I'll pick Los Angeles.



Koufax will make a comeback and Podres will have his last great year. L.A. has the best infield in the business and their hitting is strong. In the American League, it's the Yanks for sure.

George Wasden: It'll be the Yankees in the American League



again this year. It's getting so I can't remember the names of the other American League ball clubs. The Yanks just keep on winning. It's positively monotonous. In the National League, I see San Francisco going all the way.

James David: The Yanks look strong again in the American



League. I believe that their new manager will provide them with an extra incentive to win. Chicago will prove to be the only competition in the league. In the National League, St. Louis will cop the flag.



SPAD

Seafarers Political Activity Report



THE RIGHT TO VOTE—Millions of union workers and members of their families wanted to vote in last November's elections but were prevented from exercising their constitutional balloting rights. They were locked out of the voting booths by outmoded, restrictive registration and voting laws that were designed to discourage, rather than encourage, universal participation in elections.

In all, 40 million eligible citizens did not vote in last November's elections.

Obviously, the U.S. has a job to do. The roadblocks impeding the paths to voting booths must be torn down. We are all familiar with the gimmicks with which some of our states prevent Negroes from registering and voting. Organized labor is already manning the front lines of that struggle. But the right of all citizens to cast their ballots must be guaranteed. Our work is cut out for us.

A first, major step can be taken by backing the Register-and-Vote program that has been proposed by an 11-member blue-ribbon commission headed by U.S. Census Bureau Director, Richard Scammon. The Scammon Commission proposal calls for action by state and local legislatures, 48 of which are in session this year.

You can do your bit by calling, writing or telegraphing your state representative or local officials. Let them know that you are behind the Scammon Commission and ask for their support.

The following are some Commission recommendations. Check your state and community election laws to see how they measure up to this blueprint.

- Each state should appoint a commission to study in detail its election laws and practices. Counties and cities also should review their procedures.
- Registration should be made convenient for all citizens. (The commission recommended door-to-door registration, appointment of deputy registrars, precinct and mobile registration, and use of fire stations, police stations and libraries as year-around registration places.)
- State residence requirements for voting eligibility should not exceed six months.
- Local residence requirements should not exceed 30 days.
- New state residents should be allowed to vote for President.
- Voter registration should remain open as close to election day as possible and should not end more than 3-4 weeks before election day. (Some states now cut off registration nine months before election day.)
- Voter lists constantly should be kept up to date.
- Registration should be cancelled only if a voter fails to vote in all elections in a four-year period.
- Registration lists should be used only for electoral purposes—not for tax assessment, jury selection or other non-voting purposes.

LABOR ROUND-UP

District 65 of the Retail, Wholesale & Department Store Union has successfully negotiated new contracts with the Macy's and Stern's department stores. Meanwhile, a strike was called at nearby Bloomingdales when company officials refused to bargain on union proposals. At Macy's, workers won the right to transfer to branch stores and the extension of contract terms to cover a projected 1,000 employees at the new Rego Park division. At Stern's, employees gained a 10 cents an hour increase and stepped up hospitalization and sick leave benefits. Since the April 1 walkout at Bloomingdale's, no striker has returned to work.

Eastern Greyhound Lines and the Amalgamated Transit Union have reached tentative agreement on a new two-year contract, pending ratification by membership of 17 states. The projected pact covers an area stretching from the Mississippi River to the eastern seaboard from a line north of Richmond Va., to the western portion of Cincinnati Ohio. Since negotiations began last August, the contract has been extended on a day to day basis, keeping the men on the road past the scheduled expiration date. If the agreement is O.K.'d, it will avert an impending strike of 6,000 drivers and other bus line employees.

George L. Warfel, president of the National Association of Special Delivery Messengers, died at the age of 71 at Prince Georges County Maryland Hospital after a stroke. AFL-CIO Pres. George Meany and Sec.-Treas. William F. Schnitzler sent a telegram to Mrs. Warfel stating that her husband's accomplishments "will stand as a living monument for years to come." Warfel was elected Vice President of the Special Delivery Messengers in 1937 and became the Union's president in 1945. He is survived by his wife, Evelyn, his three sons, Robert J., George L., and Ellsworth D., and 11 grandchildren.

Two AFL-CIO Paper unions have successfully turned back a new raiding attempt by an unaffiliated group. The Papermakers & Paperworkers combined with the Pre-Sulphite Workers to overwhelmingly defeat the unaffiliated Southern Association in a National Labor Relations Board election at Scott Paper Co., Mobile, Ala. With 1461 workers voting, the results were 977 for the Papermakers & Paperworkers and the Pre-Sulphite Workers, 458 for the Southern Association, 12 no union, eight ballots challenged and six ruled void. The campaign at Scott Paper was won with the cooperation of the Alabama central bodies and affiliated unions.

"We're Getting There!"



This year, 1965, may well be remembered in American history for one piece of legislation. After many years, much soul searching, debate and argument; after the violent and ceaseless opposition of one of the nation's most well-heeled and influential pressure groups—medical care for the aged under social security (Medicare) has been passed by the House, with Senate passage expected soon.

Few people realize that the need for such legislation was first stated on a high governmental level by former President Harry S. Truman. But Truman, realist that he was, knew that the time was not yet ripe for the introduction of such legislation. World War II had just ended and the Cold War began in earnest almost immediately. America was flexing its peacetime muscles—powerful muscles developed by fighting a long two-front war—and the economy began an unprecedented boom. The time was not ripe for introspection, for a look deep into the moral and social structure of the U.S. All eyes were on the future.

There then followed the Republican—Eisenhower—years. Social legislation was not a serious concern of the Republican party. The skyrocketing rise in medical and hospital costs had begun and it became a matter of increasing concern for our older citizens, who found they could no longer afford the medical care which they needed. But during these years, Big Business was pretty much in the driver's seat and social legislation in the back seat. As the need for some kind of such legislation became more and more important, a Big Business type solution to the problem was hit upon. If a man needed medical care he should pay for it—even if it took the last cent he had and left him a pauper. Only as a pauper was he entitled to free medical attention so, under the Kerr-Mills Legislation, an aged American had to prove he was a pauper (and his children too, to some extent) before he could receive the medical care he

so desperately needed but could not afford.

Then came the Kennedy years and a new feeling struck the nation—a feeling for the dignity of man. Instead of the cynicism and greed of Big Business and Big Medicine, the voice of American labor began to be recognized as possibly having some creative thoughts about the future of American society.

During the administration of President John F. Kennedy, the battle to insure the future dignity and health of the nation's older citizens began in earnest. The American labor movement and many other Americans with a sense of social justice and a willingness to fight for what was right and fair took the wheel and set a course for the future. Other groups, such as the American Medical Association, set off on another course—one they knew very well—backwards through the backwaters of the past.

In spite of the vast sums of money they could pour into their anti-medicare campaigns, the antiquated thinking of the AMA finally brought them down. The House, bowing to the demands of the vast majority of the American people, not only passed the administration's Medicare proposal but even increased its provisions and its effectiveness.

Even so, the Medicare bill is not perfect. It will undergo changes and improvements. But it is a giant step toward the future, not towards the past. In its provisions it recognizes the fact that people are not machines—interchangeable parts which can be discarded and forgotten when they begin to wear out. It is a human bill and a humanizing one. It serves to remind people that human beings have dignity and a right to maintain that dignity.

Perhaps, the Medicare Bill will in its own way, serve to demonstrate to the doctors of the AMA—that they too are a part of American society and cannot escape their obligation to help make that society a healthier one.

Aid Declining Lakes Fleet, Carrier Group Urges MARAD

In a strong bid to counteract conditions that have cost Great Lakes seamen 5,000 jobs in the past eight years, James A. Hirshfield, president of the Lake Carriers Association, has urged the Maritime Administration to take immediate steps to preserve, rebuild and maintain an adequate Great Lakes fleet.

Pointing a finger at the loss of U.S. shipping to foreign flagships, Hirshfield cited the decline of the Lakes fleet from 365 vessels in World War II to 228 ships today. Consequently, seamen's jobs on the Great Lakes have shrunk from 14,000 in 1959 to a present low of 9,000. This represents an

annual wage loss to seafarers of 35 million dollars.

Noting the traffic changes on the Great Lakes since the opening of the St. Lawrence Seaway in 1959, Hirshfield decried the loss of American shipping carriage to overseas flagships.

Some Reasons

In addition, he cited a 22 per

cent increase in the use of imported iron ore, cutting the consumption of domestic Lake Superior ore by 28 per cent.

The association spokesman insisted that the use of foreign-built ships was unacceptable as a solution to the Great Lakes shipping problem.

"United States shipyards," Hirshfield said, "should be preserved to maintain adequate shipbuilding and repair capabilities. These," he added, "would be destroyed by opening the coastwise lanes to foreign-built vessels."

In a letter to Nicholas Johnson, administrator of the Maritime Administration, Mr. Hirshfield detailed the association's legislative proposals. He requested:

Administrative action within the framework of the Merchant Marine Act of 1936 to stimulate the construction of new vessels.

Revision of construction reserve features of the act to broaden their application and permit Great Lakes operators to deposit their earnings before taxes.

Adoption of new legislation to give the secretary of Commerce authority to enter agreements that would "give vessel owners sufficient incentive in the form of construction assistance to assure the rebuilding and maintenance of an adequate Great Lakes fleet."



By Lindsey Williams, Vice-President, Gulf Area

La. AFL-CIO Winds Up Convention

Louisiana labor got together last week for the 10th year in a row. The occasion was the 10th Annual Convention of the Louisiana State AFL-CIO. Representing the Gulf area SIU at the convention were Buck Stephens, Morty Kressner and myself. Almost 1,000 delegates, representing 79 international unions, took part in the five-day meeting in the state capital, Baton Rouge. The delegates and guests heard major addresses by Vice President Hubert H. Humphrey and U.S. Labor Secretary W. Willard Wirtz. Also taking the rostrum were U.S. Senator Russell Long, Postmaster General John Gronouski, former Governor Jimmy Davis and numerous others.

All Congressional speakers, including Louisiana's own Representative Hale Boggs, promised to vote for the repeal of anti-labor Section 14(b) of the Taft-Hartley Act, which allows states to enact so-called "right-to-work" laws. Many of the lawmakers spoke in favor of other Great Society proposals before Congress—Medicare, the aid to education bill (both of which have since won passage), and voting rights.

Of special interest to maritime labor, the Convention approved a resolution sponsored by the SIU calling for the "continuance of all cargo preference laws in order to preserve the American merchant marine for national defense and the health and well-being of our national economy." The resolution pointed out that the U.S. has only 85 dry bulk carriers engaged in foreign trade, "of which 63 are obsolete World War II built vessels. These vessels are dependent on cargo preference shipments, as are the ships of the nation's privately-owned tanker fleet, which carry less than three percent of our oil imports."

Mobile

Generally, shipping has been fair in Mobile. Several ships are in lay-up. They include the *Mayflower*, *Transtexas*, *Ocean Ulla* and *Transhartford*. There are still no definite crewing dates for any of these vessels.

Earl DeAngelo, last aboard the *Del Aires* where he shipped as bosun, is registered Group 2 on the beach. He has been shipping out of Mobile since 1938. J. N. McGill, who makes his home across Mobile Bay in Baldwin County, is also spending a little time on the beach. His last ship was the *Neva West*.

J. A. (Tobey) Buttmer just piled off the *Ocean Ulla*, where he made several trips in the blackgang. Before that, Tobey underwent extensive surgery and hospitalization. All his mates at the Hall are glad to see him back on the job again.

Mortimer T. Morris had to pile off the *Ocean Ulla* when she laid up for repairs. Mort, who sails in the blackgang, says he would like to latch on to another super-tanker.

Troy Savage has been shipping out of the Gulf area for the last 15 years, mostly as a steward or baker. He's holding down the hall now. His last ship was the *Duval*.

Eugene Ayler, who hails from Whistler, Alabama, is registered in

Group 3 at the Hall here and waiting to sail. His last ship was the *Council Grove*. Gene has been sailing since 1939.

Houston

Shipping has been very good in Houston for the last few weeks. During the last period there were eight payoffs, six sign-ons and 25 ships serviced in transit. The forecast for the coming period is good, also.

Oldtimers on the beach in Houston include Gervais Bozee, who just piled off the *Ocean Anna*. He says she was a fine ship and a real money maker. Now he's looking for a deck engineer's job going anywhere, but preferably coastwise.

Chris Flowers, who sails on deck, says he likes coastwise runs only. Right now he's looking to sign back on the *Montpelier Victory*, his favorite ship.

J. E. "Red" Roberts enjoyed his last trip on the *Walter Rice* so much that he wants to get back aboard her as soon as possible. He says she is the best ship he's ever sailed on, bar none.

Marion Beeching, who ships as an AB was last aboard the *Cities Service Norfolk* before she went offshore. He says he likes the coasthuggers but might go offshore on his next trip.

Red Yeager sails as a bosun or dayman. His last ship was the *Ocean Anna* and he says he liked her. Right now he's busy catching up on some rest.

Ben Ladd claims he's never choosy about where he would like to ship. His last ship, the *Kent*, laid up in Jacksonville for shipyard work. He is now ready to take any steward's job, going anywhere.

Frank DeNike, Jersey Union Official Dies

NEWARK, N.J.—Frank A. De Nike, 60, a building trades union leader and vice president of the executive board of the New Jersey AFL-CIO, died of a heart attack on March 27 in a Newark hotel while attending a dinner of his home local of the Plumbers Union.

De Nike, who lived in Cliffside Park, devoted his life to the labor movement, and served in many posts on the state and national level. He was president of the New Jersey Association of Plumbers and Pipefitters, vice president of the Plumbers international, and vice president of the New Jersey State Building and Construction Trades Council.

He also served as an international trustee of the Plumbers training fund and was business agent of Plumbers Local 274. During World War II, he served on the War Labor Board and was a member of state and national mediation boards. He was the organizer of Compressed Gas Workers Local 21610 and served as business agent until the group merged with Local 274.

He was attending the annual dinner of Local 274 when he succumbed.

De Nike is survived by his wife, Mary, a son, a daughter and six grandchildren. He was born in Guttenberg and spent most of his life as a resident of West New York. Funeral services were conducted from the Richard J. Horgan Funeral Home in West New York, N.J. on April 1.

Great Lakes Pensioner



SIU Great Lakes District oldtimer Glenn H. Cumming (left) picked up his first regular monthly pension check recently in Detroit, and SIU Great Lakes District rep Jack Bluit (standing) and secretary-treasurer Fred Farnen were on hand to wish him the best of luck in his retirement. Cumming plans to do some traveling on land for a change with his wife Dena.



By Al Kerr, Secretary-Treasurer

File Welfare Claims Properly

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

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

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

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

Who is termed a dependent?

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

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

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

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

surgery, or of the patient's discharge from the hospital.

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

In one of our recent columns, the members were informed that if they wanted to obtain duplicates of their discharges, they could secure same by writing to the Commandant of the US Coast Guard in Washington, DC. Under the latest procedure, in order to speed the processing of lost discharges, one must file with the Officer in Charge, Marine Inspection, USCG, at the nearest principal US port. The only means by which duplicate discharges will be issued is by having the seaman himself make personal contact with one of the above officers.



By Al Tanner, Vice President

and Fred Farnen, Secretary-Treasurer, Great Lakes

Ice Hampering Lakes Shipping

Efforts made by the Great Lakes Steamship Operators to effect an early fit-out of their vessels were thwarted recently due to severe ice conditions on Lake Superior and Lake Erie. Reiss Steamship Company cancelled call backs of crews on several vessels. Reiss has indicated that they will be calling the crews within a week.

The shipping season on the Great Lakes has finally gotten underway and we expect to have one of the best years ever. At the present time, SIU crews are fitting out 25 ships, and by April 15th we expect to fit-out 75 more. Ice conditions have delayed the navigation season in the upper Lakes due to below normal temperatures, and in Duluth, the harbor still has 42 inches of solid ice. We have several vessels in the port of Buffalo, and as of this date only two have recalled their crews. It is expected that the port of Buffalo will be ice bound until April 20th.

DETROIT

Everybody in shipping circles is looking to a boom year. Predictions are that the 1965 season will surpass the 1964 season. Last year the Seaway carried a record of 39.3 million tons. The 8.4 million increase over 1963 was the biggest jump in the Seaway's six year history. The Canadian wheat sales to Russia contributed greatly to this increase in shipping.

According to Joseph McCann, Administrator of the Seaway Development Corporation, 1965 will be the first 40 million ton season. Increases in ore, grain and general cargo are expected to again top last year's record tonnage season. Most of the major Lakes ports expect 1965 to be their best season in terms of Seaway cargo. Toledo, Buffalo, Detroit, and Cleveland are adding vessel berths. Cleveland will have the Seaway depth of 27 feet at its terminals for the first time, and Chicago will continue work on its vast Lake Calumet terminal area. We expect to see the arrival of more and more A&G ships this year, the first vessel being the *Hastings* (Waterman Steamship Company), due in Chicago on April 28.

We have 30 members of the A&G District registered in the port of Detroit the highest registration ever recorded during the month of March.

CHICAGO

Shipping, of course, is booming at the moment, although the vessels fitting out have not yet started to sail with the exception of a few. Very noticeable this season is the amount of men not returning to their respective vessels at fit-out. Whether it means these men are working ashore in preference to shipping or are shipping salt water cannot be determined. It is a fact, however, that if all of the non-rated men had upgraded themselves during the winter months as we repeatedly suggested, many of the open higher paying jobs could have been filled by these men. The sooner the so-called "professional" Porters, Wipers, and Deckhands realize this, the better off they will be.

At present, we have only a few men in the Marine Hospital in Chicago. Harold Carroll is still in isolation and will be held there until reports on X-rays are returned. All reports so far show Harold to be the healthy guy he really is.

Harold Murphy is confined also after a bad bout with stomach trouble. He figures he will be released in a few weeks and he will rejoin the W. E. Fitzgerald in his old slot.

BUFFALO

Because of ice conditions in Buffalo Harbor and Western Lake Erie, shipping has been at a standstill. The J. B. Ford (Huron Portland Cement Company), and the E. L. Ford, recently purchased by the Reiss Steamship Company, have painting crews aboard getting the vessels ready. In addition, the J. B. Ford has the Engine and

After Three Years And Many Concessions

FMC To Get 'Some' Data From Foreign Ship Groups

WASHINGTON—The Federal Maritime Commission has finally reached agreement with eight European shipping conferences for the production of information and data on their rate-making policies. Hopefully, the limited information which the FMC has finally man-

aged to shake loose from the foreign shippers will enable the commission to investigate charges that the foreigners are discriminating against American-made export goods by charging higher rates on outgoing products than are paid on similar imports.

After a three-year battle to obtain the information however, the FMC is still not getting all that it originally requested. What the commission will get is tonnage and revenue data for 1963 on only 10 major moving commodities and comparable information on 10 other commodities.

Grudging Consent

Forced finally to comply with the FMC requests for information, the foreign conferences remain less than cooperative. In addition to the many concessions already granted—watering down the FMC's original requests—the foreign shippers will not submit directly to the commission but will hand them over to their home governments which in turn will pass them on to a special committee of the Organization for Economic Co-operation and Development, which will then

submit the information to the United States. In short, the foreign shippers still refuse to deal with the FMC or to recognize its right to regulate commerce in the U.S. trade.

In addition, information will be submitted in such form that individual shipping lines and shippers and shipments cannot be identified—pretty much making impossible any real action by the FMC should it find the discrimination charges to be true.

Other Concessions

All this is on top of many concessions already granted by the FMC in its attempt to get the data it requested—information to which it is entitled by law under the 1916 Shipping Act. Some of the concessions already granted to the foreign shippers by the FMC are:

- A sort of "Fifth Amendment" exemption from self-incrimination assuring that the documents and information submitted cannot be used in assessing fines or penalties no matter how much wrongdoing might be discovered.

- The FMC promised that it

would undertake no proceedings without first consulting the country concerned.

- Limited the production of documents and data to 1963 only. If further documents are needed, the whole negotiation process might have to be started all over again.

To get even the minimal amount of cooperation it has received, the FMC had to call upon the aid of the U.S. State Department on several occasions, and FMC head John Harlee had to make several trips to Europe to "explain" the need for the data. All this has been going on since November, 1963.

Involved are 15 European maritime nations and Japan and their rate-making policies.

Cold And Ice Delay Early Lakes Season

Severe ice conditions, with windswept drifts piled almost 30 feet high, all but halted early April shipping on Lake Erie.

Although the Welland Canal had opened on schedule April 1, Great Lakes operators, confronted with four miles of ice between the Canal's Lake Erie end and the first sign of open water, did not dare risk their thin skinned lake craft in a battle with the frozen waters.

Lake traffic is only now beginning to shift into full gear as the last severe cold waves are pushed out of Alaska and the Canadian Northwest.

The operators had hoped for an early season start because of the exceptional demand for iron ore, especially at U.S. steel mills. This went by the boards when Coast Guard Officials informed the Great Lakes Carriers Association that ice-breaking vessels were unable to reach the St. Mary's River which had been bottle-necking ore traffic.

Cold Holds

Temperatures in the Great Lakes region were running 29 to 25 degrees below normal! Near Duluth, where the domestic ore movement originates, a 25-inch covering of snow acted as a shield between the lake ice and the melting rays of the sun.

One Canadian Carrier, the 325-foot motor vessel *Yankee*, tried to make its way out of the St. Mary's River but was damaged by the ice and had to turn back.

Windrow ice pile-ups of up to 30 feet were reported in the eastern portion of Lake Superior, Whitefish Bay and the Erie Lake regions around Buffalo.

Both American locks in the Montreal-to-Lake Ontario section of the St. Lawrence Seaway were active, but moving ice instead of ships.

"We were breaking up the ice and locking it on through," explained an official at the Massena, N.Y., operations office. "But between the locks and Lake Ontario, the ice at some points was about three feet thick," he said.

Spain Plays Both Sides On Cuban Shipping Issue

WASHINGTON—The Spanish government has won two important concessions from the U.S. in recent weeks, both of which could seriously damage not only the interests of the American maritime but the national security of the U.S. as well. The decisions, made by the Maritime Administration

and backed up by the Departments of State and Agriculture, tend to further undermine American maritime by the granting of waivers to Spanish vessels to carry government-financed cargoes, and threatens the national security by doing this in the face of steadily increasing trade agreements between Spain and communist Cuba.

Washington's ill-considered decisions revolved around the Cuban blacklist which is designed to prevent vessels from carrying U.S. government-generated cargo after they carry goods to the Castro regime. The Franco government in Madrid was actively trading with Cuba, using five Spanish-flag freighters, which operated with total disregard of the blacklist and State Department protests.

Blacklist Deletion

Spain finally agreed to remove the five ships from the Cuban trade last February 9, and requested Washington to delete them from the blacklist. The MA complied with the request, despite protests by U.S. maritime unions.

Shortly afterward, the MA compounded this error by agreeing to an Agriculture Department request that a Public Resolution 17 cargo waiver be granted so that vessels flying the Spanish flag could haul U.S. cargoes financed through the Export-Import Bank. The MA turned its usual deaf ear to strong protests by the SIU and the American Maritime Association and granted the waivers.

Madrid-Havana Deal

On the same day that Spain was

granted the PL 17 waivers it had with complete disregard for U.S. policy toward Cuba, announced a new and bigger five-year trade agreement with Havana. The new trade pact provided that Havana would trade its sugar for Spanish industrial goods. The Spanish package will include a number of cargo, reefer and fishing vessels for delivery to Cuba.

According to Fairplay, the au-

thoritative British maritime journal, Cuba now has ten 10,000-ton freighters on order in Spanish shipbuilding yards, along with several smaller vessels. At least one large freighter, "El Jigue," has already been launched and is currently undergoing sea trials. Exact information about new Cuban tonnage to be built under the Havana-Madrid deal has not been made public.

Hawser Heaver



SIU Railway Marine Region deckhand T. P. Wondolowski gets ready to heave mooring line ashore from the SIU Railway Marine Region contracted Pennsylvania Railroad tug *Altoona* in Jersey City, N.J. A modernized oldtimer, the *Altoona* was the first of the Pennsy tug fleet to be converted from steam to diesel power.

Right Wing Group Loses Tax Exemption

WASHINGTON—Life Line, an anti-labor, rightist group founded by Texas oil man H. L. Hunt and bankrolled by some of the nation's leading corporations, has lost its tax exempt status.

After an investigation of more than two years, the Internal Revenue Service was reported to have decided that Life Line was a political propaganda organization and was not entitled to tax relief. Under Federal law, only educational and philanthropic groups are tax exempt.

Life Line, and its predecessor, Facts Forum, had a gross income in excess of \$5 million between 1951 and 1963. The Hunt-sponsored groups used the huge sum to produce a newsletter and programs on over 300 radio stations, all of which echoed far-right propaganda.

Life Line supports "right-to-work" laws, opposes federal welfare programs, medicare, aid to education, and follows the extreme right line on foreign affairs. About \$3 million of its \$5 million income came from subscriptions, rental of radio and television tapes and records and sales of rightist literature.

Pay Up Or Shut Up

A whopping part of their income came in contributions from major U.S. corporations, like Standard Oil of Indiana, Sears, Roebuck and Company, Gulf Oil, First National Bank of Dallas, Texas, and Sun Oil, Company.

Disclosure of Life Line's financial angles occurred during hearings held last year by a House subcommittee headed by Congressman Wright Patman (D-Texas). Revocation of tax exemption and the requirement that the group pay its taxes would obviously put a big crimp in Hunt's operations. The ruling does not affect the existence of Life Line but it does mean that contributors cannot deduct money given to the group from their income taxes.

First Pension Check



Picking up his first \$150 regular monthly pension check in Norfolk is SIU Inland Boatmen's Union pensioner Clyde Worrell (left). Employed by Curtis Bay Towing Company of Virginia as a deckhand, Worrell receives his first check from SIU-IBU Norfolk rep Marvin Huf.

Freedom Song Has Labor Background

WASHINGTON—Songs have the power to move men in stressful times to greater efforts. For example, one of the best ways to arouse a true Frenchman is to play "The Marseillaise." So it is with the song "We Shall Overcome," which few people realize has a history as a labor ballad.

Associated mostly now with the civil rights movement, the song actually dates back in one form or another to the 16th century, when it was a religious hymn. In 1945 however, it was adopted as a labor song during a particularly tough labor dispute in the South.

The old Food, Tobacco, Agriculture and Allied Workers was conducting a strike in Charleston, South Carolina in that year — a strike that was to last five and a half gruelling months. Most of the strikers at the plant were women.

Singing In The Rain

The employer was obstinate and the weather was terrible. After a

while some of the striking women became discouraged and went back to work. With rain pouring down almost continually, the remaining pickets began to sing to keep up their spirits. One of the songs sung to much handclapping and foot stomping was called "I'll Be All Right Someday," which the pickets changed to "We will overcome." "We will win our rights" and "We will win this fight."

Sometimes the words are union: "We will organize . . . down in my heart I do believe we will organize some day." Sometimes the words are of the civil rights movement: "We'll walk hand-in-hand some day." But in both movements, the song has come to be a sort of unofficial anthem of the struggle for human rights.

N.Y. Harbor Doubles As Vast Cemetery Of Ships

Unknown, unseen and unmoored by most New Yorkers, a vast and ancient graveyard stretches along the shores of the Hudson River. Reposing in what is certainly the largest and perhaps the oldest cemetery in New York, abandoned sailing ships, ferryboats, barges, been collecting and disintegrating on the banks of this drydocks and other craft have fabled river since the white man first settled there hundreds of years ago.

Rumor has it that on cold, foggy nights you can hear the walls of pre-revolutionary American seamen mingling with the phantom battle-cries of canoe-borne Indian warriors.

Some of the mouldering relics may prove valuable to students of maritime history. One ruined vessel is said to be a Revolutionary War gunboat. There are even reports of indian canoes buried deep in the derelict rubble along-swamp flanked stretches of shore.

Rotting Menaces

Harbor traffic, however, considers the rotting maritime skeletons to be nothing more than added shipping hazards. The unsightly wrecks litter the shore and clutter the waters with driftwood and other debris, seriously menacing navigation and costing com-

mercial operators and pleasure craft owners millions of dollars in annual repairs. Damage inflicted on the City's ferryboats alone by drifting logs comes to an estimated \$250,000 a year.

Until now, boatmen have tended to accept the wrecks because "they've always been there." Two years ago, however, in the hope of eliminating the dangers posed by the unsightly mess of crumbling vessels, the U.S. Corps of Engineers undertook a salvage survey to estimate the number of derelict ships and the cost of removing them from the harbor.

The completed survey will be submitted to Congress in June. The report not only contains recommendations for disposal of rotting vessels, it also suggests new legislation—Federal, state and municipal — to prevent future abandonments.

Laws Lacking

As of now there are no laws regulating the disposal of obsolete and useless craft. Consequently,

the New York-New Jersey Harbor and Bay area is becoming increasingly littered with wrecks.

"The laws governing the abandonment of ships are very old," declared Raymond V. O'Conner, Chief of Field Operations for the Corps of Engineers. "Actually there is nothing in the laws to prevent a vessel from being abandoned anywhere in the harbor, even in the channel," he said.

Pressing the need for legislation, Mr. O'Conner characterized the harbor as a "sea dump." According to his plans, abandoned vessels would be broken up and burnt or otherwise disposed of.

Find The Owner

In the course of the survey, Mr. O'Conner has not only listed each wreck, he has described it, photographed it and attempted to find out from near by shore residents who might own each of the derelicts.

"It was a monumental job," he admitted.

Won't Support AMA's Scare Tactics

AMA Medicare Stand Spurs Revolt By Baltimore Doctors

BALTIMORE—The American Medical Association is beginning to pay the price—revolt within its ranks—for its blind opposition to the House-passed King-Anderson Medicare bill.

The latest revolt against the high-pressure, anti-medicare, campaign the AMA carried on flared in this city when local doctors voted down a \$50 tax imposed on them by the Maryland State Medical Society to finance its death-to-medicare activities.

The tax had been called for by the state body after a tumultuous special meeting of its House of Delegates. The state's 2,800 doctors were ordered to pay up immediately or face certain penalties. A later meeting in Baltimore by local doctors backed the anti-medicare levy by six votes.

The Baltimore meeting was attended by only 90 doctors, however. At the semi-annual meeting of the city medical society, more than 300 doctors showed up and forced the local body to put the medicare tax issue on the agenda, though it was not scheduled for discussion. A vote was again called for, and 90 percent of the doctors in attendance voted against the \$50 levy.

Science Not Politics

Among the prominent physicians who spoke against the medicare tax was Dr. Helen B. Taussig, co-developer of the famed "blue-baby" operation. She said it was "a very dangerous thing for a scientific society to become a political society."

The \$50 tax called for by

the State Medical Society would have added \$140,000 to the anti-medicare coffers. Such funds, raised by other state medical bodies, had been used to pay for misleading and untruthful advertising in newspapers, magazines and on the airwaves. It is estimated that the AMA spent more than \$2 million on its unsuccessful anti-medicare program.

Sweet Play

As a "sweetener," the Maryland Medical Society recommended that part of the \$140,000 collected be used to educate the public on medical matters. The "sweetener" was put through because it was thought that the doctors would object to the purely negative campaign against medicare.

In another action at the same meeting, the Baltimore Medical Society endorsed a resolution asking the AMA to return a \$10 million research grant given to it last year by the tobacco industry.

After accepting the grant, the AMA refused to support the planned labeling of cigarettes as dangerous health hazards. The resolution was asked for "in order to dispel any appearance of bribery, the AMA and its responsible officers be urged to return the grant of the tobacco industry at once."



Morale High On Safe Ships

The SIU Safety Program has made impressive progress in the last few years. For one thing, it now stands on its own merits. There is no longer any need to justify this program to Seafarers—they realize the need for it. Better morale aboard ship has helped to create this realization. And the morale is better because ships are safer and more efficient. So, in effect, the Safety Program itself has helped to change the average Seafarer's attitude towards it.

Formerly, efforts were centered on preventive mechanical safety devices, with educational programs in second place. Today, the educational motive has taken first place, and it has become so essential that the really productive and efficient Seafarer is, first of all, a safe Seafarer. The seaman, properly trained on the job, with necessary emphasis placed upon the safe way of working, has proved the value of the educational program.

Today, Safety Award Certificates are displayed on the bulkheads of most SIU-contracted ships. This indicates group interest in the all-out safety and accident prevention program.

In order to meet safety responsibilities, it is necessary for each Seafarer to:

Understand Danger And Act Safely

- Understand the functions of all the machinery and equipment in his department.
- Understand every danger point in his department.
- See that every dangerous condition receives immediate attention from the proper authorities.
- Be aware of all the dangers connected with his duties.
- Use appropriate care in carrying out his job.
- See to it that each new man is properly instructed before he begins to work, when he takes on a different job or any duties with which he was previously unfamiliar.

Safety bulletin boards are an effective method of promoting accident prevention procedures. They should be made attractive and changed regularly so that their appeal remains constant.

Topside should take notice that the best guarantee of safety aboard ship is a careful and alert crew.

A Safety Program, to be successful, cannot be separated from the personnel program as a whole. Only when it is operated with a humane point of view and directed by one who understands and values men as human beings will such a program function in the sustained, educational and personal way that it should if it is to produce the best results.

SEAFARERS PORTS OF THE WORLD

Montevideo, the capital of the small South American republic of Uruguay, lies on a peninsula at the entrance to the busy River Plate. It is built on a series of low-lying hills and has so many fine, white sand strands that it is called the "city of beaches." Montevideo, with a population of one million, is a major center of commerce. Like neighboring Argentina, tiny Uruguay is a major cattle producing nation. Both beef and grain move through the port of Montevideo in large quantities.

Ships of the SIU-contracted Delta Lines, as well as American-flag tramps and tankers, are regular visitors to Montevideo. The city also attracts many tourists from visiting cruise ships.

The Montevideo waterfront area is located on the northwestern arm of the peninsula. The city's main street, Avenida 18 de Julio, is a short five block walk from the dock gate. The thoroughfare begins at a large square, Plaza Independencia, which is surrounded by sidewalk cafes and over-shadowed by some of the city's largest skyscrapers. West of the Plaza is Montevideo's old quarter, with narrow, winding streets and colonial-style squares.

At the far end of Avenida 18 de Julio is the Park of Battle y Ordonez. The park includes an athletic and bicycle path, a shooting range and a 70,000-seat soccer stadium. Nearby the park is the city's zoo. Traveling east from this area, along the Boulevard Espana, the visitor will reach Playa Pocitos, the city's largest and most popular beach. This beach, and all other popular beaches are convenient to the downtown area and may be reached by public transportation.

Another popular attraction in Montevideo is the hill named after the city from which crowds watched the destruction of the Nazi battleship Graf Spee in the early days of World War II. The warship was sailing off the River Plate when the war broke out. She was discovered by British cruisers and sought the safety of Montevideo's harbor after sustaining moderate battle damage. Forced to leave the harbor after 48 hours because of neutrality regulations, the Nazi skipper scuttled his ship at the river's entrance in full sight of thousands watching on the river bank. The hill is topped by a fort, which is now used as a lighthouse and military museum.

The better restaurants and nightspots in Montevideo include the Tienda Inglesa at El Aguila and Rex streets, the Novedades on the Avenida 18 de Julio and the La Mezquita on Calle San Jose.



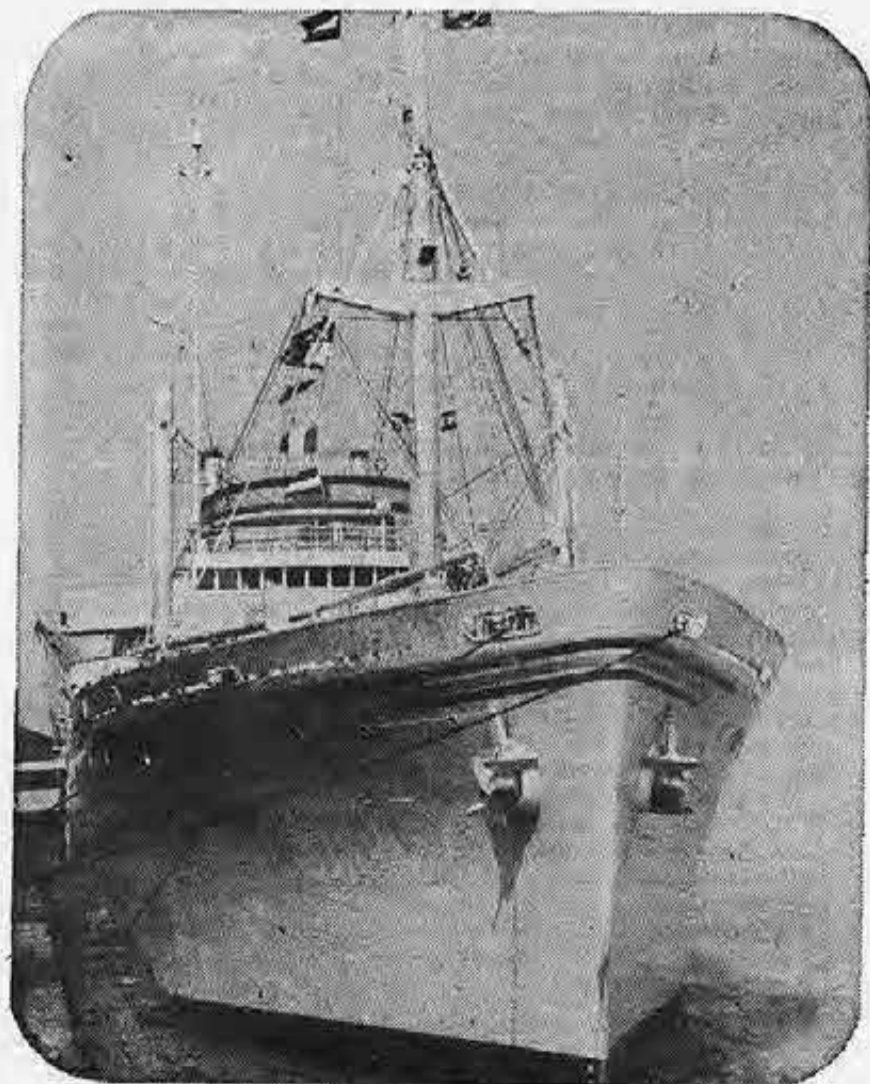
MONTEVIDEO



Rincon and Misiones Street in the heart of downtown Montevideo, a city of one million persons.



A good place for a Seafarer to know: the American Embassy in Montevideo is located on Avenida Agraciada.



The SIU-manned **Del Mar** (Delta Lines) includes Montevideo on her South American itinerary.



Montevideo is called the "city of beaches." It is nearly surrounded by fine, white sand beaches.



This bit of old-style pageantry is provided by the smartly uniformed Uruguayan President Guard.

Charges "Reckless Harassment"

U.S. Raps High Seas Antics Of Soviet 'Merchant' Vessels

WASHINGTON—Russian merchant ships have been harassing and endangering U.S. naval vessels on the high seas, the U.S. Government has complained in a note of protest to the Soviet Embassy here. The harassing tactics the Navy is suffering from the Russians are similar to difficulties which SIU fishermen have been complaining of for some time—brought about by the antics of Soviet fishing trawlers off the U.S. coast.

The U.S. note described "dangerous harassment," and "reckless harassing maneuvers" by Soviet ships, and similar incidents in which Soviet vessels violated the rules of the road, disregarded the practices of good seamanship and ignored the principle of freedom of the seas on the Atlantic, the Pacific and the Mediterranean. The Soviet ships deliberately attempted to interfere with operations by sailing on collision courses with the U.S. vessels on many occasions, the note says.

Aside from the surveillance activities carried out by Soviet "fishing trawlers" crammed with electronic equipment and topped by forests of electronic antennas, the Soviets frequently deliberately sail on courses that force U.S. ships to halt operations such as

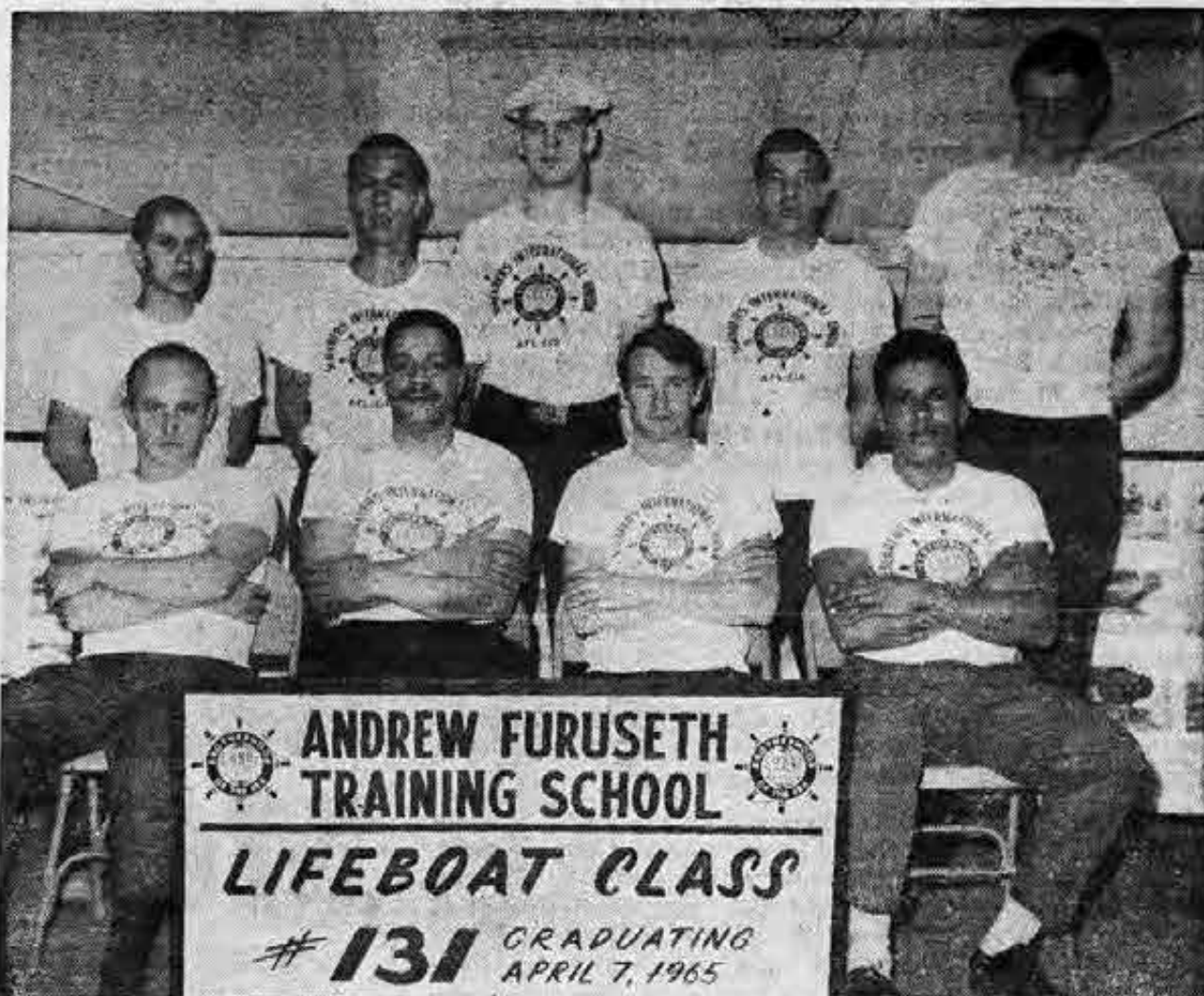
refueling or launching planes, Navy officials say.

By The Book

In most cases until now, the Russians have been extremely careful about keeping just inside the international rules of the road as they delicately maneuvered onto collision courses with American vessels. These rules are being modified however, to give the right of way to ships engaged in aircraft maneuvers or refueling—maneuvers during which it is extremely difficult and dangerous to change course.

The U.S. note cited four recent occasions of such red harassment. These specific examples involve incidents in which a Russian merchantman deliberately crossed astern of a U.S. survey vessel to sever an instrument cable, another Red vessel interfered with refueling operations of the aircraft carrier Hornet by placing itself on a collision course, while other Soviet ships harassed the submarine Lafayette and another interfered with destroyer maneuvers on the high seas.

Lifeboat Class 131 Makes Port



The latest class of Seafarer Lifeboat School graduates pose proudly after passing all requirements for their Coast Guard lifeboat tickets. Members of Class 131 are (l-r, front) Dick Hall, Charles Velasquez, John Gaffney, Porfirio Velez; (rear, l-r) Steve Saenz, Leonard Inocencio, Bjorn Gislason, Larry Stuchell, and instructor Arne Bjornsson.

RMR Membership OKs Credentials Committee Report

JERSEY CITY—The membership of the Railway Marine Region of the SIU-AGLIWD Inland Boatmen's Union has approved the report of its rank and file credentials committee on the eligibility of nominees for delegates to the Special and Second Quadrennial Convention of the IBU. The action was taken at the regular RMR membership meeting held here this week.

The IBU's Special and Second Quadrennial Convention will be held at 9:00 AM, Thursday, May 27, 1965 at the Gramercy Inn, 1616 Rhode Island Avenue, NW, Washington, D.C. In addition to the RMR, delegates to the convention will represent the Atlantic, Gulf and Great Lakes Tug and Dredge regions.

The Railway Marine Region credentials committee has certified the following four members as qualified to serve as convention delegates from the region: Joseph J. Fadde, F-20000; John A. Forsythe, F-20033; Dennis M. Lee, L-20054; and James P. Waters, W-20000. The committee noted that since the RMR is entitled to only two delegates to the IBU convention, RMR members will cast their ballots to select the convention delegates on Monday, April 19, 1965 at the Union halls in Jersey City, Philadelphia, Baltimore and Norfolk. Voting will take place between the hours of 9:00 AM and 5:00 PM.

Members of the RMR will elect polls and tally committees at each port on April 19 at special meetings to be held between 8:00 AM and 9:00 AM. These committees will be responsible for conducting the elections in each port.

Special membership meetings for RMR members will be held in each port on Wednesday, April 21, 1965 at 1:00 PM to act upon the final report of the Polls and Tally committees.

Suggested Voting Guide For SIUNA-AGLIWD—Polls And Tally Committee

In an attempt to help the various Polls Committees in the conduct of the secret referendum for the election of convention delegates to the Twelfth Biennial Convention of the Seafarers International Union of North America, AFL-CIO, the following suggestions emphasize some of the steps to be taken during the voting day.

STEP NO. 1

The election of a Polls and Tally Committee composed of three (3) full book members, none of whom shall be a candidate, officer, or an elected or appointed jobholder. Must be elected between 8:00 A.M. and 9:00 A.M. of the voting day. CANNOT BE ELECTED AT ANY OTHER TIME. Five (5) full book members shall constitute a quorum for this meeting.

STEP NO. 2

The Port Agent shall turn over to the elected Polls Committee the port file containing the letter from Headquarters showing the numbers of the ballots received from Headquarters, the ballots,

and any other election material of the Port. The Polls Committee should check all of the above and make sure that all voting material is turned over to them by the Port Agent.

After having ascertained that all of the election material was found to be correct and in good order, the Polls Committee shall execute, in duplicate, the "Agent's Receipt From Polls Committee"—the original of which shall be mailed to the Secretary-Treasurer at Headquarters at the end of the day's voting in a roster envelope, as provided for in Step No. 5 herein. The duplicate copy shall be given to the Port Agent for the Port Election files.

STEP NO. 3

THE POLLS COMMITTEE MUST NOT LET ANY BALLOTS BE CAST BEFORE 9:00 A.M. OR AFTER 5:00 P.M. Before letting any full book member vote, the Committee shall make sure that he has his dues paid through the First Quarter of 1965. There may

be some exceptions based upon a man shipping out, or other valid reason, for not paying dues. If you have any questions, Headquarters will be glad to provide you with a legal interpretation, but the decision will have to be yours.

The Committee should then have the man sign his own name to the roster, and one of the Committee should print the man's book number and ballot number on the roster. One of the Committee should then tear the stub from the ballot, give the ballot to the man, and thread the stub on the string provided for that purpose. The member should not be given back his book until such time as he has dropped his ballot in the ballot box. Before the man votes one of the Committee should stamp the date and the words "VOTED 1965 CONVENTION" in the member's Union book with the stamp provided for this purpose.

STEP NO. 4

The Polls and Tally Committee in each port shall, at the end of

the day's voting, tally, make a report and certify the same by wire to the Polls and Tally Committee at Headquarters. The Polls and Tally Committee in each port, at the conclusion of their tally, shall also mail their tally together with all ballots, used and unused, stubs and all other election materials to the Secretary-Treasurer at Headquarters via certified mail. In addition to the above, the Polls and Tally Committee at Headquarters shall compile the reports and certifications received from the Polls and Tally Committees at other ports and make a combined report as to the results of the election. Upon completion of all of the foregoing, each respective Polls and Tally Committee shall be discharged.

STEP NO. 5

All Polls Committees may contact Headquarters by teletype on any questions relative to the conduct of the election. However, here too, the decision must be that of the Polls Committee.

Suggested Voting Guide For RMR—Polls And Tally Committee

In an attempt to help the various Polls Committees in the conduct of the secret referendum for the election of convention delegates to the Special and Second Quadrennial Convention of the Inland Boatmen's Union of North America of the Seafarers International Union of North America, AFL-CIO, the following suggestions emphasize some of the steps to be taken during the voting day.

STEP NO. 1

a) A Polls and Tally Committee shall be elected in all ports between the hours of 8:00 A.M. and 9:00 A.M. at Special Meetings called for this purpose.

b) In the event a quorum is not present for the Special Meeting of any port, or for any reasons a Polls and Tally Committee cannot be elected for any port, then the Regional Director or Assistant Regional Directors or their nomi-

nees, may appoint a committee of not less than two (2) to act as the Polls and Tally Committee for that port. The Polls and Tally Committee shall conduct the elections in their respective Ports.

STEP. NO. 2

THE POLLS AND TALLY COMMITTEE MUST NOT LET ANY BALLOTS BE CAST BEFORE 9:00 A.M. OR AFTER 5:00 P.M.

STEP NO. 3

The Polls and Tally Committee shall allow only those members in good standing to vote. There may be exceptions which would be based upon dues check-off or other valid reasons for not paying dues. If you have any questions, Headquarters will be glad to provide you with a legal interpretation, but the decision will have to be yours.

The Committee should then have the man sign his own name to the roster, and one of the Committee should print the man's book number and ballot number on the roster. One of the Committee should then tear the stub from the ballot, give the ballot to the man, and thread the stub on the string provided for that purpose. The member should not be given back his book until such time as he has dropped his ballot in the ballot box. Before the man votes, one of the Committee should stamp the date and the words "VOTED 1965 CONVENTION" in the member's Union book with the stamp provided for such purpose.

STEP NO. 4

The Polls and Tally Committee in each Port shall, at the end of the day's voting, tally the ballots,

make a report and certify the same by wire to the Polls and Tally Committee at the Jersey City office. The Polls and Tally Committee in each Port, at the conclusion of their tally, shall also mail their tally together with all ballots, used and unused, stubs and all other election materials to the Regional Director at said Jersey City office via certified mail. In addition to the above, the Polls and Tally Committee at the Jersey City office shall compile the reports and certifications received from the Polls and Tally Committees at the other offices and make a combined report as to the results of the elections. Upon completion of all the foregoing, each respective Polls and Tally Committee shall be discharged.

The Secrecy of Each Member's Ballot and All Voting Procedures Must be Preserved!!

AFL-CIO Hails Passage Of Aid-To-Education Bill

WASHINGTON—The Administration's aid to education bill has been signed into law by the President following passage by both houses of Congress. The AFL-CIO hailed passage of the bill, which had the full support of the American labor movement.

Testifying before the House Education subcommittee prior to passage, AFL-CIO Education Director Lawrence Rogin pointed out that lack of money each year keeps 100,000 high-ability high school graduates from continuing their education.

The Administration bill authorizes \$70 million for college scholarships of up to \$800 a year for children from low-income families. Rogin urged the legislators to raise the scholarship program to \$100 million a year, with the maximum scholarship set at \$1,000.

No Lack Of Ability

In an earlier article in the AFL-CIO magazine "Federationist," Education Director Rogin called high-quality education the only "escape route out of poverty" for millions of city and rural slum children.

Rogin pointed out that it is the handicaps of environment and home life, not lack of native ability, which dooms many children of poverty to failure in school and later life.

"Educators today know better than ever what the schools can do to overcome these disadvantages. Educators know by experience that it takes far greater effort and financial investment to bring intellectual growth to full flower among those who are deprived than among those who are economically better off.

"Where educators have the money they need, they are routinely raising the IQ scores of economically-deprived youngsters by as much as 20 and 30 points."

It is because the funds haven't been available to follow through on this knowledge, Rogin commented, that the President's education bills are so important.

The "key" provision of the Administration bill will put \$1 billion in federal funds into the poorest school districts to help some five million children from families with incomes under \$2,000 or on welfare break out of

The graphs presented below dramatically illustrate the serious problems which the new Aid-to-Education bill was enacted to solve.

"the iron cycle of poverty, poor education and, in turn, continued poverty."

Educational Wasteland

Rogin points out that "most slum children go to schools as barren of books as their tenement homes." Their classrooms "are crowded and dilapidated. The only guidance and counseling the youngsters get is on the street and through gangs."

This, he warns, "is producing a generation of young workers who lack the skills needed by modern technology and who lack the basic education required to learn skills."

Other portions of the elementary and secondary school bill—grants for supplementary educational centers and for textbooks and library books—also "can make a significant contribution towards equal opportunity in education,"

Rogin said. In addition, he noted, they represent "imaginative approaches toward resolving the long impasse over the issue of aid to non-public schools."

He points out that "labor is concerned about the quality of education offered all young people because it believes that the badly educated children of today will become the unemployed workers and welfare cases of tomorrow."

Higher education is still largely out of reach of youngsters from poor families, Rogin notes, and the cost of college is a heavy burden even for middle-income families.

He sees the Administration program for \$260 million for new federal aid to colleges and college students as "a good start," but urged expansion of the \$70 million scholarship program.

Fish Replace Guinea Pigs For Probe Of Human Ills

NEW YORK—Killies are catching cold in the interest of science at the New York Aquarium as researchers continue in their determined effort to solve more of the seas' mysteries.

The researchers at the Aquarium have several projects on the fire using killies and guppies as gilled guinea pigs. The projects include:

- Learning more about diseases of fish and other sea creatures so that they can be successfully combated.
- Extracting and testing substances from fish and other marine animal and vegetable life for use in drugs to battle human diseases.
- Keeping watch on coastal pollution and its effect on marine life.
- Researching the hereditary aspects of tumors in fish as part of the fight against cancer.

Fish Catch Colds

Dr. Ross F. Nigrelli, pathologist at the aquarium, said: "Fish are no different than other animals

and are subject to diseases and even colds. Parasites are the largest cause of fish deaths and we are studying all aspects of this situation to keep our fish healthy."

The aquarium researchers are also experimenting with chemicals obtained from the sponges and sea cucumbers which inhabit the coastal waters off Long Island. Two chemicals extracted from the organisms—ectyoin and holothurin—have qualities that could make them useful as drugs.

Ectyoin is described as a powerful antibiotic and anti-viral. Holothurin, tested on killies, has shown itself to be a potent nerve deadener. Finding the substances was only the start of a long process, however, Dr. Nigrelli said.

The next step would to discover what chemicals they consist of so that a way could be eventually found to produce them synthetically.



Your STU Clinic

By Joseph B. Logue, MD, Medical Director



Beware The Seeds Of Doubt

Mrs. Franklin had to have an immediate appointment for Billy. It was something she couldn't even discuss with the receptionist, but it was terribly urgent. Inside the doctor's office, the problem came out.

Young Billy had been lagging in his school work. He wasn't finishing his work. Some of it was sloppy and the teacher knew he wasn't working up to capacity. Mrs. Franklin had agreed, after a session with the teacher, to have Billy tested by the school's psychologist and had just received the results. The tests showed that there was some suggestion of brain damage, and it was this that had caused such a reaction. Something had to be done to find out what the trouble was and what could be done about it.

Subsequent physical examination and neurological consultation failed to show any demonstrable damage. An electroencephalogram was also negative.

A review of the findings of the psychologist showed that on one phase of the test there had been an area of behavior "sometimes seen on test results of children with brain damage." It was this interpretive phrase that had been picked up by the teacher and passed on to the mother.

The seed of doubt had been planted and would always be there whenever any crisis in Billy's behavior arose. No amount of reassurance from the physician, the neurologist, the encephalogram, or the psychiatrist who finally found the cause of Billy's problem could erase this indelible doubt.

Our lives are full of hazards; and since we, as parents, have to manage our own lives and those of our children, we make many judgments that are subject to later review. Not all of our decisions are correct, and we are inclined to feel some guilt about the effect these errors may have—especially on children.

When such a threatening possibility as brain damage is thrown into this critical area of self-evaluation, it arouses all the fears and anxieties of the past.

The teacher and the psychologist in this instance may be criticized for emphasizing a remote possibility based upon rather indefinite evidence, but all of us are subject to the same temptation in even casual conversation. How often do we say, when a friend remarks that he or a relative had such-and-such condition, that we know about that too, for a friend of ours died from it, or some other profound comment. We all mean to be kind, and in a sense try to be sympathetic on the basis of a little knowledge. The possession of knowledge should carry with it the obligation to use it wisely.

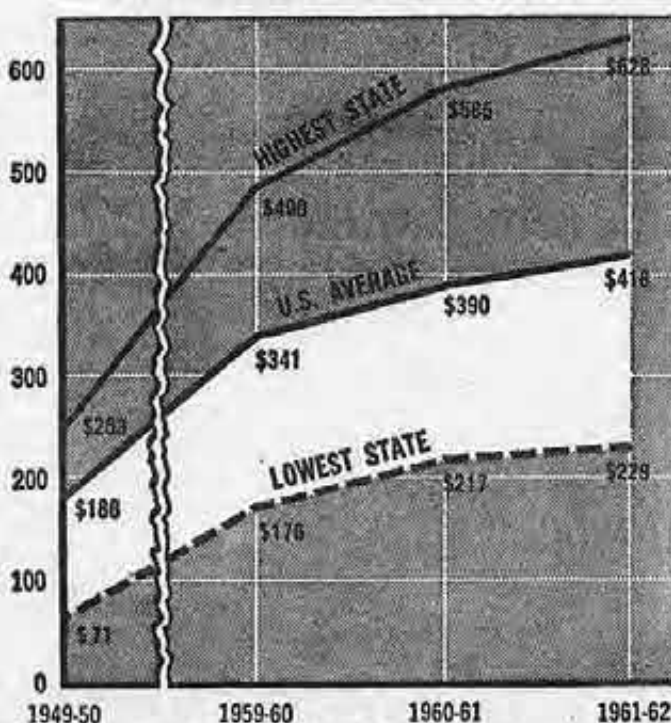
In the case at hand one doesn't know whether the teacher and the psychologist might have been defending their own possession of knowledge, whether they were trying to be helpful, or just what their motives were. But certainly they succeeded in building a bonfire which may never be fully extinguished.

It is probable that many such instances will occur as we become more involved in searching out the causes of unusual behavior. At present the tools are relatively crude and the results subject to very cautious interpretation. Testing threatens to become a way of life as the pressures of population create crowding and spawn more methods of dealing with masses of people. It is incumbent on those who deal with the findings to use them with discretion.

Billy is doing well in school. It was determined that he was simply rebelling at the pressure squeeze of an over-ambitious parent and a perfectionist teacher. But the possibility that even this might reflect "brain damage" will never be wholly erased from his mother's mind.

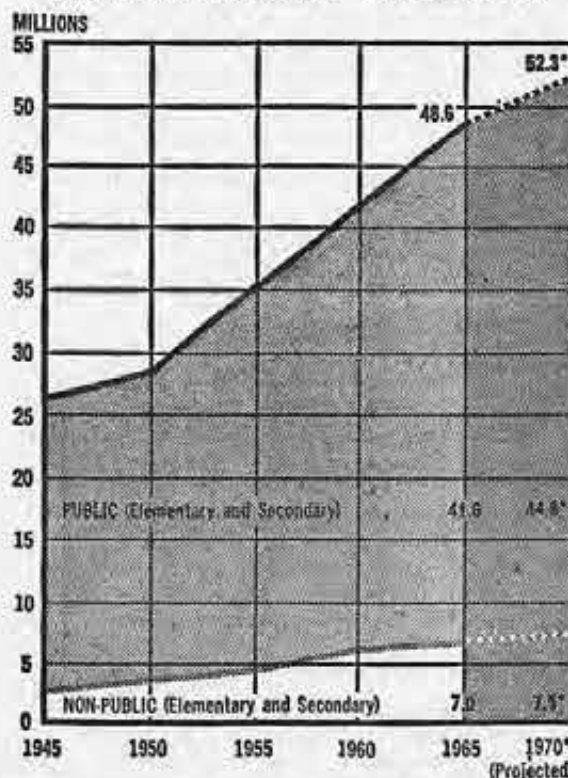
Beware the seeds of doubt. They may be freely given but rarely ever recalled. (As quoted in the MD COLUMN of the Group Health Association of America, Inc. by Dr. William A. MacCall.)

POOR STATES LAG FURTHER BEHIND
(Average Expenditure Per Pupil)



Source: Based on data from U. S. Office of Education.

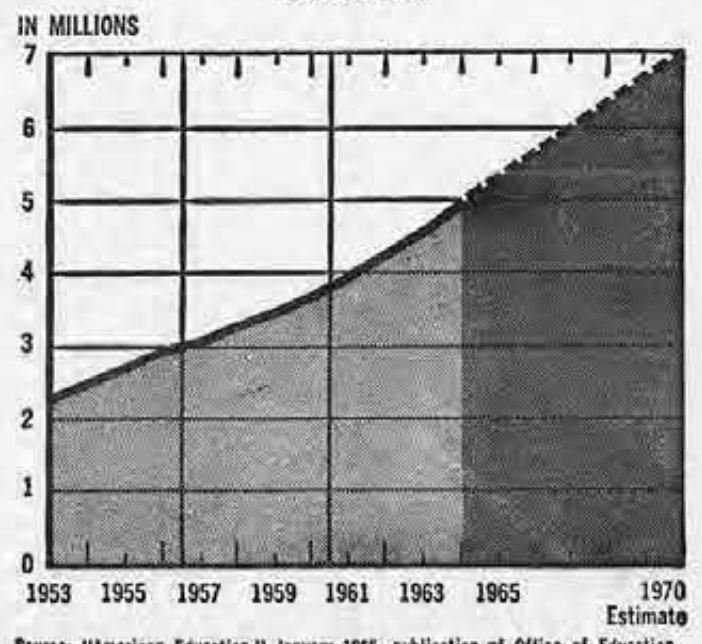
THE ENROLLMENT EXPLOSION



Source: U.S. Dept. of Health, Education and Welfare, Office of Education.

THE BOOM IN HIGHER EDUCATION

Opening Fall Enrollment In Colleges and Universities 1953-1970



Source: "American Education," January 1965, publication of Office of Education, HEW. Estimate for 1970 added.

NLRB OKs Organizing Vote For Vegas Casino Workers

LAS VEGAS, Nevada—Those who toll over the hot blackjack tables and one-arm bandits in this desert gaming capital have been dealt an ace in the hole by the National Labor Relations Board.

In a recent decision, the NLRB backed up the collective bargaining rights of casino workers, despite arguments to the contrary by the state of Nevada and gaming parlor owners. The Board ordered elections in nine of the Strip's biggest casinos to determine whether the workers want a union.

Dealers, keno workers, runners, slot machine mechanics and bingo girls are all eligible for unionization according to the NLRB. Excluded are "boxmen"—crap table operators—who are classified as supervisory personnel.

Meanwhile, many casino workers are figuring that their luckiest card may well be a union card.

Wartime Ship Wrecks Offer Rich Rewards For Salvagers

The ocean floor surrounding the Americas, littered as it is with the rusting remains of the 21,000 vessels estimated to have met their doom since the time of Columbus, continues to attract adventure seekers and salvagers by the score.

While some hunt for Spanish gold in the wrecks of ancient brigantines, others are more content to pick their way through the less romantic, but often rewarding, hulks spawned by World War II.

During the conflict 674 American-flag merchant ships went to the bottom as the result of hostile action by enemy surface ships, aircraft and submarines. In the score of years since the war, salvagers have grabbed up almost all the accessible wrecks through competitive bidding at Maritime Administration auctions.

The MA sells the salvage rights to any war-wrecked ship to the individual or firm offering the highest price. The program has only brought a total of \$45,830 into the

agency's treasury. Fifty ships were involved in the bidding, and the average price per ship was \$864.

Unprofitable Wrecks

The problem for the salvager is that so few wrecks are either accessible or worth trying to save if they are. Many ships were sunk in deep water—too deep to attempt salvage operations. Others, carried by the deep currents, have drifted away from their last reported position.

Most ships that become war casualties carried cargoes that were neither valuable or durable. Munitions, foodstuffs, clothing and certain now obsolescent types of war material fall into this category.

Those carrying non-perishable goods—mainly raw materials—offer a rich prize if recoverable. A British salvager paid the MA a top price of \$28,000 for the rights to the SS Alexander Macomb, which went down off the coast of Nova Scotia with a rich cargo of copper, bronze and aluminum in her holds. The salvager searched for three years before locating the hulk, and there is still no report of recovered cargo.

More easily located and ready for salvage is the Montrose, which sank off Greenland in 1942 with a cargo of valuable cryolite, or the Oliver Ellsworth, which went down in Norwegian waters with a load of copper, steel and aluminum. The Suloide, sunk off Morehead City, N.C., with a cargo of manganese ore in 1943, is also waiting for a salvager.

The most vexing and tempting wreck in local waters is probably that of the H.M.S. Hussar, sunk in the Hell Gate area of New York harbor with an estimated \$4 million in gold aboard to meet a British Army payroll. Not a cent has so far been taken from that wreck.

Prove Eligibility For Hospital \$

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

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

Five Point Program Urged By Govt, Official

Cite Consumer Education As Growing Need In U. S.

WASHINGTON—The consumer venturing into the marketplace needs—in addition to a bankroll—a lot more information than is now available to him, according to Mrs. Esther Peterson, special assistant to the President for consumer affairs.

Mrs. Peterson called for additional federal consumer information and education programs, to help the buyer get his money's worth, in a report to President Johnson on the four regional consumer conferences conducted last year by the President's Committee on Consumer Interests.

"All the conferences reflected indelibly that the marvels of our market place have uncertain meanings for consumers," she said.

"The choice of products is broad, changing and multiplying continuously. The basis for rational choice is often obscure. Informed assistance to consumers in making their decisions is increasingly scarce. The retail revolution of self-service—where the package has become the silent salesman—has depersonalized the marketplace.

"Where sales clerk-customer re-

lations continue, a challenge of new dimensions exists to impart more information to sales personnel so they may more adequately serve the public. . . . Throughout our volatile marketplace, the fuller and freer flow of information is a need of all segments."

Mrs. Peterson proposed a five-point program:

- Adaption for the general public of information about the quality and characteristics of consumer goods turned up by federal agencies.

- Establishment of an interdepartmental subcommittee to prepare an index of the federal information and services available to consumers, to identify gaps and to eliminate duplication.

- Special programs to bring needed information to the poor, the elderly, the foreign-speaking and the poorly educated.

- Institution of economic courses for consumers in the schools, with the aid of the U.S. Office of Education.

- Encouragement of private organizations to hold or expand consumer information and education

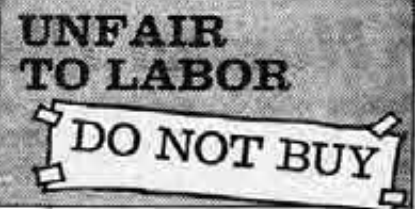
programs at the local, state and regional levels. Mrs. Peterson noted that some 500 such groups helped sponsor, plan and carry out the four conferences.

The conferences were held in St. Louis, Salt Lake City, Detroit and Atlanta. They were set up and financed locally with representation from all elements of the population, including organized labor. More than 5,000 persons attended them.

Mrs. Peterson maintained that no one source can supply all the answers consumers need to make sound judgments when they buy.

"We must rely upon continued and improved activities by schools, consumer groups, community organizations, labor and business," she said.

The AFL-CIO has called for the passage of legislation by Congress aimed at protecting the American consumer from carefully calculated fraud in the marketplace. Two such bills have already been introduced into the Senate—a "truth-in-packaging" bill and a "truth-in-lending" bill—both of which have the full support of organized labor.



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. Stegel

"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)

AFL-CIO Urges U.S. Foreign Aid Boost

WASHINGTON—Warning that the need to help developing nations defend their freedom and raise the living standards of their people has not diminished, AFL-CIO Legislative Director Andrew J. Biemiller has called upon Congress to increase foreign aid.

In testimony before the House Foreign Affairs Committee, he asked:

"Where in the world have we cause for complacency? Where do we see cause to reduce our effort, to lay down the burden of leading the fight for freedom?" Labor is "disturbed," Biemiller told the Committee, at the continuing trend to cut American aid programs.

"This year as last," he noted, "the Administration has reduced its requests below those of the prior year. . . . We firmly believe that the United States can and should spend at least 1 percent of its total national output for aid to the developing countries. Yet the authorizations in the bill before you equal less than half that amount."

President Johnson on January 14 asked Congress for a \$3.38 billion aid program, some \$200 million less than he had sought last year and the lowest presidential request since the program began in 1948. The President termed it a "barebones" request.

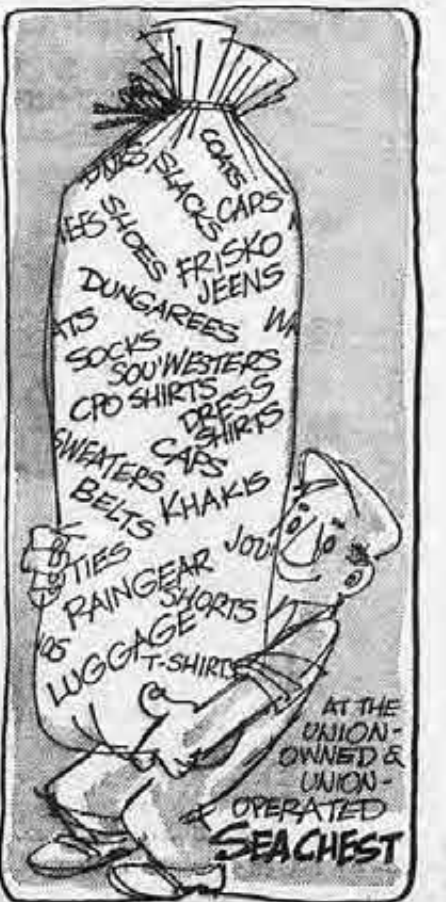
Congress has regularly appropriated less money than Presidents have requested for aid programs, and last year's appropriation was trimmed to \$3.25 billion.

Biemiller said the facts refute a "favored argument" of foes of foreign aid, that the program worsens America's balance of payments problem.

He stressed to the committee that four-fifths of foreign aid funds are spent in the United States. "They are expended for goods and services which are pro-

duced here, so that these funds never actually leave the country. These funds create American jobs and generally benefit the American economy. Moreover, the developing countries which are our major aid recipients for the most part buy far more from us than they sell to the United States."

Biemiller readily agreed that some of America's wealth "will be transferred overseas to help the poor and hungry" and he said this should be continued indefinitely as long as the need exists.



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Smart Move



Seafarers who play chess often find plenty of tough competition around the New York hall. Seafarer Eugene V. Rockwell studies the board as he hunts for the move that will upset his opponent. Rockwell finds chess an excellent way to pass the time while he waits for an oiler's job.

From the Ships at Sea

Seafaring samplers of international cuisine are hard to fool when it comes to good food. In their travels they have become as familiar with exotic delicacies from the far-flung ports of the world as landlubbers are with scrambled eggs. So when a seafarer commends the chow, or, for that matter, the

mess service, you can sit up and take notice. The mess staffs of the following vessels have been awarded a vote of thanks from their grateful fellow crewmen:

Del Alba (Delta Line); National Seafarer (Windward S.S. Co.); Del Valle (Delta Steamship); Alcoa Roamer (Alcoa S.S. Co.); Rio Grande (Oriental Exporters)—the baker takes a special bow on this one for his "exquisitely light and fluffy concoctions"; St. Lawrence (St. Lawrence Carriers) — special thanks to the pantrymen—; Overseas Joyce (Maritime Overseas Corp); Transhudson (Hudson Waterways Corp.); San Francisco (Sea Land) — applause for the baker—; Halycon Panther (Halycon S.S. Co.); Overseas Eva (Maritime Overseas Corp.)—the baker's pastries were so light they floated and were used as life preservers in emergencies; Western Planet (Western Tankers); Steel Chemist (Isthmian); Kyska (Waterman); Gateway City (Sea Land).

According to Edgar Hauser, Ship's Delegate aboard the Alcoa Voyager (Alcoa Shipping), there are no greater coffee experts in the world than seafarers. Long, cold watches over the years have provided them with "field condition" opportunities to taste and judge all brands and manners of making the hot brew. Brother Hauser reports that the "experts" aboard the Voyager have suggested that the regular percolators be replaced by glass silo coffee pots.

Seafarers aboard the Antinous (Waterman) have proven that they know their apples. When one disgruntled crew member complained about the size of the apples served on board, the rest of the boys got to trading old sea yarns, as seamen will. One old salt, recalling the days when ships were wood and men were iron, reminisced nostalgically about macintoshes the size of watermelons. "One of those apples," he claimed, "would last a man three days."

"Why, I can remember," he continued, biting into a small but juicy red beauty, "one time back around 1918 when an entire lifeboat full of men survived for 14 days at sea with no other provisions than 22 of those giant macintoshes."

"Look out boys," broke in Ship's Delegate Franklin Snow. "Better stop messing around with those apples," he warned. "Remember, that's the way Eve got started."

The air was blowing hot and heavy on the Marore (Venore Transportation) and no wonder, with discussion centering around the lack of properly functioning fans in the foc'sles. Willie D. Maris, speaking for the crew, hopes that newly installed fans will keep everything turning smoothly next time out.

Shipside, in the absence of the massive facilities available on shore, medical care can sometimes prove to be a difficult matter. But crewmembers aboard the Kyska (Waterman) had nothing to worry about. All their needs were taken care of in expert

fashion by Chief Mate M. J. McLaughlin. "He kept us afloat and in ship-shape condition," says J. Smythe, ship's delegate. Mate

McLaughlin was accorded an all hands vote of thanks for being "such a good doctor to those members of the crew who have been ill," Brother Smythe reports.

Lucky Pritchett, the tall-tale-telling ship's delegate aboard the Halycon Panther (Halycon) swears he's telling no tales when he says that the galley gang aboard are a great bunch. During a recent shipboard meeting, Lucky had the entire crew back him up with a hearty vote of thanks to chief cook Les Burnett and baker Charles Locke for their outstanding ability in the galley.

The crew has been complaining about snow aboard the Alcoa Mar-keter (Alcoa) reports ship's delegate John F. Meo. The snow, however, has not been caused by the weather. "We have been having a lot of snow on the television screen," he says. "We finally solved the problem, though, by buying an antenna and plenty of antenna wire." Although the ship travels through plenty of storms, the crew can't complain about this particular type of snow anymore.

Self respecting seafarers aboard the Steel Chemist (Isthmian Lines) have turned thumbs down on underwear for messhall dress. "Underwear means just what it says," declares Ship's Delegate Dominick Brancoccio, "underwear. It is to be worn under your

other togs. If you wouldn't enter a restaurant in port dressed in your underclothes," he continues, "you shouldn't come to mess in such attire."

It looks like dinner will be a full-dress occasion on board the Steel Chemist from here on in.

Sanitation conditions are always a matter of concern and importance to seafarers. The health and comfort of sailing men everywhere depend on clean and orderly facilities. Sanitation is a matter for close and thoughtful cooperation between crew members. So, the Overseas

Eva (Maritime Overseas) is planning to equip all waste disposal units with plastic bags from now on, reports ship's delegate, Wallace (Mad Bear) Anderson.

ALCOA VOYAGER (Alcoa), April 5—Chairman, Victor M. Perez; Secretary, George Waas. Brother W. H. Powell was elected to serve as new ship's delegate. No beefs reported by department delegates. New washing machine for the crew was requested.

MT. VERNON VICTORY (Victory Carriers), April 4—Chairman, Wm. L. Fernwood; Secretary, M. E. Greenwald. Everything is running smoothly aboard ship. Few hours disputed OT in deck and engine departments to be taken up with patrolman. Vote of thanks to the steward and entire steward department for a job well done.

DEL MUNDO (Delta), March 28 — Chairman, T. C. Deale; Secretary, E. P. Sahuque. Ship's delegate reported that everything is going very nicely and everybody is happy so far.

OCEAN PIONEER (Pioneer Tankers), March 13—Chairman, Arthur J. McGill; Secretary, Cyril A. Scott. \$7.75 in

years seetime should be able to retire, 10 grm and should be taken care of.

STEEL DESIGNER (Isthmian), March 18—Chairman, None; Secretary, None. Brother A. Adnerson was elected to serve as ship's delegate. \$15.80 in ship's fund. No beefs reported by department delegates.

ALCOA ROAMER (Alcoa), March 21—Chairman, J. Bartlett; Secretary, J. E. Hannon. New ship's delegate elected. Vote of thanks to the steward department for a fine job.

ANTINOUS (Waterman), March 7—Chairman, Victor Harding; Secretary, L. D. Pierson. Ship's delegate resigned. Brother Franklin Snow was elected new ship's delegate. No beefs reported by department delegates.

YAKA (Waterman), March 21—Chairman, V. J. Schrage; Secretary, M. Bruanstein. Some disputed OT in deck and engine departments. Linen beef to be taken up with boarding patrolman. Two men hospitalized.

HALYCON PANTHER (Halycon), March 21—Chairman, Wilbur Coutant; Secretary, Frank Kustura. Captain is well satisfied with crew and complimented them for all their cooperation. No beefs reported by department delegates. Vote of thanks to the steward department for excellent food and service.

SAN FRANCISCO (Sea-Land), March 20—Chairman, George Ruf; Secretary, Roger L. Hall. \$19.14 in ship's fund. No beefs reported by department delegates. Brother H. Glisson was elected to serve as ship's delegate. Discussion about crew and Union getting together with Mate concerning transportation to West Coast.

FLORIDA STATE (Everglades), March 22—Chairman, A. Dominguz; Secretary, James Doran, Jr. Some disputed OT reported. \$11 in ship's fund. Request for food plan representative to visit ship.

OCEAN DINNY (Maritime Overseas), March 5—Chairman, John Nash; Secretary, Francis Fischer. No beefs reported. Everything is running smoothly.

STEEL MAKER (Isthmian), March 14 —Chairman, E. A. Anderson; Secretary, A. Bookman. \$10.84 in ship's fund. No disputed OT and no beefs reported by department delegates. Discussion on repairs.

DIGEST of SIU SHIP MEETINGS

ship's fund. One man is hospitalized in Okinawa. No beefs and no disputed OT reported by department delegates. Brother Shearer was elected to serve as ship's delegate. Motion made to write headquarters regarding raise in wages. Vote of thanks to officials at headquarters for the fast action taken on cable sent regarding restriction to ship in Bahrain.

AZALEA CITY (Sea-Land), March 21—Chairman, F. Olstman; Secretary, Lou Cevette. Brother John Sweeney was elected to serve as ship's delegate. No beefs reported by department delegates. Couple of hours disputed OT in steward department regarding delayed sailing at Jacksonville, Florida. Vote of thanks to the steward department.

LOS ANGELES (Sea-Land), March 21 —Chairman, S. M. Simos; Secretary, Leo Bruce. Ship's delegate reported that everything is going along fine. \$5 in ship's fund. Motion made that all men with 20 years in Union and 15

A well fed crew aboard the Seattle (Sea-Land) is sorry to see Charlie Foster getting off the ship at the end of this trip, reports ship's delegate Wally Mason. "He will really be missed because, he's one of the best bakers I have ever sailed with," Mason says. The rest of the crew agreed with Mason and voted a special thanks to Charlie for the "magnificent" job he did.

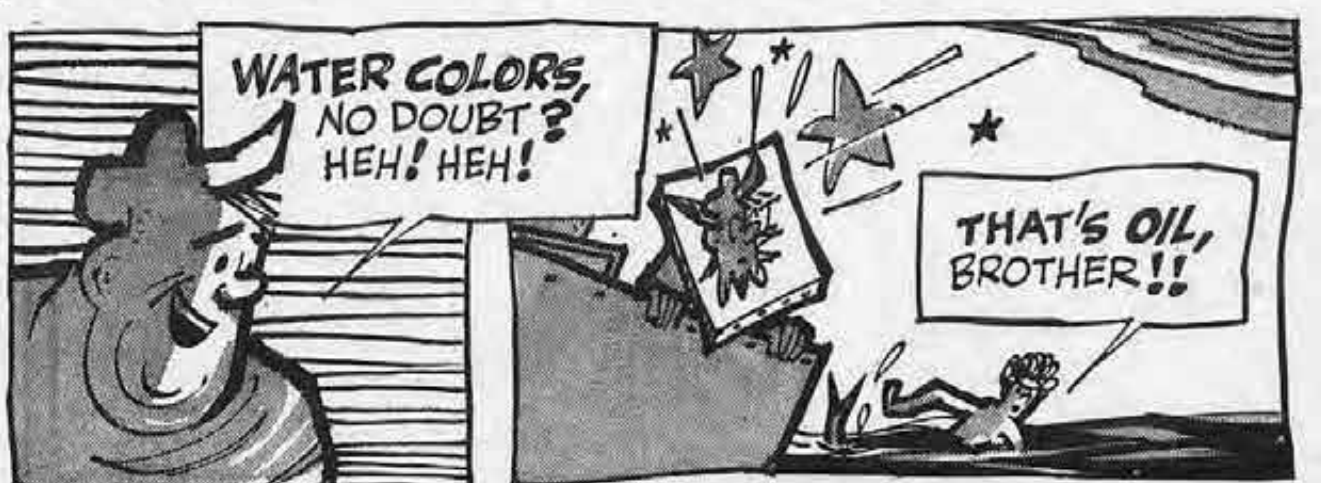
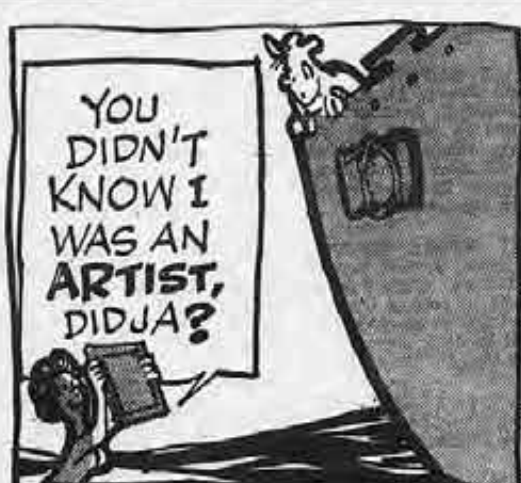
The Captain of the Halycon Panther (Halycon S.S.) was satisfied with the performance of the SIU crew manning the vessel that he took the trouble to formally compliment them all for their cooperation, reports Ship's Delegate Lucky Pritchett.

LOG-A-RHYTHM:

Childhood

By Henri Pereikow

Can I forget—
The barren chalked garret
In which we huddled,
Curling from cold,
Fighting for the shifting coats?
Can I forget—
The stinking cellar
Where the sunshine was alien
And the orange crate bare?
Can I forget—
Mother, nursing the lame
Washing the ghetto dead—
For scanty crumbs?
I can't forget—
When still trapped
On the hook of greed
Warding off the hurt
Of the desperate claws.



Seafarer Blasts Propaganda Of Medicare Bill Opponents

Seafarer Frank Reid knows that the same forces who opposed Medicare for the elderly, also fought against Social Security when it was first introduced back in the 1930s during the administration of Franklin D. Roosevelt.

In a letter to the LOG, Reid said that the sad thing about the phony anti-medicare propaganda being put out in the newspapers and over the airwaves is that so many otherwise intelligent white collar workers tend to believe it. What they are fighting against, Reid said, is "what they finally must rely upon in their declining years."

The point that Seafarer Reid strikes home so forcefully in his letter, is that it is the same unorganized white collar workers who will stand to benefit most from the passage of the medicare bill. For it is those people who do not have the security and protection of a union welfare or pension plan to meet their



Reid

needs when they reach the age of retirement.

As often as not, white collar workers are dismissed at age 65 with a trinket and a goodbye handshake, Reid points out. When they have pensions, those pensions in the overwhelming number of instances do not provide any medical help. When an older person gets sick, he or she must rely on his family for financial help or take public charity.

Union Men Protected

Union members, such as Seafarers, are protected. When it comes to old-age security their medical and other needs are provided for by the SIU pension and welfare plan.

Under the medicare concept, individuals regularly put money aside for their own future health care needs through Social Security deductions. They willingly assume a stake in their own future and create a fund upon which they can draw when they need it most—when they are old and illness strikes.

Because of this, a worker can enter retirement with dignity, knowing that he will not be an unnecessary burden to his family or his community.

"Fortunately," Reid concludes, "there were enough Congressmen interested in the welfare of our elder citizens to see that this important legislation was passed."

LOG-A-RHYTHM:

Messengers Of Spring

By Roy Lee Hinson

The frost covered the earth with gray,
Winterly winds blew night and day.
The snows have fallen, so has the rain,
The ice is melting, on mountains and plain.

The winds have hushed, the earth is dead,
All buds are growing, the blooms are red.
Spring time is here, a robin is heard.
The messengers are sent to bring us the word.

Bob White is calling his mate in the field,
A hawk is soaring to make his first kill,
The rabbits are dancing under moonlight,
The whip-o-wills cry just at daylight.

Old buck is roaming with doe and fawn,
The racoon hunts all night until dawn.
The gray squirrels play, feeding their young,
The birds return with songs they have sung.

Springtime is here, we very well see,
The mountains show spring, so does the sea.
The bobcats travel as fish in the stream,
The brown bear has slept, I have told his dream.

The farmer is planting, sowing his seed,
Bees are working, the Queens is the lead.
All children are happy, hear them sing,
The earth has awakened, God is still King.

Quick Action By Seafarers Rescues Four

Quick action by four Seafarers in San Juan, Puerto Rico was responsible recently for averting a tragedy when a small boat capsized, dumping its occupants into the water. The Union members, whose action was in the highest SIU tradition, rescued the struggling crewmembers at consider-



Burns



Marsh

able cost to their own health and safety.

The incident occurred while the four SIU crewmembers from the Alcoa Explorer (Alcoa), were taking it easy on the beach in San Juan. The Seafarers, Tony Guernsey, wiper; Danny Slater, OS; Luther Latorski, wiper; and Guy C. Marsh, OS, were attracted by cries for help when a small boat capsized offshore, leaving its occupants bobbing in the waves.

According to Chuck Burns of the Explorer, the four Explorer crewmembers immediately rushed into the water to give the boat's occupants a helping hand. Swimming through the surf, the Seafarers were able to reach the boat's water-bound occupants in a short time and assist them to shore safely.

However, in their haste to reach the scene of the accident, the Explorer crewmembers scraped their feet on coral "needles" lying just beyond the bathing area. While this mishap didn't affect their rescue efforts, it did cause an infection which laid them up a few days later. Although the four SIU members are temporarily in drydock now, Burns writes they are all pleased that their role in saving the capsized boat crew proved a success.

OLD-TIMER



GLOVES SHOULD BE WORN FOR PROTECTION ON THE JOB. HOWEVER, TAKE THEM OFF WHEN GOING UP OR DOWN LADDERS. A TIGHT HAND GRIP ON THE LADDER IS NECESSARY FOR SAFETY.



Taking The Sun



Seafarers Richard Vaughn, deck maintenance (left) and Joseph Horahan, saloon pantry, enjoy a few minutes of the warm sun on the deck of the Steel Voyager (Isthmian). The two Seafarers posed for the LOG photographer when their ship recently visited New York

STEEL FABRICATOR (Isthmian), April 3—Chairman, P. Franco; Secretary, Sanderlin. Disputed OT in the deck and engine departments. Motion made that ship be fumigated. Ship's delegate to check slop chest to see that it is adequate. Vote of thanks to the ship's delegate and to the steward department for a job well done.

HANOVER (Bates), March 13—Chairman, N. Petterson; Secretary, R. Morrow. No beefs reported by department delegates. Brother N. Petterson was elected to serve as ship's delegate. General discussion on linen and the care of the washing machine.

TRANSORIENT (Hudson Waterways), March 29—Chairman, Eugene A. Stanton; Secretary, Charne. Brother Stanton was elected to serve as ship's delegate. Ship's delegate to talk to the Captain about the transportation from New Orleans to Baton Rouge.

GLOBE PROGRESS (Maritime Overseas), March 28—Chairman, Edward Abualy; Secretary James J. McLinden. Everything is in ship-shape condition aboard ship. Brother Ken Kristensen was elected to serve as ship's delegate. Motion made to have headquarters contact the company and request that they install air-conditioning units in foci'sles.

SEATTLE (Sea-Land), March 28—Chairman, W. Mason; Secretary, E. Ostrolencki. No beefs reported by department delegates. \$51.34 in ship's fund.

PILOT ROCK (Columbia), April 3—Chairman, Doug Dewalt; Secretary, Geo. Brade. No beefs reported by department delegates. Brother Dewalt was elected to serve as ship's delegate.

ROBIN GRAY (Moore-McCormack), April 1—Chairman, Francis J. McQueeney; Secretary, Norman S. Tukey, Jr. Captain refuses to discuss crew's draws with ship's delegate. \$20.04 in ship's fund. Some disputed OT reported in engine and steward departments. Beef on chow.

KYSKA (Waterman), April 3—Chairman, B. H. Lowderback; Secretary, E. Terrell. \$12 in ship's fund. Vote of thanks extended to entire steward department. Vote of thanks to the galley gangs and messmen for special service aboard this ship.

STEEL WORKER (Isthmian), March 21—Chairman, C. M. Gigantelli; Secretary, G. C. Reyes. Brother J. DeJessa was elected to serve as new ship's delegate. \$34 in ship's fund. Some disputed OT reported in engine department.

ALICE BROWN (Bloomfield), March 14—Chairman, M. A. Savoy; Secretary, T. Zielinski. Brother L. R. Brown was elected to serve as ship's delegate. Motion made for increase in wages and OT, and retirement plan. Retired members to be allowed to keep full \$4,000 insurance.

DEL NORTE (Delta), March 30—Chairman, Robert Callahan; Secretary, Bill Kaiser. \$196.48 in ship's fund and \$199.84 in movie fund. Plenty of disputed OT in engine department. Few beefs in deck department to be taken up with patrolman.

THE TIS (Admanthos Shipping), March 1—Chairman, Signey Segre; Secretary, A. Maycroft. \$16.60 in ship's

fund. Little disputed OT in deck and engine departments.

SAN FRANCISCO (Sea-Land), April 2—Chairman, Charles Johnson; Secretary, Roger L. Hall. \$12.80 was spent for TV repairs, leaving \$6.34 in ship's fund. No beefs were reported by department delegates. Motion made that ship's delegate see the Port Steward and Food Plan representatives about food and grade of meat put aboard.

STEEL RECORDER (Isthmian), March 27—Chairman, H. J. Swartjes; Secretary, Tom Gordon. Safety award of \$57 was received. \$18.55 balance in ship's fund after expense for two funeral wreaths and two messages. No beefs were reported by department delegates. Crewmembers requested to dress properly in messroom for night lunch.

TRANSHUDSON (Hudson Waterways), March 11—Chairman, Fred Otto; Secretary, Robert Gilbertson. Vote of thanks extended to the ship's delegate and the steward department. Little disputed OT aboard.

DEL CAMPO (Delta), March 7—Chairman, J. Fedesovich; Secretary, P. Piascik. Brother Blankenberg was elected to serve as ship's delegate. No beefs reported by department delegates.

DIGEST of SIU SHIP MEETINGS

STEEL EXECUTIVE (Isthmian), March 24—Chairman, Star Wells; Secretary, R. Hutchins. \$25 in ship's fund. No beefs reported by department delegates. One brother was hospitalized in Canal Zone.

ALCOA MARINER (Alcoa), March 28—Chairman, A. Paige; Secretary, F. Moreiglio. Discussion on drawing OT. Motion to have headquarters send a letter to the ship's delegate and captain regarding same.

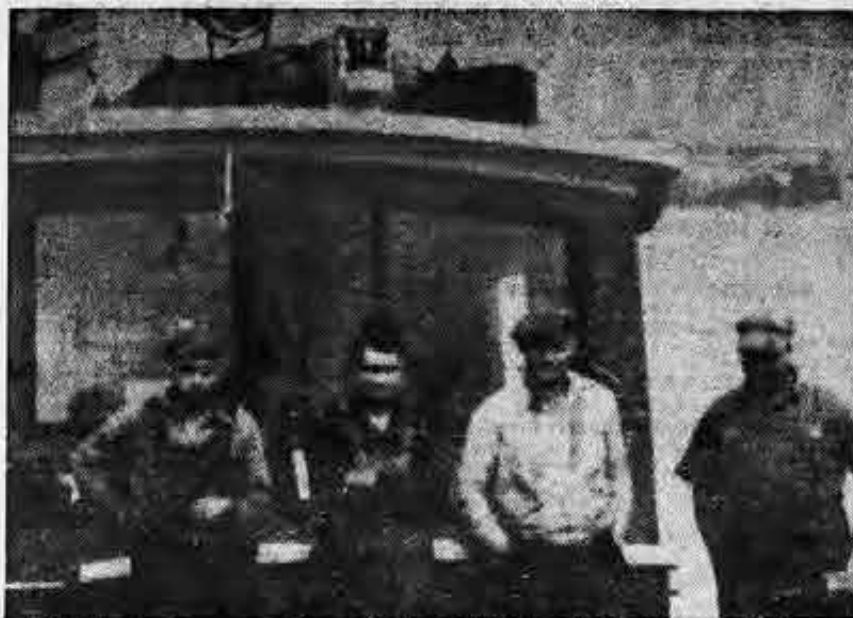
LONGVIEW VICTORY (Victory Carriers), March 28—Chairman, J. A. Witcher; Secretary, W. C. Sink. Most repairs have been taken care of. Some disputed OT in deck and steward department. Discussion on linen for crew.

TRANSHARTFORD (Hudson Waterways), March 26—Chairman, Osker Stevens; Secretary, Clarence J. Nail. One man taken off ship in Cartagena, Spain. Some disputed OT in each department to be taken up with patrolman. Motion made to have boots for mucking put on ship.

GENEVA (U.S. Steel), March 28—Chairman, Frank Pasaluk; Secretary, R. D. Campbell. \$125.25 in ship's fund. No beefs were reported by department delegates. Vote of thanks extended to the steward department for excellent job.

WESTERN CLIPPER (Western Tanker), Feb. 28—Chairman, James Martin; Secretary, James Elwell. Vote of thanks was given to the steward department. Brother James Elwell was elected to serve as ship's delegate. Discussion on money draw.

A Look Backward



Bill Lackey, a member of the SIU Inland Boatmen's Union, Great Lakes Tug and Dredge Region, likes to tell his Union brothers about the good old days when he sailed on the tug Iowa, owned by the Great Lakes Towing Company, which is now under IBU contract. Lackey sent the LOG the photo above of the Iowa's crew as they appeared in 1941. The crew included (l-r) Walter Pringle, Dan Horton, captain; Russ McKinney, engineer, and Lackey, fireman and linesman.

Old Timer Lauds SIU Benefits

To the Editor:

There really aren't any words to fully express the pride I feel as a member of the SIU. Be-

and your provision of warm drinks and tastay food. Our membership will be ever grateful.

Jack Hurvich
Representative,
District 9, USW

To the Editor:

We the members of Local Union 6300, United Steelworkers of America, wish to express our deep gratitude for the help extended us by the SIU.

In time of need you came to us and we will never forget it. Again, my members and I say; Thanks. Feel free to call on us if we can assist you in any way.

Michael Marino, President,
Local 6300, USW

Election Support Brings Thanks

To the Editor:

I would like to take this moment to thank each and every SIU member who voted for me in this past election.

Although it was a losing cause, I'm still grateful and thankful to you all.

May God bless you and smooth sailing.

Edward Kruss, K-315

Union Praised For Assistance

To The Editor:

I would like to take this opportunity to thank the SIU and its representatives, who, in the past two years of my hospitalization, have done so much for me. They all did their utmost to make my life a little more bearable and to help me to continue my existence under a load of financial and physical woes. I could not have gone on without the benefits that the SIU Welfare Plan provided.

Everyone has gone out of their way to give me help and I appreciate this very much. Words are small things when measured against the effort and consideration the SIU put forth. My thanks seem puny in comparison to the help the union provided.

I would also like to thank the SIU for the Blood Bank they provide for it's members. Without it, I certainly would not be alive today.

For the past 25 years I've also been exceptionally fortunate to have as fine a bunch of union brothers and wonderful people to associate with.

Jim Shiber

Wartime Beef Persuaded Seaman To Sign Up SIU

Seamen who sailed in the U.S. merchant marine in World War II lived a hard, perilous life, never knowing when a sneak torpedo attack from a vicious U-boat pack would put an abrupt end to their voyage, leaving them to die in the cold Atlantic. If a seaman signed on a vessel that did not sail under

the union banner, he could count on his life being that much harder since there was nobody to represent him should a beef develop during those long, dangerous trips.

Gus Janavaris is a Seafarer who found out during World War II that sailing in the convoys was that much easier if a seaman was on an SIU ship. He originally sailed in the merchant marine on unorganized ships, and continued to do so during WW II when he shipped out on the old supertanker Harpers Ferry, which was part of a 33-vessel convoy bound for London. The tanker was carrying a full load of high octane airplane gasoline, with 24 large, twin engine airplanes lashed to her deck. The trip proved an especially harrowing one, with repeated attacks by killer U-boats which sank three ships.



Janavaris

When his ship reached London, Janavaris put in for some 27 hours of overtime that he had worked during the long voyage. However, the ship's officers disputed his claim, and with nobody with authority to back him up, the company was the only party that benefited from his extra work. This was more than enough to convince Janavaris of the value of membership in the SIU. As soon as he returned to the States, he headed for the nearest Union hall and signed up as a Seafarer.

Reunion With Brother

Another incident that made Janavaris' voyage to London on the Harpers Ferry a memorable one was the opportunity it gave him to locate his brother, Tony, whom he hadn't seen since the beginning of the war. The job of finding his brother turned out to be as difficult as hunting for the proverbial needle in a haystack—the haystack being the millions of troops quartered in England waiting for the invasion of Normandy.

Janavaris first contacted the headquarters of the Army engineer unit in which his brother served, only to learn that Tony was somewhere in southern England on maneuvers. With almost

no further information than this, healthy assist from Lady Luck, was able to locate his brother's unit within 24 hours. Janavaris recalls that he and Tony had a fine reunion which was unfortunately cut short by his ship's departure for the states.

Family Job

The next chance he had to see his brother took place as a result of the Normandy invasion. Gus, Tony, and a third brother, John, made sure the Janavaris clan was well represented at the bloody fighting which occurred during the invasion of Omaha beach on D

he hopped a train, and with Day. Tony and John hit the beach with the Army, while Gus worked off shore on the SIU-contracted Lauten B. Evans.

Tony was the only member of the family who was wounded during the invasion. Gus remembers that the next time he got a chance to see Tony was when he was recuperating in a hospital.

The Janavaris brothers were born in Indiana, but later moved to Bucks County, Pennsylvania. Gus is the only member of the family who went to sea, and says that he is proud to be a Seafarer.

Great Lakes Column

(Continued from page 13)

swing in Buffalo remains uncertain. However, as shifting winds continue to shuffle but not break thick ice patches, Commander Kenneth, Skipper of the Coast Guard Cutter Ojibwa in Buffalo Harbor, said an aerial survey Tuesday showed open water eighteen miles west of Buffalo. The Commander also stated that the Ojibwa would probe the Ice Fields today to determine when the east end of the Lake would be passable.

Brother Frank Surwilla is still vacationing in Mexico and sends us post cards weekly.

ALPENA

The port of Alpena is just getting underway. We had the Steamer E. M. Ford and the MV P. H. Townsend, Huron Cement Company vessels, in this week for the first time this season. Shipping has been slow. Ice conditions are normal for this time of year in this area. We are expecting the first ships of the season at Stoneport April 8, 1965. They are the Steamer Fred A. Manske of Boland and Cornelius, and the Richard Reiss, Reiss Steamship Company.

The warm weather has brought some of the old timers out of hibernation. Edward "Shy" Ryan, one of our older retired SIU members, was in to see us. This is an indication of good weather.

DULUTH

In the municipal election of April 6, 1965, Al Coallilo won by 10 votes for City Councilman against Johnson, the president of the present City Council. LaForge and McDonald, two more men for labor, won their election. There was a meeting at the Holiday Inn Friday and Saturday, the 2nd and 3rd of April, for the Maritime Trades Department. Delegates from the SIU, Marine Engineers,

and other locals attended. All items were taken up pertaining to shipping problems on the Great Lakes, and the SIU and Maritime Trades Department of Canada also attended this meeting.

At the union meeting Monday, April 5th, the hall was packed with members, some registered, some not. We have shipped a standby crew to the Platt getting it ready for loading grain.

Our blood bank is slowly building up in the port of Duluth. All donors are requested to contact the Duluth Port Agent for appointments.

Homer Stilson, porter, has been here at the hall every morning opening it and closing it down at night waiting for the Frank Tappin to fit-out. Everyday it's the same question — When? Doug Smith, AB off the James E. Ferris, is the proud father of a baby girl named Stephenie.

CLEVELAND

Even though the Ice Reports have not been too good from both ends of the Lakes, this port got off to a good start having fitted out three ships already. Crews are expected to be called in the next week or so for five more ships laying in this port.

The Blood Bank also got a shot in the arm, with Bill Marsh being the first in line to part with a pint. Registration of book men has been good, with enough to take care of any replacements needed at fit-out. Pat Sheeran has taken over as the "Barn Boss" in this port since Joe Meleolowski shipped last month.

All in all, this port is getting ready to handle whatever jobs come up. It looks as if it is going to be one of the best shipping seasons in many a year.

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.

cause of the SIU pension, we are able to live comfortably and enjoy our later years in full security and dignity.

Recently I was in the hospital. When I was discharged, the hospital informed me that the SIU had taken care of everything. All I had to do was walk out the door. It was a truly wonderful moment. I cannot express what such coverage means, especially with hospital bills the way they are today.

It is indeed a privilege to be a member of the SIU.

William R. Steng

SIU Thanked For Steel Strike Aid

The following letters were sent to SIU headquarters to express the appreciation of steelworkers for the support and aid lent by the SIU during a recent United Steelworkers strike, at the Continental Can Company.

To The Editor:

I want to take this opportunity to express to the SIU, its executive board and its membership, our sincere appreciation for all the help and service rendered to our members who were out on strike from March 1 to March 25. Your prompt response and cooperation with all the union men who were on strike and who needed support at all times, indicates the genuine trade union feelings embodied by your organization.

Our membership, especially those who walked the picket lines on those cold and nasty days, are doubly appreciative of the warmth, both of the food and of the moral support, that they received from your effective tours on the picket lines

Notify Union On LOG Mail

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

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

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

SIU ARRIVALS and DEPARTURES

Directory of UNION HALLS

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:

- Helen Pinter, born March 1, 1965, to the Frank Pinters, Brooklyn, New York.
Douglas Berry, born March 11, 1965, to the Claude D. Berrys, Lucedale, Miss.
Arlline Sierra, born February 7, 1965, to the Efrain R. Sierras, Ca-Quas, P.R.
Georgette Coto, born July 4, 1964, to the George Cotos, New Orleans, La.
Richard Miller, born May 3, 1964, to the Allan F. Millers, Niagara Falls, New York.
Natalie Jo Benenate, born February 18, 1965, to the Nathan Benenates, New Orleans, La.
Harry P. Irvine and William M. Irvine, born March 8, 1965, to the Henry W. Irvines, Sault Ste. Marie, Mich.
Kevin Bernard, born July 24, 1964, to the Clyde C. Bernards, New Orleans, La.
Lori Ann Perry, born January 31, 1965, to the Raymond D. Perrys, Woodstone, N.J.
Timothy Morris, born March 17, 1965, to the Richard Morris, Jamaica, New York.
Rodney Hunt, born March 13, 1965, to the Michael Hunts, Philadelphia, Pa.
Alice Marie O'Hean, born January 20, 1965, to the John J. O'Heans, Kentwood, La.
Linda Roberts, born February 19, 1965, to the John A. Roberts, Woodlawn, Va.
Alfred James Morgan, born December 8, 1964, to the Alfred Morgans, Muskegon, Mich.

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: Baltimore, Boston, Detroit, Houston, Jacksonville, Miami, New Orleans, Norfolk, Philadelphia, San Francisco, Tampa, Seattle, etc.

Jeff Gillette, Agent 229-2788
WILMINGTON, Calif 505 N. Marine Ave.
Frank Boyne, Agent Terminal 4-2528

Great Lakes SECRETARY-TREASURER Fred J. Farnes ASSISTANT SECRETARY-TREASURER Roy Boudreau

- ALPENA 127 River St. EL 4-3616
BUFFALO, NY 735 Washington TL 3-9259
CHICAGO 9383 Ewing Ave. SAGINAW 1-0733
CLEVELAND 1420 West 25th St. MAIn 1-5450
DULUTH 312 W. 2nd St. RAndolph 2-4110
FRANKFORT, Mich. 415 Main St. Mail Address: P.O. Box 267 ELgin 7-2441
HEADQUARTERS 10225 W. Jefferson Av. River Rouge 18, Mich. Vinewood 3-4741

Inland Boatmen's Union NATIONAL DIRECTOR Robert Matthews GREAT LAKES AREA DIRECTOR Pat Finnerly

- BALTIMORE 1215 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, Jax ELgin 3-0987
MIAMI 744 W. Flagler St. Franklin 7-3564
MOBILE 1 South Lawrence St. Hemlock 2-1754
NEW ORLEANS 630 Jackson Ave. Tel 529-7546
NORFOLK 115 Third St. Tel 622-1892-3
PHILADELPHIA 2604 S. 4th St. DEwey 6-3818
TAMPA 312 Harrison St. Tel 229-2788

GREAT LAKES TUG & DREDGE REGION REGIONAL DIRECTOR Robert Jones

- Dredge Workers Section ASSISTANT DIRECTOR Richard L. Tillman
BUFFALO 91 Henrietta Ave. TR 5-1538
ARTHUR MILLER, Agent
CHICAGO 2300 N. Kimball TRISve Varden, Agent ALbany 2-1154
CLEVELAND 1420 W. 25th St. Tom Gerrity, Agent 621-5450
DETROIT 1570 Liberty Ave. Lincoln Park, Mich. DU 2-7694
ERNEST DEMERSE, Agent
DULUTH 312 W. Second St. 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 4-8533
BUFFALO 18 Portland St. Tom Burns, Agent TA 3-7095
CHICAGO 9383 Ewing St. 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. 68 South Range, Wis.
RAY THOMSON, Agent EXport 8-3024
LORAIN, O. 118 E. Parish St. Sandusky, Ohio
Harold Ruitzatz, Agent MAIn 6-4573
MILWAUKEE 2722 A. So. Shore Dr. Joseph Miller, Agent SHerman 4-6645
SAULT STE. MARIE 1096 Maple St. Wm. J. Lackey, Agent MEIrose 2-8847

Rivers Section ST. LOUIS, MO. 805 Del Mar L. J. Colvis, Agent CE 1-1434 PORT ARTHUR, Tex. 1348 7th St. Arthur Bendheim, Agent

- RAILWAY MARINE REGION HEADQUARTERS 99 Montgomery St. Jersey City 2, NJ Henderson 3-0104
REGIONAL DIRECTOR G. P. McGinty
ASSISTANT REGIONAL DIRECTORS E. B. Pulver R. H. Avery
BALTIMORE 1215 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 1215 E. Baltimore St. Eastern 7-4900
BOSTON 276 State St. Richmond 2-0140
HEADQUARTERS 675 4th Ave. Brooklyn HYacinth 9-6600
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TAMPA 312 Harrison St. Phone 229-2788

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):

William Norris Rollins, 52: Brother Rollins succumbed to a abdominal disease on Dec. 1, 1964, in the New Orleans USPHS Hospital. A member of the SIU since 1943, he sailed in the engine department. Surviving is his wife, Amanda Rollins. He was buried in the Orrville Cemetery, Ala.
John Lee Millner, 38: Brother Millner died on Nov. 11, 1964, in San Francisco, Calif., of a liver ailment. A member of the SIU since 1943, he sailed in the engine department. He is survived by his mother, Mrs. Daisy Edna Millner. He was buried in Fairfax, Va.

Levi Middlebrook, 46: A ruptured appendix proved fatal to brother Middlebrook on Nov. 19, 1964, while in Fla. A member of the deck department, he joined the SIU in 1958. He is survived by his wife, Ida Hannah Middlebrook. Burial was in the Myrtle Hill Cemetery, Bay Pines, Fla.
Daniel James Nelson, 52: Injuries received in an accident were fatal to Brother Nelson on Nov. 28, 1964, in the UPHS Hospital, Galveston, Texas. A member of the Union since 1955, he sailed in the engine department. Surviving is his wife, Susan Josephine Nelson. Burial was in Norfolk, Va.

Charles Stringfellow, 44: Brother Stringfellow died of heart disease on November 9, 1964, in Mobile, Ala. A member of the SIU since 1938, he sailed in the steward department until he retired in 1964. He is survived by his wife, Mrs. Pearl E. Stringfellow. He was buried in the Pine Crest Cemetery, Mobile, Ala.
Calvin Louis Mc Coy, 40: Brother McCoy succumbed to heart disease on November 2, 1964, in the General Hospital in Bay City, Mich. A member of the SIU Great Lakes Tug and Dredge Region, he sailed in the deck department. He is survived by his wife, Deloris R. McCoy. Burial was in the St. Patrick's Cemetery, Bay City, Mich.

Charles Case Matthews, 53: Brother Matthews died on November 3, 1964, of lung disease, in the New Orleans USPHS Hospital. A member of the SIU since 1948, he sailed in the engine department. William Brandner was named administrator to his estate. He was buried in the Woodland Cemetery, Kentwood, La.
Paul Catalano, 71: Brother Catalano was a victim of heart disease on Jan. 21, 1965, while in San Jose, Calif. A member of the SIU since 1948, he sailed as chief cook until he retired in 1962. He is survived by his wife, Mrs. Edna Catalano, and three sons, Paul, Jr., Joseph, and Ebbliete. Burial took place at Lafayette No. 1 Cemetery, New Orleans.

Know Your Rights

FINANCIAL REPORTS. The constitution of the SIU Atlantic, Gulf, Lakes and Inland Waters District makes specific provision for safeguarding the membership's money and Union finances. The constitution requires a detailed CPA audit every three months by a rank and file auditing committee elected by the membership. All Union records are available at SIU headquarters in Brooklyn.
TRUST FUNDS. All trust funds of the SIU Atlantic, Gulf, Lakes and Inland Waters District are administered in accordance with the provisions of various trust fund agreements. All these agreements specify that the trustees in charge of these funds shall consist equally of union and management representatives and their alternates. All expenditures and disbursements of trust funds are made only upon approval by a majority of the trustees. All trust fund financial records are available at the headquarters of the various trust funds.
SHIPPING RIGHTS. Your shipping rights and seniority are protected exclusively by the contracts between the Union and the shipowners. Get to know your shipping rights. Copies of these contracts are posted and available in all Union halls. If you feel there has been any violation of your shipping or seniority rights as contained in the contracts between the Union and the shipowners, notify the Seafarers Appeals Board by certified mail, return receipt requested. The proper address for this is: Earl Shepard, Chairman, Seafarers Appeals Board, 17 Battery Place, Suite 1930, New York 4, N.Y.
Full copies of contracts as referred to are available to you at all times, either by writing directly to the Union or to the Seafarers Appeals Board.
CONTRACTS. Copies of all SIU contracts are available in all SIU halls. These contracts specify the wages and conditions under which you work and live aboard ship. Know your contract rights, as well as your obligations, such as filing for OT on the proper sheets and in the proper manner. If, at any time, any SIU patrolman or other Union official, in your opinion, fails to protect your contract rights properly, contact the nearest SIU port agent.
EDITORIAL POLICY-SEAFARERS LOG. The LOG has traditionally refrained from publishing any article serving the political purposes of any individual in the Union, officer or member. It has also refrained from publishing articles deemed harmful to the Union or its collective membership. This established policy has been reaffirmed by membership action at the September, 1966, meetings in all constitutional ports. The responsibility for LOG policy is vested in an editorial board which consists of the Executive Board of the Union. The Executive Board may delegate, from among its ranks, one individual to carry out this responsibility.
PAYMENT OF MONIES. No monies are to be paid to anyone in any official capacity in the SIU unless an official Union receipt is given for same. Under no circumstance should any member pay any money for any reason unless he is given such receipt. In the event anyone attempts to require any such payment be made without supplying a receipt, or if a member is required to make a payment and is given an official receipt, but feels that he should not have been required to make such payment, this should immediately be reported to headquarters.
CONSTITUTIONAL RIGHTS AND OBLIGATIONS. The SIU publishes every six months in the SEAFARERS LOG a verbatim copy of its constitution. In addition, copies are available in all Union halls. All members should obtain copies of this constitution so as to familiarize themselves with its contents. Any time you feel any member or officer is attempting to deprive you of any constitutional right or obligation by any methods such as dealing with charges, trials, etc., as well as all other details, then the member so affected should immediately notify headquarters.
RETIRED SEAFARERS. Old-time SIU members drawing disability-pension benefits have always been encouraged to continue their union activities, including attendance at membership meetings. And like all other SIU members at these Union meetings, they are encouraged to take an active role in all rank-and-file functions, including service on rank-and-file committees. Because these oldtimers cannot take shipboard employment, the membership has reaffirmed the long-standing Union policy of allowing them to retain their good standing through the waiving of their dues.
EQUAL RIGHTS. All Seafarers are guaranteed equal rights in employment and as members of the SIU. These rights are clearly set forth in the SIU constitution and in the contracts which the Union has negotiated with the employers. Consequently, no Seafarer may be discriminated against because of race, creed, color, national or geographic origin. If any member feels that he is denied the equal rights to which he is entitled, he should notify headquarters.
SEAFARERS POLITICAL ACTIVITY DONATIONS. One of the basic rights of Seafarers is the right to pursue legislative and political objectives which will serve the best interests of themselves, their families and their Union. To achieve these objectives, the Seafarers Political Activity Donation was established. Donations to SPAD are entirely voluntary and constitute the funds through which legislative and political activities are conducted for the benefit of the membership and the Union.
If at any time a Seafarer feels that any of the above rights have been violated, or that he has been denied his constitutional right of access to Union records or information, he should immediately notify SIU President Paul Hall at headquarters by certified mail, return receipt requested.

Schedule of Membership Meetings

SIU-AGLIWD Meetings

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

New York	May 3	Detroit	May 14
Philadelphia	May 4	Houston	May 10
Baltimore	May 5	New Orleans	May 11
Mobile	May 12		

West Coast SIU-AGLIWD Meetings

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

Wilmington	San Francisco	Seattle
April 19	April 21	April 23
May 17	May 15	May 21

Great Lakes SIU Meetings

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

Detroit	May 3-2 P.M.
	May 17-2 P.M.
Alpena, Buffalo, Chicago, Cleveland, Duluth, Frankfort,	May 3-7 P.M.
	May 17-7 P.M.

SIU Inland Boatmen's Union

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

Phila.	May 4-5 P.M.
Baltimore (licensed and un-licensed)	May 5-5 P.M.
Houston	May 10-5 P.M.
Norfolk	May 6-7 P.M.
N'Orleans	May 11-5 P.M.
Mobile	May 12-5 P.M.

RAILWAY MARINE REGION

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

Jersey City	May 10
Philadelphia	May 11
Baltimore	May 12
Norfolk	May 13

GREAT LAKES TUG AND DREDGE REGION

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

Detroit	May 10
Milwaukee	May 10
Chicago	May 11
Buffalo	May 12
Sault Ste. Marie	May 13
Duluth	May 14
Lorain	May 14

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

Cleveland	May 14
Toledo	May 14
Ashtabula	May 14

(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	May 3
Baltimore	May 5
Philadelphia	May 4
Houston	May 10
Mobile	May 12
New Orleans	May 11

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

SEAFARERS in DRYDOCK

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

USPHS HOSPITAL STATEN ISLAND, NEW YORK Emmett Avery Conway Beard Burton Berg David Collins Dan Covaney George Crabtree Earl Crossell Daniel Daheny Robert Devlin Dominick Fois Stanley Friedman Robert Gabel Antonio Garcia James Gillian Estell Godfrey Julio Gonzalez Fawzi Hamboussie Grant Johnson Eric Johnson Ephraim Jones	USPHS HOSPITAL BALTIMORE, MARYLAND Theodore S. Aleck Joseph P. Andrew D. W. Barnette Clyde R. Brittle Joseph E. Carender Antonio Cauano Charles Crockett Noble Duhadaway Justice P. Hughes Eric Johnson W. Malinowski	USPHS HOSPITAL FORT WORTH, TEXAS Benjamin Deibler Abe Gordon Thomas Leahy	USPHS HOSPITAL SAILORS' SNUG HARBOR STATEN ISLAND, NEW YORK Daniel Gorman Alberto Gutierrez Edwin Harriman	USPHS HOSPITAL MEMPHIS, TENNESSEE Paul Lacy	U.S. SOLDIERS HOME HOSPITAL WASHINGTON, D.C. William Thomson	VA HOSPITAL LONG BEACH, CALIFORNIA Raymond Arsenault	VA HOSPITAL ANN ARBOR, MICHIGAN Robert Asbahr	VA HOSPITAL WEST HAVEN, CONN. Paul Kolesnick	VA HOSPITAL HOUSTON, TEXAS Thomas Manion	VA HOSPITAL HINES, ILLINOIS Oscar Kvaas	PINE CREST HAVEN NURSING HOME COVINGTON, LOUISIANA Frank Martin	CAMARILLO STATE HOSPITAL CAMARILLO, CALIFORNIA David Taylor	ST. VINCENTS HOSPITAL GREEN BAY, WISCONSIN Percy Johnson	PENINSULAR GENERAL HOSPITAL SALISBURY, MARYLAND Richard Savage
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Turned Down OT? Don't Beef On \$\$

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

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

Pacific Coast

(Continued from page 8)

East Coast Seafarers have taken advantage of the good shipping and beautiful weather here. We hope they keep coming. This time of the year you can look out of the window and see the salmon jumping in the sound. Hunting is also excellent, and we still have the welcome mat out for stewards, chief cooks, firemen-watertenders, oilers, etc., who can come here, enjoy the local sports and be sure of shipping, too.

During mid-April, the supertanker Manhattan is due here to take on a 100,000-ton load of grain for Pakistan. It will be the largest load ever moved from any Pacific Northwest port.

Oldtimers on the beach include Juan Fernandez, who is waiting for a Far East run, and old Puget Sounder Bill Aycoc, who is waiting for a bosun's job. Tiny Kennedy, last off the Anchorage, will spend a little time on the beach before shipping again.

Clyde Hotis and Dan Hulcey, both blackgang men, are waiting to ship. Visitors in the port from back east include Joel Huber, who sails on deck, and William Morris, now in drydock here.

Researchers Study Sharks For Clues To Brain Injuries

BIMINI, The Bahamas—The mean but witless shark may provide medical science with the means of finding a remedy for certain forms of brain damage in humans, according to a New York surgeon who has been experimenting with the killer fish on this tropic isle.

The surgeon, Dr. Louis Bakay of the University of Buffalo Medical School, has been studying human brain damage resulting from accident, stroke or surgical operation. During the research, it was discovered that sharks have the ability to repair certain types of damage to their large but empty craniums.

Shark Incisions
Dr. Bakay and his colleagues at the Lerner Marine Laboratory here have been operating on captured sharks and studying the effects of the incisions they make. They have noticed that dead brain tissue in the sharks reactivates itself. The problem now is to find out what gives the stupid creatures this ability.

Damage to human brain cells is now irreversible. The surgeon's special interest is brain edema, a form of brain damage that can lead to death within days after a stroke, operation or other injury. It is caused by fluids which swell a portion of the brain. This is precisely the type of brain damage from which sharks seem able to recover.

The other obvious benefit of the surgeon's research is that he and his co-workers are reducing the local population of dangerous sharks while they seek a cure to another of man's ills.

PERSONALS and NOTICES

Stanley Shnayer
Please contact Mr. Samuel S. Sezen, Counsellor at Law, 299 Broadway, New York 7, N.Y.

Rudolph R. Cefaratti
Your mother would like you to contact her in reference to a refund check of yours that was mailed to her.

Vacation Pay

As a result of instructions from an insurance representative covering the Union for possible theft or forgery of vacation payments to members, a change in the method of payment of SIU vacation benefits has become necessary. All payments will now have to be made at an office of the Union and proper identification must be given at the same time.

E. G. Mitchell
Mrs. Mary Cefaratti is anxious about your wife's condition and would like you to write to her at 51 Clinton Street, New Britain, Conn. 06053.

Melvin Knickman
You are requested to contact Jack Riemer at 408 W. Master Street, Phila., Pa.

James Bruce Elliott
You are requested to contact your mother at 3118 Mt. Carol Drive, San Diego, California 92111.

Please Contact
Michael Miller; William Datzco; Earl L. Bacchus; Warren Federer; Eugene L. Stark; The above seamen are requested to contact Edgar N. Quillan, Counselor At Law in New Orleans, La., at the following telephone number: 271-4771. Important.



NEW

EVERY THREE MONTHS

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

YOUR SIU SHIP'S LIBRARY

AFL-CIO Urges Strong U.S. Stand On Vietnam

In an April 7 speech at Johns Hopkins University in Baltimore, broadcast on a nationwide radio and television hookup, President Johnson outlined and clarified the U.S. position on the conflict in Vietnam.

Johnson made clear that the objective of the U.S. is the "independence of South Vietnam," and said "we will do everything necessary to reach that objective—and we will do only what is necessary." To achieve this independence in the face of Vietcong guerilla aggression from the communist North, Johnson pointed out that "there may be many ways to this kind of peace: In discussion or negotiation with the governments concerned; in large groups or in small ones; in the reaffirmation of old agreements or their strengthening with new ones."

The benefits which could come to the people of all of Southeast Asia when peace is finally achieved there was pointed out in a proposal by the President for a vast Southeast Asian development program, with U.S. and other economic aid.

U.S. Will Stand Firm

One thing Johnson made clear however, was that until such an agreement for a peaceful and honorable end to the conflict was made, the U.S. would continue to give military and economic assistance to the South Vietnamese.

"We will not be defeated," he said. "We will not grow tired. We will not withdraw, either openly or under the cloak of a meaningless agreement."

Following President Johnson's speech on Vietnam, AFL-CIO President George Meany issued the following statement on the address and on the U.S. position outlined in it. In line with the continuing interest of the American labor movement on international issues which affect all of the American people, Meany's remarks are reprinted below.

Meany Comments

"In his address of April 7th, President Johnson offered to open the door to "unconditional discussions" on the crisis in Viet Nam. Those who have been urging our government to appease the Communist aggressors against the Vietnamese people have seized upon the words "unconditional" to conclude that our country's policy towards the conflict in Viet Nam is now being basically changed. They would interpret the President's address to mean that we are now ready to appease the aggressors.

Organized labor in our country has steadfastly opposed appeasement of all aggressors — Mussolini, Hitler, Stalin, Mao Tse-tung, and Khrushchev alike. In continuation of this policy we have time and again supported Pres. Johnson's firm rejection of all proposals to appease the aggressors against the people of South Viet Nam.

Fortunately, the course outlined by the President, the national aims spelled out in his address, his determination to help the South Viet Nam people maintain their independence—all these clearly add up to anything but appeasement, anything but wavering on weakening in America's commitment to freedom for South Viet Nam.

Those who strive and struggle for peace will be greatly encouraged by President Johnson once again making it clear to all Communist aggressors that "we will not be defeated. We will not grow tired. We shall not withdraw, either openly or under the cloak of a meaningless agreement."

American labor welcomes President Johnson's reaffirmation of America's determination to achieve through diplomatic and economic as well as military measures "an independent South Viet Nam securely guaranteed and able to shape its own relationship to all others, free from outside interference."

Foundation For Peace

This forceful reiteration of the basic aim of our nation's policy in Southeast Asia should eliminate all doubts as to American military action having any other objective than to provide a firm foundation for the peace, freedom, and economic development of this war-torn region.

We are confident that the people of North Viet Nam, if permitted, would gladly accept Pres. Johnson's proposal that they join with their neighbors in a great effort to improve their conditions of life and work rather than continue to suffer and sacrifice in a terrible military conflict which can never be of advantage to them. Any rejection of this generous American offer can only aggravate their misery and suffering. This is the cruel fate which befell the people of the captive nations of Europe when their masters in Moscow prevented their benefiting from Marshall Plan aid.

The people of South Viet Nam, Berlin, and every other area in the shadow of terror or Communist aggression can draw encouragement and strength from the President's timely assurance that the United States "will always oppose the effort of one nation to conquer another nation." We share the President's realization that this course must be pursued "because our own security is at stake."

We also welcome the President's emphasizing that "the central lesson of our time is that the appetite of aggression is never satisfied" and that, in Viet Nam or in any other part of the world where our country bears an international responsibility, "we fight because we must fight, if we are to live in a world where every country can shape its own destiny. And only in such a world will our own freedom be finally secure."

House OKs Medicare By Overwhelming Vote

WASHINGTON — In an event described by President Johnson as a "legislative landmark," the House approved the expanded King-Anderson Medicare bill by an overwhelming 313 to 115 margin last week. The bill now moves to the Senate, where passage is expected by summer.

The President cheered the House action, saying it had demonstrated "once again the vitality of our democratic system in responding to the needs and will of the people." A House Democratic leader said, that with the passage of the bill, "the Great Society is on its way."

Besides providing medical care to all Americans over 65 for the first time, the bill will also increase and improve Social Security benefits. The major improvement is a seven percent increase in cash benefits under the old age, survivors and disability insurance program.

The victory of the bill in the House culminated an eight-year battle by organized labor, senior citizens groups and the liberal community for this type of health legislation, which is now almost universal in the industrial nations of the western world.

The Medicare program, which will go into effect July 1, 1966, will provide health insurance for those over 65 under two complementary plans. The first, or basic, plan will cover everyone who meets the age requirements, except for federal employees covered by government health insurance.

Benefits Included

The basic plan will be financed by an increase in Social Security taxes. Benefits to those not presently covered by Social Security will be paid out of general tax revenues. The basic plan includes the following benefits:

- Hospitalization for up to 60 days of each illness. The patient will pay the first \$40 of hospital costs. Most regular hospital costs are covered, but doctors fees for radiology, surgery and anesthesiology will not be covered. Also not covered are psychiatric hospital costs.

- Nursing Home care for up to 100 days in an approved facility after a hospital stay of at least three days. At least 20 days in each illness period will be allowed.

- Home Nursing care for up to 100 visits yearly after hospitalization of at least three days. The patient will have to be under a doctor's care to qualify.

- Diagnostic services covering out-patient diagnostic costs secured through a hospital. The beneficiary will pay the first \$20 of such costs.

Other Services

Supplementary services, added to the original bill when critics charged it did not go far enough in meeting the health needs of the elderly, will be available on a voluntary basis at a cost of \$3 monthly. The supplementary program will provide nearly all of those services not covered by the basic plan.

The added services include physicians' services, including surgery, whether performed in a hospital, clinic, office or home; care for 60 days in a mental hospital; an additional 100 days of home nursing care, and various other services. Some of these are x-ray and other diagnos-

tic tests, radiological treatments, surgical dressings, splints, casts, iron lungs, prosthetic devices and ambulance services.

The patient would pay the first \$50 dollars of such costs, with the plan paying all additional costs to 80 percent.

Other portions of the comprehensive Social Security bill will increase federal grants for maternal and child health programs and those programs dealing with public assistance. The bill also allows added medical deductions for Americans under 65 who are not eligible for the medicare program. Allowances would be made for those paying regular fees to medical group practice and insurance plans, such as Blue Shield or Blue Cross.

Eight Year Battle

Medicare was proposed for elderly Americans eight years ago. The idea drew immediate criticism from the American Medical Association and the private health insurance companies. Despite mountains of evidence showing the need for such a program, the doctors and private groups at first denied the necessity for it entirely.

When public support for medicare began to grow, the vested interests finally acknowledged the need, but proposed to solve the problem through a constantly changing set of schemes, most of which were aimed at filling the coffers of insurance companies with federal subsidies, or setting up a totally voluntary, state-by-state, federally assisted program.

This led to the passage of the Kerr-Mills Act, which appeased the private interests but did little to lessen the health problems of the elderly. Administered by the states, Kerr-Mills forced elderly persons to take a pauper's oath before allowing them services. The bill was fairly well run in some states and non-existent in others.

Meanwhile, the support for Social Security-backed medicare grew across the nation. Senior citizens groups sponsored meetings and rallies throughout the country (the late President Kennedy addressed one of the largest in New York's Madison Square Garden), and the labor movement gave its full material and moral support to the medicare concept.

Bill Killed Twice

The Senate considered medicare in 1960 and 1964 but it never reached the House. The 1960 bill died in a close Senate vote, and the 1964 measure was killed by a House-Senate committee. Hopes for passage were advanced to a significant extent by the outcome of the 1964 national elections. President Johnson swept in on a wave of unparalleled support, bringing with him a more liberal-minded House and Senate.

Joining Pensioners



SIU oldtimer **Richardo Armesto** (right) joined the ranks of Seafarers enjoying retirement with the aid of regular \$150 monthly SIU pension checks when he picked up his first check recently at New York from headquarters rep Steve Zubovich. Armesto, whose last ship was the **Robin Locksley** (Robin Line) has sailed with the SIU for 25 years as FWT.