



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

FEW people know what 14b means.

But those workers who make their livings in states where "right-to-work" laws are in existence know very well the dire effects of 14b on their security and well-being.

14b is the number given to a section in the Taft-Hartley law which gives states the right to enact so-called "right-to-work" laws. There are 20 states which have enacted such legislation. Significantly, it is in these states that wages and working conditions, educational opportunities and other social benefits lag.

State "right-to-work" laws are part of the ever-present right-wing, Big Business, union-busting attack, and they prevent workers from enjoying the benefits of free collective bargaining.

The AFL-CIO and all of its member unions, including the SIU, have cited the repeal of 14b as a major legislative goal at this session of Congress.

All of the labor movement's forces will be mustered to win repeal of 14b so that the benefits of free collective bargaining will be protected in the interests of all working men and women in the U.S.



179 SIU Oldtimers Joined Pension Ranks During '64

The Seafarers Pension and Welfare Plan approved \$150 monthly pensions to 179 members of the SIU Atlantic, Gulf, Lakes and Inland Waters District during 1964.

Since the Pension Plan was begun on Oct. 1, 1961, a total of 644 members were placed on the pension rolls, and are today enjoying their retirement with dignity and security. The total does not include those members who passed away while on the pension list.

Members of the Atlantic, Gulf and Inland Waters District led the 1964 pension list with a total of 102 Seafarers being added to the monthly pension list. Members of the Inland Boatmen's Union followed with 35 retired members on the pension rolls. The SIU Railway Marine Region listed 29 members who are receiving pensions, and the SIU Great Lakes District had 13 members receiving pensions.

Included in the total are the five newest pensions to be awarded to long-time members of the SIU Atlantic and Gulf Districts. The new pensioners, who may now retire in dignity to reap the rewards

ship was the Alcoa Commander Dean, sailing in the deck department (Alcoa).

Emerson first joined the SIU in the port of Baltimore, sailing



Foster

Champlin

in the deck department as AB. His last ship was the Producer (Marine Carriers). A native of New Hampshire, he now makes his home in Flippin, Arkansas, where he may now relax from his labors and enjoys the monthly pension benefit from the Union.

Dean, sailing in the deck department since he joined the Union in Mobile, is a native of Alabama. Still making his home in the state of his birth, he has now retired in comfort and dignity. He last sailed as deck maintenance aboard the Clairborne (Waterman).

Foster joined the Union in the port of New York and sailed as a chief steward. He recently retired to his home in New York City assured of a steady income from the Union pension plan. He last sailed aboard the Los Angeles (Sea-Land). He is a native of South Carolina.

Champlin is a native of Chicago who joined the Union in Galveston, Texas. Sailing throughout his years with the SIU as AB and Bosun, he recently retired to his present home in New Orleans, La. He last sailed aboard the Fairport, (Waterman).

Supported By N.Y. Port Council

Welfare Workers Strike Over Wages, Conditions

NEW YORK—More than 8,000 Welfare Department workers took to the picket lines here last week in their fight for better wages and a reduction in staggering work loads. The strike came after weeks of fruitless negotiation with the city.

The strike, conducted by members of the Social Service Employees Union and Local 371 of the State, County and Municipal Employees Union, has the full backing of the city's Maritime Port Council, which includes the SIU and other unions.

SIU and other MPC members joined with the social workers on picket lines in front of Welfare Department offices.

The city's immediate response to the strike was to invoke the vicious Condon-Wadlin Act, a state law that imposes immediate dismissal on striking public employees. Organized labor in N.Y. State has been in the forefront of the fight to repeal the act.

Welfare investigators now receive a starting salary that is lower than that of many unskilled workers. Each investigator handles at least 60 cases. The strikers are asking for higher salaries and a reduction of the caseload to 50 per investigator. The city has offered a flat \$300 increase a year and a contribution to a welfare fund, but they have refused to negotiate on working conditions.

SIU President Paul Hall, speaking at a mass meeting held by the Welfare Unions this week, said that "labor leaders at this moment are in consultation with city and other officials to try and break the impasse and get both sides back at the bargaining table."



Emerson



Dean

of their years of labor are Samuel Phillips, 65; Stephen Emerson, 63; George S. Dean, 65; Percy Lee Foster, 70; and George W. Champlin, 67.

Phillips joined the Union early in its history in the port of New York, sailing in the steward department. A native of the British West Indies, he now makes his home in New York City. His last



Seafarers and other union members affiliated with the New York Maritime Port Council hit the bricks this week in support of striking Welfare Department workers employed by New York City. Two unions representing the welfare workers, Local 371 of the State, County and Municipal Employees and the Social Service Employees Union, voted to walk out after negotiations failed for higher pay and improved working conditions.

International President's REPORT

By Paul Hall



The Seafarers International Union of North America regards the promotion and preservation of a strong American maritime industry, adequate to both the commercial and security needs of the nation, as essential.

The American maritime industry cannot be strong unless certain conditions exist. To meet our nation's needs the American merchant fleet must be registered under the American flag and manned by American citizens. And there must also be a healthy and vital American shipbuilding capacity, sufficient to provide the physical facilities and skilled manpower reservoir necessary to meet any contingency in peace or war.

Certainly, the American maritime industry, which contributes significantly to the economic well-being of this nation, as well as to its security, would be mortally weakened if either of these essential components are lacking.

Unfortunately, the American shipbuilding industry has been allowed to deteriorate drastically in the years since World War II. In the Port of New York, for instance, there are now less than a dozen active private yards, none of which is engaged in large vessel construction. As a result, an industry which provided employment for 10,000 men during the early 1950s now employs only some 3,000. Nearly 10,000 other shipyard workers face unemployment as a result of the decision to close the Brooklyn Navy Yard.

"Many men have gone into other work, and there is actually a shortage of skilled manpower for drydocks, shops and specialized facilities," the New York Times reported recently.

Meanwhile, other countries are busily concerned, either with further promoting already-flourishing shipbuilding industries or with reviving dormant ones.

In the East, Japan has a program of state aid which has enabled that country to corner the lion's share of the shipbuilding market, with the result that Japanese yards are at present building 40 percent of the world's tonnage.

In Western Europe, France and Italy have been paying direct subsidies to their shipbuilders, while Germany has been providing aid in the form of credits at reduced interest rates.

Now, according to recent reports in the papers, the member nations of the European Economic Community—the Common Market—are making a unified effort to promote their shipbuilding industries through a single system of financial subsidies that would apply to all member countries—Belgium, Holland and Luxembourg, as well as Germany, Italy and France.

In our own country, in the meantime, the Maritime Administration is reported by reliable trade publications and other periodicals to be considering a plan which would permit both subsidized and unsubsidized lines to build vessels abroad for operation under American registry.

The security value of an efficient American shipbuilding industry, which can be quickly expanded, if necessary, was conclusively demonstrated during both World Wars. In peacetime, too, the American shipbuilding industry has more than justified its continued existence through its significant contributions to our economy, through its employment opportunities, through its purchase of goods and services, through its payment of taxes, and through its contribution to the alleviation of our pressing balance of payments problem.

Any attempt to further weaken or destroy our American shipbuilding capability would be not only shortsighted and economically unsound, but eventually a self-defeating and suicidal effort. For this reason the U.S. should be making every effort to see to it that America is restored to her rightful place as a major shipbuilding power.

SIUNA Oil Workers Urge 'Don't Buy' Chevron Gas

SAN FRANCISCO—The SIUNA-affiliated International Union of Petroleum Workers, and the Oil, Chemical & Atomic Workers have launched a "Don't Buy Chevron" campaign against Standard Oil of California products. The campaign has spread to all of California and to Washington, Oregon, Idaho, Utah, Arizona and other western states.

Instead, the company offered a 3.5 percent increase and when the unions refused to undercut the industry settlement, put it into effect unilaterally for all workers not covered by SIU-IUP or OCAW contracts.

The unions are urging trade union families and others to return their gasoline credit cards and to stop buying Standard of California products to protest the company's refusal to grant employees the 4.5 percent benefit package won by the unions from major firms in the 1964 round of contract negotiations.

In addition, the company put into effect a "formal operators' training program" for employees represented by OCAW Local 1-561 at its refinery in Richmond, California.

As union contracts expired, the company stopped union dues check-offs and refused to arbitrate unsettled grievances. Both unions have filed "bad faith bargaining" charges against the company with the National Labor Relations Board.

Court Backs MEBA In Union Vote Case

WASHINGTON—The U.S. Supreme Court, in a precedent-setting decision, has upheld the position of the Marine Engineers Beneficial Association, AFL-CIO, with a ruling that union elections cannot be enjoined or blocked by individuals seeking to challenge union constitutional provisions setting forth qualifications for office.

In an 8 to 1 decision, the nation's highest court upheld District No. 1 of the MEBA and dismissed a suit by 3 members who sought to enjoin the count of ballots in the union's December 1963 elections.

Position Joined

The AFL-CIO and the Solicitor General's office (acting on behalf of the U.S. Government) joined the case in support of the MEBA position. The Court held that the three members of the MEBA had suf-

fered no discrimination or denial of equal rights under the union's rules covering eligibility for office and nominations.

In their suit, the three men sought to attack two provisions of the union's election requirements: (1) the long-standing requirement that a member must nominate himself rather than be nominated by others; (2) a requirement that a candidate for office must have 180 days of employment on union-contracted ships in each of 2 of the 3 years preceding the election.

Lacked Qualifications

None of the three men who sought to block the election count had been employed under their

(Continued on page 17)

PRESIDENT JOHNSON TELLS CONGRESS:

'Action Needed On 14b, Medicare and Poverty'

WASHINGTON—Several labor-backed proposals were high on the list of national priorities called for by President Johnson in his State of the Union address to the Congress this week. These priorities included the revocation of section 14 (b) of the Taft-Hartley Act, a stepped up assault in the War on Poverty, passage of the Medicare Bill and other important social measures.

The President also said that we must have a "new policy" for the merchant marine, although he did not specify what this "new policy" would entail.

The AFL-CIO Executive Council, meeting here on November 24 had called for expanded use "of American-flag ships in transporting materials used in aid projects" and

all aspects of our export-import commerce.

Section 14 (b), the War on Poverty and medical care for the aged were some of the key issues on the agenda when AFL-CIO president George Meany and a group of labor's leaders met with President Johnson and his key aides in a two-hour White House meeting several weeks ago.

In his State of the Union message, President Johnson said he would "propose to Congress changes in the Taft-Hartley Act including section 14-B." That section allows states to enact so-called right-to-work laws, which prevent workers from making union-shop agreements.

Section 14b Cited

The AFL-CIO and all of its member unions, including the SIU, have cited the repeal of 14b as a major legislative goal of this Congress. 14b is the designation given to a section in the Taft-Hartley law which enables states to draft so-called "right-to-work" laws. There are at present 20 states which have enacted such legislation.

President Johnson said he would also call on Congress to extend minimum wage protection to the two million workers still not covered by it and to modernize the unemployment compensation system. Noting that the "laboring man is an indispensable force in the American system," he said the nation "must make further efforts to provide our workers with the modern technology."

The President's message to Con-

gress touched on almost all of the nation's outstanding domestic problems, with the President indicating that he would be sending a steady stream of proposals to Congress for the solution of those problems.

The task before the country, as the President saw it, was a three-fold one: "To keep our economy growing. To open for all Americans the opportunities now enjoyed by most Americans. To improve the quality of life for all."

Plans Education Aid

To accomplish that task, the President laid a heavy emphasis on the needs for improvement in education. He said he would ask Congress to appropriate an additional \$1.5 billion for schools and students. The amount would help education on every level from the kindergarten to the university.

To improve the health of American senior citizens, the President called for passage of the Medicare Bill. Congress is expected to approve the measure, backed by Social Security, early in this session.

To aid those American families who are "trapped in poverty, idleness and fear," the President said he would double the efforts of the war on poverty and work to eliminate the festering slums which dot too many American cities.

The President also asked for measures to encourage and extend the nation's foreign trade. "Finding new markets abroad for our goods depends on the initiative of American business," he said, adding that the "government stands ready with credits and other help to assist the flow of trade."

Stronger Maritime Program Needed, Hall Tells TV Panel

BALTIMORE—SIU President Paul Hall urged the U.S. Government to develop a "sensible, logical program" for a strong, adequate U.S. merchant marine during a panel discussion of U.S. maritime televised over station WMAR-TV here.

Hall also blasted the Department of Agriculture's failure to make sure that U.S.-flag shipping is given its share of Government cargoes as required by the 50-50 law.

The examination of the problems facing U.S. maritime came on a panel program entitled "The Port That Built A City and State." Other panelists taking part in the discussion were Maritime Administrator Nicholas Johnson, Representative Edward A. Garmatz (D-Md.), ranking member of the House Merchant Marine Committee and Joseph Curran, President of the National Maritime Union.

Program moderator was Helen Delich Bentley, marine editor of the Baltimore Sun.

In making his call for a strong American merchant fleet, Hall urged the construction of more tankers and bulk carriers. He pointed out that the U.S.-flag fleet has lost most of its tonnage in these categories, and few vessels have been built as replacements. He emphasized the importance of new tankers and bulk carriers for the American fleet since such a

large share of U.S. foreign trade moves as bulk cargo that is carried on foreign-flag vessels.

The SIU president declared that today's shipping situation is completely opposite to that which existed in 1936 when Congress passed the Merchant Marine Act. In those days most of the country's cargoes moved on liners, and, consequently, these have remained as the only type of ship that is subsidized today.

In attacking the Department of Agriculture, Hall charged that its failure to abide by the Cargo Pref-

erence law has meant that U.S.-flag ships are not getting the minimum of 50 percent of all Government cargoes which the law guarantees.

During the course of the discussion, Maritime Administrator Johnson agreed that "there is a need for more adequate capacity in our merchant marine to carry all cargoes." He said that when the Government talks about a more adequate merchant marine, it is thinking in the area of tankers and bulk carriers, in addition to other areas,

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SIU Ballot Count Gets Underway

NEW YORK—The membership-elected rank-and-file Union Tallying Committee has begun the tally of ballots cast in the SIU Atlantic, Gulf, Lakes and Inland Waters District election for Union officers which was conducted from November 2 to December 31.

Members of the 14-man Tallying Committee were elected at membership meetings called on December 28 in all constitutional ports. Two committee members were elected in each of the seven ports.

Committee members and the ports in which they were elected are: D.L. Parker, James Naylor, Mobile; Rudy Leader, Al Perini, New York; A. Stevens, Tom Garrity, New Orleans; George Litefield, Walter Walsh, Baltimore; James Doris, Charles Moss, Philadelphia; M. B. Garza, Ed Morris, Detroit; Burnell Butts, Douglas Claussen, Houston.

Upon completion of the tally, the Committee will submit a report to be acted upon at the February regular membership meetings which will be designated as the "Election Report Meetings" as provided in the Union Constitution.

Winning candidates in the election will take over their duties and functions as of midnight, Feb. 18.

A total of 64 qualified candidates ran on the ballot for the 45 elective Union posts.



With the conclusion of balloting in the election of SIU officers, members of the rank and file tallying committee have started to count the thousands of votes cast by Seafarers in ports all over the U.S. Membership on the 14-man tallying committee is composed of two representatives each elected from the ports of Houston, Philadelphia, New York, Baltimore, Mobile, Detroit and New Orleans.

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Labor Dept. Hikes Wages For U.S. Farm Workers

WASHINGTON—Farm owners were told they must offer higher wages and better conditions to U.S. farm workers before the Labor Department will permit them to import alien workers for seasonal jobs.

The department set minimum standards which must be met before growers can bring in field labor from Mexico or other countries. Domestic workers must first be offered minimum wages of \$1.15 to \$1.40 an hour, depending on the state, and written contract guarantees of housing, transportation and duration of employment.

The announcement cited "accumulating evidence" that there would be no shortage of U.S. farm workers if employers provided better pay and "decent working conditions."

Earlier, Labor Secretary W. Willard Wirtz announced a "massive recruitment effort" to secure U.S. workers to replace Mexican "braceros" next year, pledging that an "emergency" provision of the Immigration Act will not be used to circumvent the ending of the bracero program. Under immigration procedures, the Labor Department must certify that there is a shortage of domestic workers before aliens can be admitted for temporary jobs.

At Labor Department hearings in three states and Washington, D. C., employer groups urged liberal admission of alien farm workers. Unions and AFL-CIO state central bodies said the flow of foreign workers should be cut off, thus forcing growers to offer wages and conditions adequate to recruit domestic workers.

The order set a three-month transitional period—until April 1, 1965—in which growers can import workers if they are unable to find sufficient farm help at current prevailing wages. A prevailing wage schedule, ranging from 90 cents an hour in Texas and New Mexico to \$1.25 in California, was posted.

After April 1, the minimum wage offered by employers seeking certification of a labor shortage will be as follows:

- \$1.40 an hour in California, Connecticut, Kansas, Minnesota, Montana, Nebraska, South Dakota and Utah.

- \$1.30 an hour in Colorado, Massachusetts, New Hampshire,

- \$1.25 an hour in Arizona, Indiana, Maine, Michigan and Wyoming.

- \$1.15 an hour in Arkansas, Florida, New Mexico, Virginia and West Virginia.

If the prevailing rate for the crop activity in the area is higher than these minimums, the higher rate must be paid.

Russia Seeks Liner Service To New York

NEW YORK—Russia, which is building up its merchant fleet by leaps and bounds, is now hoping to put some of its new luxury liners into regular service to the U.S. In an effort to drum up some business for its new passenger ships, Russian merchant marine officials have said they would like to see their new Franko-class liners sail on a regular schedule between Odessa and New York.

The last time a Russian ship appeared in New York harbor on a regular sailing was almost 50 years ago, before the Communists took over the Kremlin. In 1915 the Russian liner Czarita docked in New York after making her maiden voyage from Archangel.

Service To West

Now, a half century later, the Russians are dicker with the U.S. State Department to re-inaugurate passenger service to the U.S. Soviet officials have already reached agreement for liner service between Leningrad and Montreal with stops at European ports including Helsinki, Stockholm, Southampton and Le Havre.

This service is expected to begin next summer when the Alexander Pushkin, a Franko-class liner, makes its maiden voyage. The vessel, which provides luxury accommodations which equal those of "decadent" Western nations, is now undergoing sea trials.

Liners of the Franko class can carry 750 passengers and 1,000 tons of cargo in two holds. They also provide garage space for up to 23 small cars. Built with a speed of 20.3 knots, the 557-foot liners carry a crew of 220 Russian seamen. In addition to the Alexander Pushkin and the new passenger fleet's flagship, the Ivan Franko, the Soviet government has ordered four other liners from East German ship yards.

Delicate diplomatic negotiations are only part of the difficulties faced by the Russians in inaugurating passenger ship service between the U.S.S.R. and New York. Only a few Soviet ports are free from winter ice, and even coastal traffic is restricted to about 70 to 100 days a year. The only warm water area that the Soviets can depend on is on the Black Sea where Odessa is located. Russian maritime officials plan to put two more atom-powered ice-breakers in operation in addition to the one now in use to keep more of its ice-bound ports open.

The Atlantic Coast



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

N.Y. Welfare Workers On Strike

The Maritime Port Councils in the main port cities of the U.S., of which the SIU is a member, tries in their work to improve the working conditions and standards of port workers and also devote part of their energies to supporting other workers in their respective communities. In Baltimore, the chief of the Maryland Port Authority told the Port Council in a meeting at the SIU Hall that labor was vital to the welfare of the port and that it should work together with the PA for the welfare of all of Baltimore's citizens.

In New York, the Port Council threw the full weight of its support behind the employees of the City Welfare Department who have been forced to take to the picketlines to obtain decent standards. Members of the unions which make up the Port Council joined the Welfare workers on the lines, demonstrating the solidarity of labor when it comes to the securing of just demands.

Boston

Shipping improved in Boston during the last period and is expected to remain good with some grain cargoes expected to move through the port. There were two payoffs, one sign-on and two ships serviced in transit in the last two weeks.

In other Boston news, a serious fire heavily damaged the Union Hall. The building suffered serious fire and water, and structural damage that made the building unsafe. Thankfully, no one was hurt. The Union has moved into temporary quarters.

John Gala, last on the Mount Washington, has been on the beach for the past five months and is now making all shipping calls. He says he would like to get a long trip in now so he can spend some time at home with the family come summer.

Edward "Ragmop" O'Connell, who sails as dayman or bosun, paid off the Ocean Anna to spend the holidays with his family. Now he says he's ready to ship again. Thomas Fay, also happy to be home over the holidays, is ready to ship, too.

Philadelphia

Shipping has been good here but is expected to level off in the next period. In the last two weeks there were 10 payoffs, five sign-ons and eight ships serviced in transit.

Carrol Harper, sailing on the Rebecca since 1947, is now on the beach watching out for a coastwise run or a berth on the Long Lines. He says he's been sailing SIU for the last 20 years.

Mike Foley, outward bound now that the holidays are over, says he will take the first job—preferably a coal run to Holland. Joe Blake, out of dry dock after more than a year's worth of ailing, is fit and ready to go again. Joe sails as a chief steward.

John Bergina says his present ship, the Globe Traveler, is one of the best. He also spent the holidays home and is ready to ship again.

Baltimore

Shipping has been good here and should remain at least fair in the coming period. The Bethtex and the Bethflor, in layup for the past few weeks are both expected to crew up soon. The Chatham crewed up this week. During the last period there were four payoffs, four sign-ons and eight vessels in transit.

On the brighter side, the delegates are bringing their ships into port with very few beefs outstanding, which means the guys feel they are getting a fair shake on the whole.

Chester Allen, who enjoyed the holidays at home after paying off the Yorkmar, is registered to ship again. He says he would like to sign on either a Calmar or an

Alcoa ship, and as soon as possible.

Harold B. Vincent, sailing in the blackgang for the last 18 years, says he's learning a lot about the Union now that he's been elected to the Headquarters Financial Committee. Harold says its not only interesting to see how the Union operates, but also to learn how the Union's finances are protected.

Berry B. Tippins, who sails in the steward dept, had to go into drydock for a little while. Now that he's ready to go again, he says he would like to find another ship half as good as his last, the Madaket.

Norfolk

Shipping has been very good in Norfolk and the future looks equally bright. In the last period there were five payoffs, five sign-ons and five ships in transit.

Will Beasley, who had to get off the Chatham when she laid up, is very proud of the new beard he's sporting. William Kuhl had to get off the Chatham when he injured his arm when it tangled with a feed pump.

Willis Harper got off the Steel King to handle some shoreside business. He says he misses the job very much since it was a good ship. Robert Gregory, who sails as a steward-messman, says every ship he signs on lately usually lays up. He's had three layoffs in a row. But he's still game, and looking for another ship.

Puerto Rico

The shipping picture remains good in sunny Puerto Rico with a total of 23 ships serviced in the last period. On the labor front, the SIU Puerto Rico Division reached a settlement with three Red Rooster Restaurants after strike action had to be taken. The settlement provides for a sizable hourly wage increase for the 130 employees involved.

Dick Hunt is back in town after a happy stay on the Los Angeles. He says he will be around as long as shoreside folks can stand him. Luis Cepeda, who is rated as one of the best all-around blackgang men, was sorry to see the old Scatrain New York lay up after a disastrous fire and explosion. He says he'll certainly miss the ship.

Tommy Mojica is taking it easy with some of his old buddies after a long stretch on the Detroit. Juan Sanchez, Primo Fernandez and Jose Bellaflores are doing their duty on the polls committee while keeping an eye trained on the board.

SIUNA Affiliates Re-Elect Officers

New Bedford Fishermen Pick Skinner Again

NEW BEDFORD—Austin P. Skinner has been re-elected secretary-treasurer of the SIU-affiliated New Bedford Fishermen's Union. At the same time, Skinner was appointed by Massachusetts Governor Peabody to a three-year term as a member of the Massachusetts Marine Fisheries Commission.

Also elected in the union balloting for officers was Jacob Ospensen, who will serve a two-year term as port agent in New Bedford, and John Burt, who outpolled two other candidates for the post of union delegate.

Skinner is a vice president of the Seafarers International Union, and secretary of the SIUNA Fishermen and Cannery Workers Conference, which meets regularly on the West Coast and represents over 30,000 union members in the fishing industry.

Staff Officers Select Lanpher For 4th Term

Members of the SIU-affiliated Staff Officers Association have re-elected Burt E. Lanpher to another three-year term as secretary-treasurer of the union. Lanpher won the contested election by an eight to one margin. Lanpher, as secretary-treasurer of the SOA, holds the union's executive position.

John Aitken won a five way contest for the presidency of the SOA, and Wilfred Winter gained the vice-presidency by outpolling three opponents. Assistant secretary-treasurer Paul R. Tonnarelli was unopposed for reelection.

Lanpher, who will enter his fourth term of office, has been secretary-treasurer since 1955. The election was conducted over a two-month period by mail ballots under the supervision of the Honest Ballot Association. The Staff Officers Association represents ship's pursers.



Skinner



Lanpher

Labor Urged To Support '65 Red Cross Campaign

WASHINGTON—Joseph D. Keenan, International Secretary of the International Brotherhood of Electrical Workers, has urged the U.S. labor movement to give the fullest possible support to the 1965 Red Cross fund raising campaign. Keenan was recently named Vice Chairman for Labor for this year's Red Cross drive.

In a letter sent to American trade unions, Keenan points out that organized labor has a strong relationship with the American Red Cross, with union members serving as volunteers at all levels of the agency.

"My purpose in writing you," Keenan's letter says, "is to have labor made aware of the importance of these services to our national life and to our international relations as well. I am sure that the average person hears most about Red Cross at fund time and has little conception of the great service rendered on a year-round basis. . . . No part of this service fails to involve the union member and his family."

Among the services performed by the Red Cross on the national and international scene are:

- Acts as the medium of voluntary relief and communication between the American people and

their armed forces and carries on a system of national and international relief to prevent and alleviate suffering caused by disasters.

- Serves military personnel and their families at military installations in this country and overseas. Last year the Red Cross helped an average of 80,000 service personnel monthly to solve problems through counseling, emergency communications, financial aid and other emergency assistance.

- Provides emergency relief and long-term recovery aid for the victims of natural disasters.

- Maintains a nation-wide network providing about half the whole blood needs of the nation.

- Sponsors nursing programs to help enlarge the community health resources available to American families.

- Helps to conserve human life through education and voluntary service in first aid, small craft, and water safety.

Jobs

By Cal Tanner, Executive Vice-President

U.S. Tramps, Tankers Need Help

Tramp ships and independent tankers are the sick sisters of the American-flag fleet. They are absolutely vital to the nation's economic and defense needs, yet they constitute the most deprived and neglected part of our merchant fleet. Denied an effective role in moving our country's foreign commerce, they must rely on government-generated cargoes under the cargo preference laws. But these laws, designed to make sure that U.S.-flag ships move at least 50 percent of such cargoes, are woefully administered.

The White House's Maritime Advisory Committee, composed of labor, industry, public and government members, has been given the task of figuring out a solution to the nation's merchant marine mess. The SIU has offered its views on the problem many times before the committee and has submitted detailed research on the state of the merchant marine and a program of action. In recent weeks, the SIU's position, which is a sound and realistic one, has been reinforced in great part by a leading representative of the maritime industry.

Federal Help

Richard W. Kurrus, counsel to the American Tramp Shipowners Association, who submitted a comprehensive statement to the MAC on the position of tramps and independent tankers, saw the basic maritime problem the same as that seen by the SIU. The crux of it, as he saw it, was the lack of federal backing to that part of the fleet. Tramps had to compete not only against runaways, foreign operators and other obstacles, but also against the subsidized liner segment of our own fleet, he said.

Citing the purpose of the 1936 Merchant Marine Act as the building of a balanced American maritime, Kurrus said that the currently declining tramp and tanker fleet must either grow, or die like an outcast orphan. To encourage that growth, Kurrus put forth a comprehensive plan to the Committee. As a first step in the improvement of the tramp and tanker segment of our merchant marine, he said there should be a

program for the payment of subsidy to American-flag tankers so that those vessels can compete for the carriage of petroleum products moving in our foreign commerce.

As a second step, Kurrus called for operating and construction-differential subsidy for specially designed bulk carriers which could compete for commercial cargoes. His position was, that rather than being put in a position where they can only rely on government-generated cargoes, the tramp and independent tanker industries should be doing their primary job of moving this nation's foreign commerce. Only then would they be in a position to really expand, with more ships and more jobs for those in our industry.

ICC Gets New Head

WASHINGTON—The Interstate Commerce Commission is starting the new year with a new chairman, Charles A. Webb, who has been a member of the ICC for six years. He took over the chair from A. McGregor Goff on January 1.

The U.S. maritime industry, particularly the domestic carriers, are hoping that the leadership switch will bring some change in the ICC's past policy of favoring railroads over ship lines in domestic trade. The ICC has a history of sanctioning selective rail rate cutting designed to drive the domestic shipping industry out of business.

The chairmanship of the ICC changes hands annually, unlike similar posts in other regulatory agencies, and is filled by the commission itself rather than by the president.

UN Asks Ships For Additional Weather Data

GENEVA — Merchant ships on the high seas have been called upon to provide more weather information by the UN's World Meteorological Organization.

An agency of the UN group, the Commission for Maritime Meteorology, has warned at a conference here that a lack of information on upper air weather conditions over the world's oceans has been partly responsible for the shortage of "timely advice for the protection of human life and property at sea."

The group urged that programs be created to obtain radio weather soundings from merchant ships at sea. These programs would be especially helpful in the Southern Hemisphere, where there is the greatest shortage of detailed weather information. More than 3,500 merchant ships already voluntarily report some weather data, but many more are needed, the commission said.

A suggestion was also made that automatic weather buoys at sea be established as part of the reporting network. Another asked that merchant ships of the weather fleet operating off Africa, Arabia, India and Pakistan watch out for movement of locust hordes. Such data, first supplied by the ships of seven nations in 1960, gave scientists valuable information of the movement of locust swarms.

SIU Clinic Exams—All Ports

EXAMS THIS PERIOD: November 1 - November 30, 1964

Port	Seamen	Wives	Children	TOTAL
Baltimore.....	109	36	14	159
Houston.....	186	5	3	194
Mobile.....	72	4	7	83
New Orleans.....	235	8	2	245
New York.....	439	23	36	498
Philadelphia.....	167	45	17	229
*San Juan.....	44	22	9	75
TOTAL.....	1,072	143	88	1,483

*10/21/64 to 11/21/64

The Gulf Coast



By Lindsey Williams, Vice-President, Gulf Area

Transyork Playing Hard Luck Role

Hard luck seems to be following the Transyork. This ship finally sailed from New Orleans for Houston but will go into drydock in Texas for repairs of damage suffered in a minor fire and explosion which took place while loading sulphur at Port Sulphur, La.

Several weeks prior to this mishap the Transyork was drydocked at Todd Shipyards for repairs to damages resulting from the ship striking a drydock owned by the same shipbuilding company. This happened while the ship was inbound to New Orleans from the Mediterranean. The crew was laid off and a new crew called on December 22. Among those who made jobs on the ship were Mike Miller who took the chief steward's job. Mike just recently returned from New York where he passed the Stewards Recertification School.

Good news from Houston is word that the Retail Clerks International Association won its election in the huge Weingarten grocery chain in a real squeaker by a vote of 951 to 945. Seafarers had a special interest in the outcome of this election since the Weingarten employees held several meetings in the Houston Hall and many of the members there became well acquainted with the Clerks who spearheaded the drive. This was a hard fought battle with the management putting on a vicious anti-union drive in an effort to defeat the union.

New Orleans

Harold Rowbatham took a few days off from his Intracoastal Canal boat Captain's job for some painful dental surgery. He paid several visits to the New Orleans Hall while waiting for his "fit for duty." Joe Gagliano hit the beach just in time for the holidays. Clayton Thompson also made it home for the Christmas Season and planned to stay around until Carnival. Bill Walker paid a couple of visits to the Hall during Christmas week. He is waiting for strawberry picking time at Hammond, Louisiana.

Houston

Mike Chandoha paid off the fireman's job on the Ocean Wave in Pascagoula, Mississippi at the end of a trip to India and came to Houston to register. He joined the SIU in New York in 1947. He and his wife have been living here for about four years. Donald H. "Trader" Horn is ready to ship out after a long vacation. His last job was AB on the Lady of Peace on a voyage to Algiers. One of the real oldtimers, "Trader" joined the union in Mobile 25 years ago. He has been shipping out of this port for about five years. As a hobby he builds model ships in bottles and is an expert at it, too. John C. Babb, Jr. is waiting for

a steward or chief cook's job. He last sailed coastwise as chief steward on the Ocean Ulla. John was reminiscing the other day about the Seatrains New Orleans. He said he made the last trip on this ship as chief steward before she was taken off her regular New Orleans to Havana run by Seatrains Lines and laid up in New Orleans.

Mobile

Shipping has been on the slow side for the last couple of weeks and is not expected to pick up immediately. However, this condition won't last indefinitely as two ships in the shipyard are expected to crew up about the end of January. One of these is the Ocean Ulla on which Raymond H. Orso has been picking up a few standby watches. Orso, who has been shipping out of this port for the last 15 years, paid off the Achilles.

James A. "Tony" Slay got off the Fort Hoskins because of a slight hernia. He is waiting for his fit for duty. Edwin M. "Sonny" Werkland paid off from an AB's job on the Montpelier Victory and is spending his time between ships snapper fishing. Luther V. Myrex came home for the holidays after paying off from a day man's job on the Bradford Island.

OLD-TIMER

DON'T JUMP OFF HATCHES!

OIL ON DECKS - A ROLLING SHIP - A LOOSE OBJECT CAN RESULT IN SERIOUS INJURY IF YOU JUMP. STEP DOWN, PLEASE.





By Al Tanner, Vice President

and Fred Farnen, Secretary-Treasurer, Great Lakes

Great Lakes Shipping At Standstill

Shipping, of course, has come to a standstill in Buffalo with the laying up of the ships. Shifting jobs have already started to move, although there will be fewer jobs than in previous years because of the reduced winter storage fleet.

With the return of union members to shoreside, including Olaf Hage, Ed Cook, Jim Milliken, and Dominic Oliver—it marks the opening of the winter pinocle tournament. Other members are spending their time at the gaming tables (pool, that is) for relaxation, or awaiting shifting jobs.

There was a good turnout of SIU-IBU members for the Christmas Day dinner which was held at the Lenox Hotel.

Cleveland

With the end of one of the busiest seasons this port has had in many a year, eight ships laid up in the area. We serviced four ships before crews got away to their homes in all parts of the country. Of these eight ships, three are in this port, four with storage grain and one for a bow thruster. There are three Reiss ships—the Otto and J. P. Reiss with storage and the W. A. Reiss for the bow thruster. There is also one Buckeye ship, J. E. Ferris, and a Gartland vessel, the F. E. Taplin, with storage. The Taplin has already called for a shifting crew to be the first to unload.

Word around the shipping circles is that, weather permitting, ships would be heading for the Upper Lakes as soon as possible this spring. Working on the shifting gangs are such old stand-bys as Red Bollinger and Jim Kessick.

With the closing of the Cleveland hall for the winter months, this will be the last report from this port.

Chicago

Shipping, of course, has fallen off since the last report, this port only shipped four men on various relief jobs. We shipped five men to report Monday, January 4, to the Schemm at the American Shipyard, where these five men will be worked through the entire winter months and probably until spring fit-out. Also shipped seven men to shift Gartland's steamer, Harvester. All in all, 1964 shipping from this port—as in other Great Lakes District ports—was terrific, to say the least.

Bob J. Van Dinter is laid off of the John P. Reiss and plans to spend the winter months studying for his third assistant's ticket. Ted Tejkowski is laid off the IBU-contracted Sinclair Gary and spending his time scanning the scratch sheets for a winner. All of Ted's nags apparently use only three legs.

For the winter months, Paul Provo will work as a security guard for a detective agency, and specifically, at the various conventions to be held in Chicago. Kane Brush, off of the Milwaukee Clipper, recently tied the marital knot.

Charlie Hankel is back in the hospital having varicose veins removed from his legs. Dave Lasky has been discharged from the hospital after having his little finger removed and is in good shape. We wanted to buy Dave a Christmas present, but couldn't figure how to wrap up a tavern.

The Christmas dinner for the

The officers of the SIU Great Lakes Tug & Dredge Region would like to wish all members and their families the best for the coming year, and hope they enjoyed a truly merry Christmas and a holiday season celebrated with happiness and good cheer by all hands.

Gus Wolf, in behalf of the Union, would like to thank all Union members and their families for the many Christmas cards he received and for the many good wishes of his Union brothers.

port of Chicago was held at Rupchik's Restaurant. Ira Bishop and his wife came in all the way from Homewood, Illinois to enjoy the day. Ira is an ironworker these past few years, but he still maintains his GLD Book No. 390.

We are happy to report that the Hannah Beef, headed up by Area Director Pat Finnerty, has been successfully concluded in this port. The present contract will run until the end of 1965. This beef was well supported in this area by all labor, with particular thanks going to the O.C.A.W. and the District Council of the Iron Workers headed up by Ben Puchalski, who is also president of the MTD Chicago Port Council.

The Chicago Port Council is backing a new program regarding the addition of a port of Indiana. This support adds to the support given the removal of the Dunes project that began two years ago. Resolutions have been sent to the states of Indiana and Washington. All other labor unions in this area have been contacted for support including, of course, all maritime unions.

Frankfort

The Ann Arbor No. 5 went into the Manitowoc Shipyard for its annual marine inspection on December 31, 1964. The firemen, oilers and watertenders from the after-end, seven of the oldest AB's from the forward end, and the first, second cooks and four porters in the galley were kept aboard. The other crew-members are placing themselves aboard other vessels.

The Grand Rapids was leased and began service on December 21, 1964, while the Ann Arbor No. 5 is in the shipyard. The Grand Rapids is on a 20 and 8 schedule, as are the City Of Green Bay and the MV Arthur K. Atkinson. Needless to say, shipping has been good from this port.

The annual SIU Christmas dinner was held on December 19, 1964 at the Hostess Cafe in Frankfort. There were 175 adults and 83 children attending. The only comments we have heard regarding this dinner have been in praise and appreciation.

Detroit

The USPHS hospital in Detroit was serviced on Tuesday, December 29th, with approximately 16 members spending the Christmas holidays in the hospital. The members received a Christmas bonus and cigarettes during confinement in the hospital and wish to express their appreciation.

AFL-CIO Label Dept. Asks Support

'Don't Buy' Drive Launched Against Kingsport Press

WASHINGTON—The AFL-CIO's Union Label and Service Trades Department has launched a drive for 1 million signatures on petitions supporting 1,200 union members in the 21st month of a strike against the Kingsport, Tenn., Press.

The department, in cooperation with the five unions which back the strikers, is asking more than 1,700 label councils, women's auxiliaries and other union bodies to circulate the petitions and to return the signatures by Jan. 15.

That will be followed, said Department Secretary-Treasurer Joseph Lewis, by "one great moment of truth" for the publishers who will be presented with petitions proclaiming:

"More than 1 million of your potential customers will not buy your books unless produced under conditions fair to the people who manufacture them."

Employees of Kingsport Press, the nation's largest manufactory of hardcover books, have been walking the picket lines since March 11, 1963, for fair contract conditions. Management has continued to operate at a reduced pace by using supervisors and strikebreakers.

The petition forms declare that "we . . . pledge that we will not purchase books which have been produced, in whole or in part, by strikebreakers at Kingsport Press, Inc. . . . In particular we pledge not to purchase Great Books of the Western World or Britannica, Jr., published by Encyclopedia Britannica, Inc.; the World Book Encyclopedia or the Childcraft series, published by Field Enterprises Educational Corp.; Book of Knowledge Encyclopedia, Grolier Council Encyclopedia, or English Lands and People, published by Grolier, Inc."

Petition signers also call on the

publishers to take "all possible steps to influence settlement of this labor dispute, or to place their printing and binding orders in manufacturing plants maintaining a fair relationship" with their employees.

The unions have warned that encyclopedia salesmen are soliciting labor families and unions to join in a sales promotion program for one of the publications produced in part at Kingsport.

The Allied Kingsport Press Unions—the Bookbinders, Pressmen, Stereotypers, Machinists and the Typographical unions—have asked those solicited to contact any of the unions or the allied organization at P.O. Box 1097, Kingsport, Tenn. R. W. Ayers is secretary-treasurer.

Lewis said in a letter announcing the petition drive that the strike has continued so long because Kingsport Press has recruited strikebreakers to man its equipment, and because some publishers continue to place a part of their printing and binding orders with the struck firm.

The unions and the AFL-CIO have given strong backing to the strikers but the main strength of the labor movement, Lewis declared, "rests upon the united action of union members, their families and sympathizers in refusing to purchase unfair products."

If the Kingsport petitions are effective, their use may point the way to make other employers conscious of the need to produce under fair conditions, Lewis said.

Ships To Navigate By Satellite Signal

The crewmen on the bridge of a merchant ship in any part of the world will be able to receive navigational aid from space under a far-reaching earth satellite program now being developed.

The satellites would determine the position of any ship or aircraft and relay it to the craft and to a central location on shore. The shore location, with a running record of each ship's position, would be able to dispatch help immediately when an emergency arose.

As an example of the effectiveness of the satellite system, the recent collision between the liner Shalom and the Norwegian tanker Stolt Dagali has been cited. Immediately after the collision, the Shalom sent out a Mayday signal giving, by mistake, an incorrect position. Had the satellites been at work, the correct position of the stricken ship would have been immediately known.

The General Electric Company, developer of the system, would

send up 24 satellites in four launchings. The satellites would operate in pairs, and each one square inch of the globe would always be under observation by a satellite's eye.

Under the system, each ship would have a code number which would be radioed to it from the ground station by way of the satellites. Recognizing the code number, automatic equipment on the particular ship would respond instantly with a signal to the satellite.

By measuring the time lapsed between the transmission and receipt of the signals, the position of the ship could be computed. A single ground station and a pair of satellites would be able to fix more than 14,000 positions an hour.

Smooth Sailing Ahead



Seafarer Samuel Phillips (right) has a big grin for the LOG photographer as he accepts his first Union pension check from SIU rep. Joe DiGeorgio in New York headquarters. Phillips, who sailed as chief steward, last shipped on the Alcoa Commander (Alcoa).

Anti-Hurricane Dikes Built By New Bedford

NEW BEDFORD, Mass.—Tired of being lashed by countless hurricanes, its waterfront areas smashed and fishing boats damaged, this New England fishing port is having a hurricane barrier built to protect its 100,000 citizens from the ravages of weather.

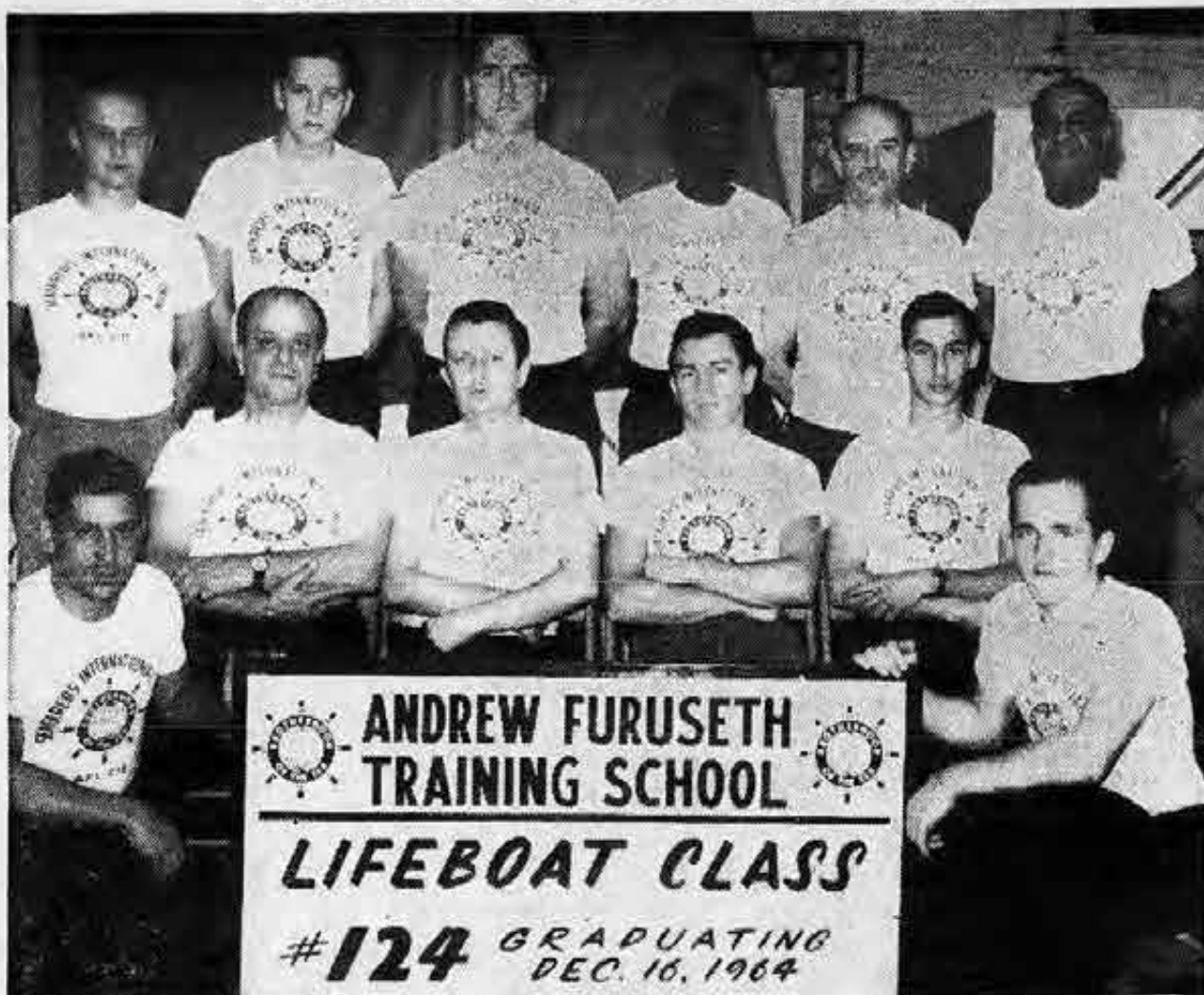
The barrier, or dike system, is costing the city, state and the federal government \$18.5 million. It is considered modest next to the \$26 million in storm damage done to New Bedford in 1954 alone.

A series of three dikes across the south end of the city are now under construction. The dikes face Buzzards Bay and the storms which boil northward on the Atlantic Ocean.

An opening from the harbor to the sea will be provided by two 450-ton sector gates in the dikes.

CHANGING ADDRESS ON LOG MAILING LIST? INCLUDE POSTAL ZONE NUMBER TO SPEED DELIVERY

Last Lifeboat Class Of '64 Graduates



Graduating members of Lifeboat Class 124 had the distinction of being the last group of Seafarers to receive their lifeboat tickets in 1964 after passing all requirements of the course given at Union headquarters in New York. The successful graduates are (front, l-r) Luis A. Pagan, Edward F. Quigley; (middle) Steve Dantes, Pete Hamill, Howard Yaekel, Michael Goldstein; (rear) Charles McCue, James Swain, Edward Burns, Lenzy Barney, Matthew Finn and instructor Dan Butts.

Your Union Benefits
By Al Kerr, Secretary-Treasurer

One of the most popular benefits among SIU members is the \$800 annual Seafarers Vacation benefit. Many newcomers to the Union may not be aware that it was the SIU that pioneered the effort to guarantee regular vacations for the professional seaman.

The gains brought about by the SIU's type of vacation plan can be plainly seen when they are compared with the vacation arrangements contained in union contracts 14 years ago. In those days a typical vacation contract clause ruled that a Seafarer had to work one full year on the same ship, for the same employer, to get one week's vacation. Since the average Seafarer ordinarily works for a number of different employers during a single year, he usually ends up on the short end as far as vacation is concerned under that type of arrangement.

Today, more than 13 years after the inauguration of the vacation plan, a Seafarer knows he can collect this important benefit no matter how many employers he has worked for, and regardless of how many ships he has sailed on. This means that the Seafarer doesn't have to worry about staying aboard a single ship for a full year for a single employer in order to receive his vacation benefit.

One of the SIU vacation plan's most significant aspects is that a Union member knows he can collect his \$800 a year vacation for a year's seetime, or a prorata share thereof for each 90 days of seetime.

Since the first vacation agreement was signed in 1951, vacations have come to be a feature of which every Union member takes advantage. The SIU vacation plan has paid out over \$30 million to Seafarers since the inception of the plan.

The Seafarers Vacation Plan provides an annual benefit of \$800 for 365 days of seetime or \$200 for every 90 days an SIU member works for a covered employer or employers. An important advantage of the plan is that a member is not required to pay off a ship to collect the benefit.

The benefit may be paid on a prorated basis for periods of seetime less than a year, although a minimum of 90 days is required. In the event a member dies or retires on Union pension, he, his widow, or beneficiary can receive the uncollected vacation benefits he has accrued within the previous 365 days.

In order to collect a vacation benefit, a member must present his Coast Guard discharges as proof of his accumulated seetime. If the discharge took place within the previous 365 days, the benefit is paid for the period of the entire voyage, provided that there is a minimum of 90 days of employment.

In counting days of seetime to determine eligibility for the benefits, if a vessel is laid up for a period of more than 10 days and a former crewmember signs on again when the ship is reactivated, this will be regarded as new employment.

A crewmember who is on a ship for more than a year, will get the full vacation benefit for the first 365 days of seetime he puts in, and will be paid a prorated amount for any additional time he accumulates on that ship for that trip.

An important requirement which should be kept in mind by members eligible to collect the vacation benefit is that discharges necessary to prove eligibility must be presented within one year from the date of payoff in order to collect vacation benefits for the time submitted.

In the event that a member starts a trip holding Coast Guard discharges that total less than 90 days of seetime which are less than a year old, they will be honored at the end of the voyage, even though more than a year's time may have elapsed. However, the eligible member must present his accumulated discharges with his vacation claim within 90 days after the voyage ends, or before he signs on another ship, which ever is sooner.

Another requirement for vacation plan eligibility that Seafarers who are shipping out should keep in mind occurs when their discharges representing accumulated seetime may be more than a year old by the end of their voyage. In this case, the member must notify the Vacation Plan office in writing before this seetime is actually more than one year old. Vacation payments will then be made when the member returns to the U.S. and formally submits his application for benefits.

One last reminder is necessary for that small group of our members who file for vacation benefits and then for some reason, fail to pick up the benefit checks. If a vacation benefit check isn't picked up within 60 days after it has been issued, it is returned to the plan office. Since most of our members like to claim the benefits they have coming to them promptly, this doesn't happen too often. However, when it does, it is necessary to contact the vacation plan office in headquarters to forward the check to the Union office nearest to the applicant.

Drinking Water Everywhere Is Aim Of Scientific Study

The Seafarer, like the Ancient Mariner, sees water, water everywhere. The scientist and government leader, however, sees only the fact that the drops to drink are getting fewer.

The industrial age gave man almost as many headaches as it solved. One of the key crises raised was that of assuring an adequate supply of

fresh water to meet the world's growing need for it. For a long while, the problem was not recognized. Water was something taken for granted like the air we

breathe. But as the air has become polluted and used up, so has our available fresh water.

The problem of preserving our fresh water, of purifying it and, mainly, of finding new sources of water to feed our homes and industries will be studied in a thorough-going and coordinated way for the first time by the scientists who will take part in the International Hydrological Decade.

Just Began

The ten-year program of study and experimentation began on New Year's Day and will continue until 1975. While the average person can expect no spectacular or quick results from it, Dr. Raymond L. Nace, head of the U.S. National Committee for the International Hydrological Year, says it may prove to be "the most important long-range international program yet organized to help make human knowledge serve human welfare."

Among the mysteries that may be solved by the scientists is the one about the annual loss of water in the continental United States. Aside from the water flowing from our rivers into the sea, the U.S. also loses about 40 cubic miles of water yearly for unknown reasons. The likelihood is that the water drains to the sea through underground channels that are yet undiscovered by man.

Since only one percent of the world's total water resources is made up of available fresh water, scientists will study the best way to utilize every drop of it.

Ambrose Light Shifted—Replacement Considered

NEW YORK—The famed Ambrose Lightship may be replaced by a tower light if it is decided that a shift of position for the Light would not reduce the safety margin of vessels approaching and leaving the narrows.

In an experiment to determine if the new position is feasible, the Ambrose Lightship was moved about six months ago from its usual position about equidistant between Rockaway and Sandy Hook to a new spot, 2½ miles to the southwest.

Some shipowners and pilots have gone on record in opposition to the new position on grounds that it makes for congestion leading to possible collisions. Replacement of the lightship with a tower is feasible only in this position, however.

Higher, Brighter

If the tower light is constructed, it would contain a higher, brighter light for mariners than the old lightship. The light on the new structure would stand 120 feet above the waves compared to 56 feet for the Ambrose Lightship. The tower light would signal with a normal 900,000 candlepower, able to be stepped up to 9 million candlepower during fog. The Ambrose Lightship's signal operates normally at 700,000 candlepower with a maximum of 2½ million candlepower during fog.

The light tower would be a four-legged fixed structure costing about \$1 million, and would serve as home for a crew of six. Ambrose Lightship has a crew of 16, who live aboard for two weeks, then get liberty for a week.

Light towers are already in operation off Frying Pan shoal, North Carolina; Buzzards Bay, Mass.; Brenton Reef, Rhode Island, and Savannah, Georgia.

The shift in the position of Ambrose Lightship six months ago actually marked the 14th time since a light vessel was first established at the main entrance to New York harbor in 1823, that its position was changed. Until last June, the harbor had two lightships at the entrance, the Ambrose and the Scotland. The Scotland has since been berthed.

SIU Welfare, Vacation Plans

Cash Benefits Paid — November, 1964

	CLAIMS	AMOUNT PAID
Hospital Benefits	7,416	\$ 65,142.99
Death Benefits	19	51,236.88
Pension-Disability Benefits	635	95,250.00
Maternity Benefits	65	13,000.00
Dependent Benefits	909	100,998.03
Optical Benefits	479	7,724.65
Out-Patient Benefits	5,758	36,674.00
Vacation Benefits	1,484	511,432.77

TOTAL WELFARE, VACATION BENEFITS PAID THIS PERIOD... 16,765 \$884,559.32



MERCHANT ships plying the coasts of North and South America and the Caribbean today carry pretty ordinary cargoes. It wasn't always so, however. The merchantmen of 17th and 18th century Spain carried some wild cargoes—gold and silver coins, gold chains as long as six feet, gold and silver ingots weighing up to 12 pounds, silver forks, knives, candlesticks and more. Needless to say, many of these cargoes never reached Spain.

The difficulties faced by these Spanish merchantmen were legion. Weather prediction was still several hundred years in the future and tropical storms whistling up the Caribbean caught many ships unaware. Maps and charts were largely inaccurate or totally unavailable. Reefs, shallows, swift tricky currents and such took their toll. Loaded to the gunwales with the riches of the New World, the little wooden ships were often overloaded and unseaworthy and went to the bottom for a variety of causes. And then, there were the pirates.

Cutthroats And Colonies

The high seas surrounding the new world—including the fabled Spanish Main of the Caribbean—was a largely lawless area in those days. There were true pirates, cutthroats who put to sea for their own profit, preying on the rich Spanish bottoms. There were also what might be called legal pirates or Privateers, who preyed on the Spanish fleets under contract, mainly to the British Crown, on a sort of profit-sharing basis. Spain and Britain were in stiff competition at the time for maritime supremacy, which in turn affected their colonization drives in the New World. The stakes were high and it was generally felt that ends justified means.

As a result of all these factors, many vessels went to the bottom in the waters surrounding the Americas.

On July 30, 1715 a fleet of Spanish ships loaded with gold, silver and dyes ran into more trouble than you could shake a stick at. The 11-ship fleet was hit by a hurricane off Fort Pierce, Florida and the Sebastian Inlet. Only one ship escaped the storm and made it back to Spain, leaving 10 treasure ships lying scattered on a small area of the sea floor off the Florida coast.

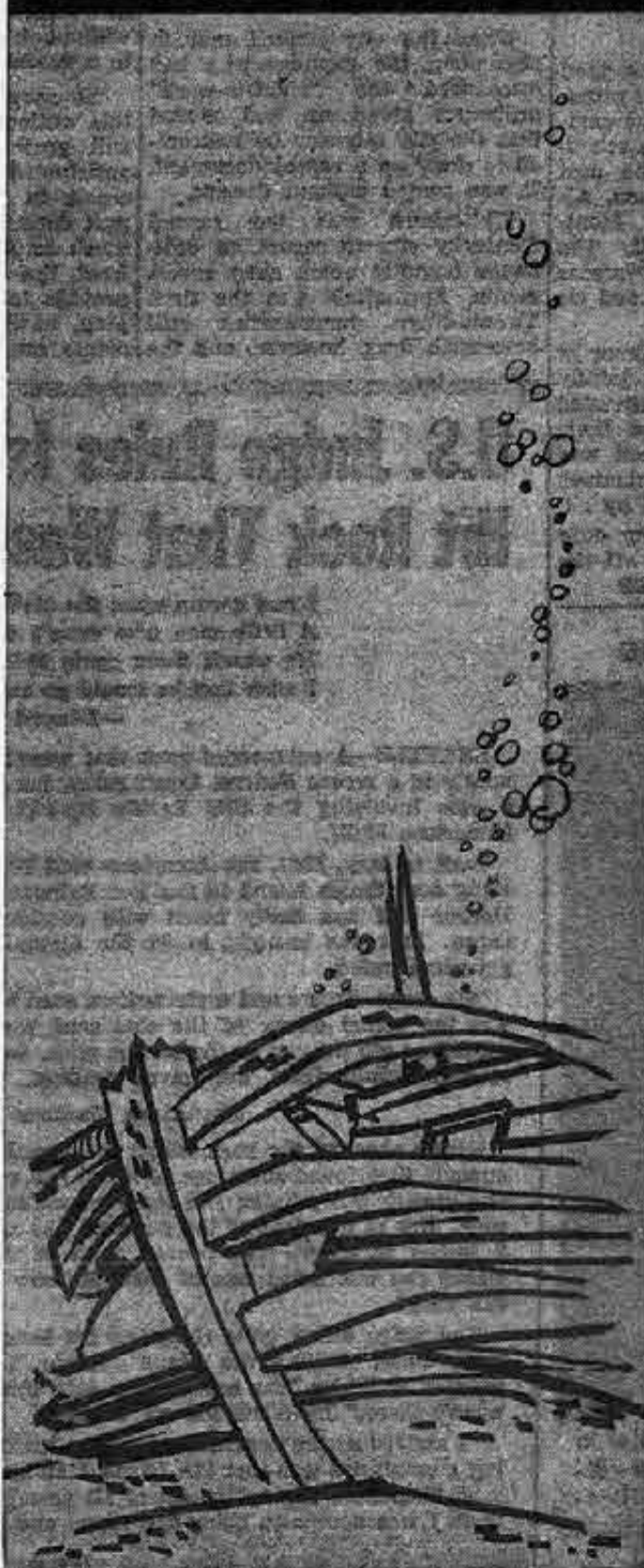
The financial department of the Spanish government kept elaborate records of all treasure cargoes and their fate. As soon as word of the disaster was received, salvage vessels were dispatched. They managed to bring up some of the treasure, but faced tremendous difficulties in their task.

Sea-Dogs And Scavengers

Records of the salvage operations, maintained in the Spanish Archives till today, record that no sooner had the salvage vessels reached the site of the disaster when pirates and scavengers from all over the Caribbean descended on the scene. They attacked the Spanish salvage camp, dived on the wrecks themselves and generally raised hell with the salvage operations.

Things went from bad to worse with the salvaging until 1718 when a Spanish diving contractor arrived on the scene with a squadron of armed ships. He surprised and captured eight sloops and riggers who were "fishing" the wrecks for treasure. The Spanish continued their salvage operations, but only managed to bring up a fraction of what was lost. The remainder has been lying in Sebastian Inlet for hundreds of years—until recently.

THAR'S GOLD IN THEM THAR HULLS!



A modern-day salvage company, equipped with up-to-date diving gear, electronic detectors, dredging apparatus and water pumping systems, has been working just one of the 10 wreck sites. The take so far has been about \$1.6 million in gold, silver and assorted artifacts valuable because of their age. Ten years of diving is planned by the salvage company which reports it has located and plotted the position of fragments of several others of the 10 original treasure ships, and will dive on them in due course.

Florida's Fiscal Finesse

There is no danger now of armed Spanish sloops descending on these modern salvagers. Spain has long since passed from the picture as far as this sunken treasure is concerned. Jurisdiction is now held by the State of Florida. The salvagers operate under a licensing agreement with the state which guarantees Florida 25 percent of everything recovered from wrecked ships. The state has collected more than \$400,000 to-date on these agreements, with much more in sight.

Not all the treasure brought up is associated with Spain however. Salvagers recently made a totally unexpected discovery of United States coins dating from 1843 to 1857. The best theory explaining their presence in the waters off Florida holds that they were lost aboard a warship or blockade runner during the Civil War. Whether it was a Yankee or a Confederate ship no one knows.

This uncertainty about the affiliation of the ship in whose hold these coins went to the bottom points up a problem faced by salvagers which is little understood by laymen.

Dreams Don't Come True

Dreaming of becoming fabulously rich someday by discovering vast treasures on the bottom of the sea, most people picture themselves peering through murky waters at the shadowy outline of a wooden hulk lying, largely intact, at the bottom, its towering masts and rotting rigging trailing long strands of seaweed waving mournfully, stirred by a faint current. Nothing could be further from the truth says the experienced salvage man.

On the wrecks they work, professional treasure seekers say, spars, masts, rigging and hull have all long-since completely disappeared. Natural currents and storm-tossed seas scatter coins and other objects from the cargo all over the area and mix it with the sandy bottom until only the slightest indication remain that it exists. Dredges with high capacity water pumping equipment are usually brought into play to sift tons of sand in the wreck area and separate out the few but valuable coins which it contains.

Sharp Eye—Rich Man

A sharp and practiced eye is essential. After hundreds of years in tropical or semi-tropical waters coins can become so encrusted with coral or other marine growths that they would be completely overlooked by most people. The professional on the other hand is attracted by tiny irregularities in shape or size which indicate something of value.

Among some of the less valuable, but to many people more interesting, items brought up in Florida waters are cannons, cannon balls, sounding leads, muskets, pewter plates, map dividers, fragments of olive jars, ceramic objects, pieces of timber and ballast stones originating all the way back in Spain.



By Frank Drozak, West Coast Representative

Floods, Blizzards Hit West Coast

The really big news on the Coast during the past few weeks has been the weather—flooding rivers in northern California and blizzard conditions in Oregon and Washington. The flooding and blizzards have subsided somewhat very recently but the big jobs of rescue and clean-up are still underway. The Navy had between 50 and 60 helicopters flying at least 100 mercy missions of rescue and food-lifts to those stranded by the floods and snows. The helicopters are based on the aircraft carrier Bennington which is standing off the coast near Eureka, California. A week-long siege of rain has left hundreds homeless and has killed at least 16 in California alone. Damage estimates are running as high as \$500 million in Oregon and \$200 million or more in California. Exact figures are not expected to be available for weeks to come. West Coast labor is pitching in to do everything we can to aid those left homeless and distressed as a result of the weather.

At last report the SIU Pacific District-contracted Matson liner Monterey was still hard aground on a coral reef off Bora Bora Island in the South Pacific. No injuries were reported to any of the SIU crewmen or passengers in the mishap. Attempts by a tug and a tanker to pull her free of the reef have been unsuccessful, but divers, examining the Monterey's hull have reported no visible damage.

San Francisco

Shipping has remained fair during the past couple of weeks at San Francisco and should remain about the same for some time. The Choctaw signed on during the last period and the Orion Hunter paid off in Honolulu.

Ships serviced in transit during the last period included the Robin Hood, St. Lawrence, Steel Architect, Alcoa Master, Marymar, San Juan, Steel Recorder and the Montpelier Victory. The near future should see many ships in transit here, including the Overseas Joyce, Overseas Rose, Yaka, Wild Ranger, Steel Admiral, Steel Traveler, and the Fairport. No payoffs are expected.

About 190 members and their families enjoyed Christmas dinner at the SUP cafeteria here and the word from the boys and their families is that the feast was a great success.

Oldtimer L. Gulley was on the beach here for a while jawing with some old pals until he shipped out as a chief cook on the Marymar. Another oldtimer, J. W. Pullam Jr. joined him on the Calmar C-4, shipping as bosun. John A. Witche piled off a Waterman ship recently and announced his decision to go into business for himself by opening a cabaret or a bar. He says he'll get in one

more trip before starting his new career though.

All the rainfall we have been having here lately is driving oldtimer Ellis Samia off the beach. According to Samia he's getting waterlogged and is ready to ship out on the first thing heading for sunnier shores. Just off the Iberville after being off and on that ship for better than a year, Kenneth F. Hansen says that he's had it for a while and has decided to take a little rest on the beach. Seems the rain doesn't bother him too much. Guess you can't please everybody.

Wilmington

Shipping activity has been good here for the last period and promises to be very good for the coming period with eight ships scheduled in transit. During the past period we had the San Juan, Alcoa Master, Alamar and Montpelier Victory in transit. The Young America and the Overseas Joyce paid off in this area and we shipped 55 jobs.

The annual Christmas dinner at the Wilmington hall, held jointly with the SUP here was attended by 185 SIU members and their families. As usual, the food was excellent—with all the trimmings—and a fine time was had by all.

Richard R. Kohls is fit for duty again after he had to pile off the (Continued on page 22)

Labor Turns Cheek—Spurs R-T-W Repeal

WHITESBURG, Ky.—An embarrassed city council voted unanimously to repeal a so-called "right-to-work" ordinance it adopted only three months ago.

Whitesburg, a county seat in an Appalachian mountain area hard hit by unemployment, had been told that an anti-union, low wage clothing manufacturer would build a plant there if the city outlawed the union shop.

The council rose to the bait, despite the warning of the editor of the local weekly newspaper that the community could only go downhill if it tried to build its economy on "industry geared to the abuse of employees and the payment of the lowest possible minimum wages."

The ordinance was passed. But no new industry came to the community. And meanwhile the state's labor movement turned the other cheek in a demonstration of practical concern for the children of the area.

Poverty Spotlighted

The State AFL-CIO began a drive for clothing and shoes for the "children of poverty" in the area and the Kentucky Labor News launched the collection campaign with a front page devoted to stories and pictures pointing up the need for help. A committee of local residents promised to handle the distribution.

When the city council met in December, the member who had introduced the "right-to-work" ordinance stood up and moved that the city attorney be instructed to draw up a repeal document. It was passed without dissent.

Whitesburg was the second Kentucky city to repeal an ordinance banning union shop agreements. Springfield was the first. Twenty-three communities still have such laws, however, and the

Kentucky State AFL-CIO is in the midst of court challenges to their validity.

Predict Cut In Welland Canal Jams

DETROIT — Continuing improvements in the Welland Canal can boost its ship-handling capacity from the 29 lockages a day, which was its high as of last June, to 42 lockages a day in 1967, a recent study has shown. At the end of this season its capacity had already been boosted to 33 a day.

The capacity of the canal is being increased by extension of tie-up walls and other improvements, and is expected to reach 36 lockages a day next season, 39 in 1966, and 42 the following year.

The increase in the capacity of the Lake Ontario-Lake Erie link has already brought substantial reductions of delays to shipping and has allowed more vessels to go directly through the locks without tying up first according to a recent report.

"It should be emphasized that this outlook assumes that traffic will grow less quickly than the anticipated annual 10 per cent increase in canal capacity," the report declared. "If traffic grows as much as 10 per cent annually, at least the canal will be able to provide tolerable service to shipping, until longer-range improvements can be made."

U.S. Judge Rules Island Mail Hit Rock That Wasn't There

*I met a man upon the stair,
A little man who wasn't there,
He wasn't there again today;
I wish that he would go away.*
—Edward Lear

SEATTLE—A submerged rock that wasn't there figured prominently in a recent Federal Court ruling here. The ruling came in a case involving the SIU Pacific District-manned Island Mail (American Mail).

Back in May, 1961, the American Mail Line freighter hit something near Smith Island in the Ten Fathom Curve area of Seattle Harbor and was badly holed with considerable damage to her cargo. Suit was brought to fix the blame—and things began to get complicated.

The cargo owners and underwriters sued the Government, which was the actual owner of the chartered vessel. The Government wanted to pin the rap on the harbor pilot. Investigation established several definite facts, but solved nothing.

Mysterious Findings

Divers checked the rock which the vessel presumably hit. Sure enough, they found scrapings of metal and some paint on the rock. Sea growth was missing and loose barnacles lay at the foot of the rock. But at the time of the accident, the rock was under 27 feet, 3 inches of water. The proved draft of the vessel at the point where she was holed was 24 feet. So how could she have struck the rock?

The judge didn't quite throw up his hands and give up, but he came close. Calling the whole episode "the case of the disappearing rock" or "the case of the ship that struck the rock that wasn't there," he dismissed all charges.

"I arrived at the conclusion that the most probable of the existing possibilities was that the Island Mail struck the '3.5 rock,'" he said, "but from the evidence and all permissible inferences therefrom I was unable to bring the vessel and the rock into contact."

The INQUIRING SEAFARER

Question: What, to you, is the greatest disadvantage of sea life?

Victor Silva: As far as I'm concerned, the greatest disadvantage of sea life is having to stay away from my family for long periods of time. It is especially lonesome to be in some corner of the world during the holidays. I cannot always afford to be with my family though, so I must ship out.

Lucas Lopez: Sometimes I want to spend some time with my family but I know I have to go to sea and earn a living. So I think the greatest disadvantage is the isolation and loneliness of being at sea during the Christmas season. I guess in the long run, being lonesome for family and friends is the biggest problem of being a seaman. I think it is a great life, though.

Charles McCue: I have never found any disadvantages in going to sea that weren't doubled by any shore job I ever had. Oh, it's hard being at sea for many months, and away from many of my friends for long periods of time, but even on the shore, I had similar problems. I like going to sea.

Ralph Hayes: The biggest disadvantage I can think of is the way I lose track of my friends so rapidly. If I am on a good ship with a happy crew, sometimes I wish I could spend the rest of my life sailing with the same crew. Eventually, however, the crew will break up, and friends will drift away. It means being lonesome.

James Hand: It is lonesome going to sea all the time. Even when I am on a good ship, just being in foreign countries and seeing strange customs compared to the ones I grew up with, brings back a touch of homesickness. I can get very lonely while sitting in the middle of the best of friends. I wouldn't trade sea life, though.

John Hunt: To me there is no disadvantage to going to sea. I enjoy the long periods of isolation between ports; I see many interesting places all over the world; and I like my work. My whole life is centered around the sea and my work aboard ships.

Beating West Coast Vote Deadline



Seafarer J. P. Stroud is pictured signing up for his ballot in San Francisco as he beats the December 31 deadline for voting in the SIU election of officers. Checking his qualifications are (l-r) George Vesagas, H. Aquio and T. Urbina, members of the polls committee.

SPAD

**Seafarers
Political Activity
Report**



THE STATE OF THE GREAT SOCIETY—President Johnson gave a high priority place to the problems of maritime and one of the key demands of labor in his State of the Union message. He said he would recommend that Congress review Section 14-B of the Taft-Hartley Law, which allows states to set-up so-called right to work laws. These laws, anti-union in character and content, have dragged down wages and working conditions wherever they have been enacted. In the transportation section of his address, the President called for a "new policy for our merchant marine." The American maritime industry, in a state of continual decline since the end of World War II, is ready for a new start that will restore its place in America's foreign commerce. The President indicated he would send down specific recommendations on maritime policy to the Congress in the near future.



NEW YORK'S ANTI-LABOR LAW—The strike by Welfare Department workers in New York City has again turned the spotlight on the senseless and vicious New York state Condon-Wadlin Act, which calls for the firing of any public employee who takes to the picket line in exercise of a right guaranteed to all other Americans. Welfare Department Commissioner James Dumpson has ordered more than 5,000 of the striking employees fired, even though he admitted he had reservations about the law. As it stands, the Condon-Wadlin Act forbids the use of labor's only weapon in its fight for decent wages and working conditions. It is a throw-back to the anti-labor hey-day at the turn of the century when a worker could be punished just for mentioning the words 'union' or 'strike.' The Welfare strike may force public attention on the law to the extent where the lawmakers in Albany will have to abolish it. The city has been hedgy about applying the law in past, especially through the courts, since many experts feel that in a proper court test the law would be ruled unconstitutional.



SENIORS PETITION ON MEDICARE—The National Council of Senior Citizens had a welcoming committee of more than a thousand older Americans on hand in Washington to greet the new 89th Congress. The Senior Citizens were touching off their 1965 drive to secure passage of the Medicare bill. Delegations of seniors will continue to petition and visit lawmakers to obtain support for the measure.

LABOR ROUND-UP

Union agreements covering more than 1.5 million American workers will be up for negotiation this year, the Labor Department reports. According to department figures 134 major contracts will terminate in 1965, and 84 others are scheduled for wage-reopener bargaining. An additional 36 contracts have cost-of-living clauses which automatically review the wages of nearly a million more workers. Among the major labor groups that will go into new contract talks this year are the Steelworkers, Machinists and Auto Workers in the aircraft industry, construction workers, Rubber Workers, glass industry employees, Shipbuilders, Transport Workers, Clothing Workers, Meat Cutters and Bakers.



AFL-CIO President George Meany sent the congratulations of the U.S. labor movement to Giuseppe Saragat, Democratic Socialist Party leader, who was elected president of Italy. In his wire, Meany said that "we are happy that the presidency of Italy is held by one whose entire political life has been characterized by his uncompromising dedication to the principles of freedom and democracy as the real road to world peace." Saragat held the post of foreign minister before his election to the presidency. He will replace the ailing Antonio Segni. The 13-day, 21-ballot contest for the presidency was the longest in European history.

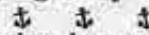


The Locomotive Enginemen and Firemen complied with a Federal Court order issued in Columbus, Ga., to call off their strike against the Southern Railway, but filed a countermove against the carrier. The Union asked that the re-

straining order be extended to the railroad so that working conditions maintained before the strike could be reinstated. The strike by the 1,200 railroad men began when management pulled a surprise move and began to operate locomotives without firemen. The union has maintained that the railroads cannot operate safely without a full crew—including firemen—in the cab. The railroads have been pressing for smaller rail crews and have proclaimed their intention to lay-off thousands of rail workers.



The National Labor Relations Board, practicing what it preaches, has granted collective bargaining rights to two unions set up by its employees. The Board recognized the NLRB Professional Association as bargaining agent for 220 board attorneys in the Washington office. Previously the National Labor Relations Union, which represents clerical and professional employees in field offices, was granted bargaining rights by the Board.



Major gains in working conditions and grievance procedures were won by the Washington D.C. Area Metal Trades Council which represents 225 workers at the Goddard Space Flight Center in Greenbelt, Md. A one-year contract, the first ever negotiated by National Aeronautics and Space Agency, provides for the arbitration of grievances, recognition of union shop stewards, twice daily rest periods and cleanup time before lunch and at the end of the shift. The contract covers all hourly paid employees at the Space Center and also gives the Metal Trades Council representation on the shop safety committee.

"They Are Worth Insuring, Too!"



SEAFARERS LOG

The 89th Congress of the United States is girding itself to do battle with the many problems facing the nation. One of those problems is the need for providing medical care for aged through social security—Medicare. The American Medical Association on the other hand, is also preparing for a fight. The AMA's aim is to once more block passage of Medicare legislation, as it has in the past.

The foes of Medicare have spent a great deal of time and money in the past to block this much needed legislation, and by their own admission are ready to spend much money in the future on anti-medicare campaigns. They will not succeed however. The AFL-CIO is solidly behind Medicare, and each day finds more and more Americans realizing that this legislation is necessary.

Medicare represents insurance for these older citizens who are no longer able to work—insurance against being left destitute by the skyrocketing costs of medical care—costs which can eat up a man's life savings in a few weeks. It is insurance that those older citizens without sufficient savings to cover the costs of a serious illness can get the treatment which they need and deserve—with dignity, not as paupers begging aid.

Americans provide themselves with insurance for almost everything—fire, theft, automobile, and much more. Human beings should also have this protection for their health. Our older citizens deserve better treatment and the American labor movement, along with other Americans who refuse to shirk their responsibilities toward our older citizens, will see to it that Medicare becomes a reality.

State Of The Union

President Johnson has spoken on the State of the Union, and he has found it free, restless, growing and full of hope. He has also found it faced by many problems.

In his State of the Union message to Congress, the President made numerous recom-

mendations for the future, many of which have already been urged by the SIU and the rest of the American labor movement. Included in these recommendations are:

- A new policy for our merchant marine.
- More emphasis on our entire transportation industry.
- Changes in the Taft Hartley Act, including Section 14-B (the so-called Right-To-Work section).
- Full employment opportunities for every American.
- Medical care for the aged under social security (Medicare).
- Enforcement of the Civil Rights Law and elimination of barriers to the right to vote.
- A doubling of the War on Poverty.
- Federal aid to education.
- Regional aid to underdeveloped and impoverished areas of the U.S.

We agree with the President that far too many Americans are still trapped in the vicious cycle of poverty, idleness and fear. The recommendations and proposals he outlined in his message to Congress represent a good start toward eliminating some of the problems facing the nation.

It must not be forgotten however, that at this time these necessary measures are nothing but proposals and recommendations. Before becoming realities they must be acted upon by Congress. And in the past, Congress has shown itself unwilling to act on many of the measures. Influenced by private interest pressure groups of all kinds—like the American Medical Association, the National Association of Manufacturers, and other Big Business groups—Congress has in the past been content to sit on its hands and bottle up such legislation.

President Johnson has in the past proven his ability to get Congress moving. He must do it again if the Great Society of which our nation is capable is to become a reality.

Beef Box

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

Several interesting letters have been received at headquarters requesting clarifications on various shipboard beefs. The first question, submitted by Steve Krkovich on the Mount Washington, deals with servicing the ship's evacuators.

Question: When cargo is being worked and ship's evacuators are being used, whose job is it to service the machines?

Answer: This is considered part of the routine duties of the Pumpman during his regular working hours.

Reference: Standard Tanker Agreement—Memorandum of Understanding, (a) "It has been agreed to maintain these machines, such as standing by when they are running, changing oil, greasing, refueling them and doing general maintenance and repair work as can be done aboard ship. On ships having electric evacuators, it shall be the pumpman's duty to plug in the electric connections and change plugs during regular working hours without the payment of overtime."

The next request for clarification on port time for the steward department comes from Angel Seda, chief steward on the Steel Advocate.

Question: "If a ship had made the complete voyage and pay off at New York, and we collect Port Time being it's the port of payoff, and then proceed to New Orleans and pay coastwise there, are we once again entitled to Port Time?"

Answer: You would not be entitled to Port Time again in New Orleans. The Port Time provisions of the agreement would apply only after you have made another complete voyage. The trip from New York to New Orleans is not considered a complete voyage.

Reference: Standard Freightship Agreement, Article V, Section 3: HOURS OF WORK—(d) last paragraph: "Once a vessel pays off in the port, that port shall be used for the purpose of applying the provisions of paragraph (c) above until such time as the vessel makes another voyage and pays off in another port at which time the latter port shall then become the port of payoff, etc."

The following letter from Roland A. Wiman, deck delegate on the Penn Transporter, concerns a beef about the midnight meal.

Question: "Would you please send me a clarification on Article 2, Section 45, of the Freightship Agreement? On this voyage, the Deck Department was broken out at 9:00 PM and continued working through 2:30 AM. No hot lunch was provided at midnight, and no unbroken hour was provided for same. The men involved put in one hour's overtime, also \$2.00 meal allowance, as per Paragraph (g) of the same section.

"The penalty meal hour has been O.K'd but the \$2.00 meal allowance was disputed. Are we entitled to the supper meal allowance, as per Paragraph (g) of the above section?"

Answer: The Deck Department is entitled to the \$2.00 meal allowance, as stated in your letter.

Reference: Standard Freightship Agreement, Article II, Section 45: MIDNIGHT LUNCH: (b) If crew starts work at or before 9 p.m. and works continuous overtime until midnight, the men shall be provided with a hot lunch at midnight. If the work continues after midnight one unbroken hour shall be allowed for such lunch. If this unbroken hour is not allowed the men involved shall receive one hour's overtime in lieu thereof. This penalty hour shall be in addition to the actual overtime worked during the meal hour. The provisions in this section shall be applicable at all times at sea or in port to men on day work."

(g) "In the event the midnight lunch is not served the men involved shall be paid the supper meal allowance in addition to the overtime provided for in paragraph (b) above."

The next request for information comes from John Short, engine delegate on the Western Planet, and involves a beef about greasing the rudder post.

Question: "The Chief Engineer wanted the Oilers to grease the rudder post of the steering engine once a watch, which we did and we put down an hour's overtime each watch. When we submitted it to him he disputed every hour..."

Answer: This is considered part of the routine duties of the Oiler on watch. He may perform this work without the payment of overtime.

Reference: Article IV, Section 13, Standard Tanker Agreement: OILERS ON WATCH-STEAM: (a) They shall perform routine duties, oil main engine (if reciprocating), watch temperatures, and oil circulation (if turbine), oil auxiliaries, steering engine and ice machine. They shall pump bilges and tend water where slugs and checks are in the engine room and no water-tenders are carried."

This question, dealing with Pumpmen's duties while transferring fuel oil, comes from J. A. Batill aboard the Western Clipper.

Question: "Am writing in regards to a matter about transfer of bunkers. My agreement does not state anything about this and the Chief insists that it is my job because he says so without the payment of o.t."

Answer: This is not considered the duties of the Pumpman. This work is performed by the Engineers. In the event the Pumpman is required to perform this work, he shall receive overtime.

Reference: Standard Tanker Agreement, Article II, Section 10: "Customary Duties. Members of all departments shall perform the necessary and customary duties of that department. Each member of all departments shall perform only the recognized and customary duties of his particular rating. When it is necessary to shift a man to fill a vacancy, the man so shifted shall perform the duties of the rating to which he is assigned."

In submitting questions and work situations for clarification, delegates and crews are reminded once again to provide as much detail as possible setting forth the circumstances of any dispute. Besides those mentioned, some of the members who were sent clarifications on various subjects during the past few days included the following: Albert H. Schwartz, ship's delegate, Hudson; L. P. Hagman, Aldina; John Thompson, Longview Victory; Chester Hughart, ship's delegate, Globe Explorer; James Lee, Hudson; Albert W. Lima, engine delegate, Producer; Donald Dickenson, Steel Flyer.

Dutch Squelch Radio Pirates

THE HAGUE, Netherlands—A raiding party of 15 Royal Dutch Navy men and Dutch police have boarded and silenced Radio-TV Nordzee, the pirate broadcasting station which has been operating from a Texas-type tower in international waters about six miles from the Netherlands coast.



Members of the Dutch government raiding party are hoisted up to the offshore pirate radio-tv station on its still-supported platform in the North Sea. Government ships and helicopters landed police, sailors and a public prosecutor to silence the illegal station.

The taped voice of an announcer broke off in mid-sentence as 10 raiders dropped on the station platform from a helicopter and the station went dead—at least for the time being. The 10 "pirates" aboard the broadcasting platform were under orders not to put up a fight or try to repel the boarders. In addition to the helicopter drop, five additional raiders were lifted to the platform by a hoist.

The commercial "pirate" broadcasting station had been beaming its signal at the Netherlands for about three months despite a Dutch ban on commercial broadcasts. A special law passed by the Dutch Parliament allowed the raid to take place in international waters.

Still Fighting

Although the owners of Radio-TV Nordzee ordered that no physical resistance be made against the raiding party, the fight is still far from over. The major battle will take place sometime in the future in the courts and in the arena of public opinion.

This case will undoubtedly get to court, and any judge hearing the case will be in a tough spot. First there is the problem of whether the Dutch police had a right to act outside Dutch territorial waters. In addition, the ownership and operation of the station is a massive tangle of legal red tape with international overtones. For instance, the platform and installations are owned by a Panamanian company and exploitation of the operation is handled by a British company. In addition, stock in the company has been sold to a wide public.

Success Story

The Dutch government is irked by the fact that Radio-TV Nordzee has been so popular—much more popular than the non-commercial stations of the state network operated by the government. Advertisers literally flocked to Radio-TV Nordzee during its three months of operation at rates ranging from \$1,600 to \$2,400 a minute. It is estimated that advertising brought in \$1 million during those three months. Many feel that the pirate station's success is bound to bring about changes in the Netherlands TV and radio setup.

Radio-TV Nordzee is only one of several pirate broadcasting stations operating from international waters and beaming their commercial programming at Europe and Great Britain in competition with the various state-operated networks. Some are located on platforms at sea, while others operate aboard ships. Several nations are seeking an international agreement outlawing pirate broadcasting completely.



A flotilla of invading ships dispatched by the Dutch government surrounds the pirate radio-tv station on its artificial North Sea island off the coast of Holland. The raid was ordered to squelch the commercial broadcasts which are forbidden under Dutch law.

Winter No Bar To SIU Ship's Alaska Service

ANCHORAGE—The SIU contracted Anchorage (Sea-Land), battling pack ice and gale force winds all the way from Seattle, tied up safely at City Dock here, proving that the sealanes to Alaska could be kept open even in the dead of winter.

The Anchorage ran into high winds just north Seattle and had to bull her way through 70 miles of ice in Cook Inlet, where temperatures hovered at more than 30 below. She made port here two days late but unscarred. Credit for the "historic" run went to her crew and the fact that the ship was in good condition to meet the elements.

Many old Alaska hands were skeptical when Sea-Land said that it would keep its scheduled service through the winter months. Impossible, they said. But the arrival of the Anchorage with a full load of 166 containers, automobiles and other cargo proved them wrong.

While the Anchorage was unloading here, her sister ship, the Seattle, was taking on cargo in Seattle for her scheduled run to Anchorage. Both ships had been "winterized" last fall in preparation for rough winter duty.

Ballast was added to the stern of each ship to keep the screws below the ice line when running light. Other modifications were made. The Anchorage, a 520 foot C-4, drew a safe 32 feet of water on her run. She made port without assistance from icebreakers.

A Sea-Land official said of the accomplishment: "In getting through the ice the way we have this week, we've proved a lot to ourselves as well as to everybody else."

Philadelphia Claims No. 1 Port Rating

PHILADELPHIA — This Delaware River port complex led the nation in total volume of exports and imports, the chairman of the Delaware River Port Authority announced.

About 54 million tons of foreign waterborne commerce moved through the port area in 1964, according to a projection made on a six month estimate by the authority. Exports were up nearly eight percent and imports were 3.5 percent over last year, it was reported.

Including the port's domestic trade, the total 1964 commerce is expected to top 100 million tons. To meet the growing trade demands on the port, a "vast program of public improvements" is being made in the Philadelphia area to help speed traffic through the complex.

New facilities will include a bridge across the Delaware from Philadelphia to Pennsauken, N.J., and a span from Chester, Pa., to Bridgeport, N.J.

Foreign Payoff? Leave Clean Ship

Seafarers are reminded that when they leave a ship after articles expire in a foreign port, the obligation to leave a clean ship for the next crew is the same as in any Stateside port. Attention to details of housekeeping and efforts to leave quarters, messrooms and other working spaces clean will be appreciated by the new crew when it comes aboard.





OUR BLOOD BANK

Seafarers International Union
Atlantic, Gulf, Lakes And Inland Waters District

Since the SIU Blood Bank first began operating from the Brooklyn clinic in 1959, well over 4,000 pints have been taken out to help save the lives of Seafarers and their families. In one case alone, the child of a Seafarer shipping out of Houston has received over 100 pints of blood during the past year to keep him alive.

The boy suffers from hemophilia, a disease which prevents the blood from clotting. The hemophiliac can bleed to death from an injury which would hardly be noticed by most people.

Large amounts of blood must be available at all times to preserve his life in an emergency. Through the SIU Blood Bank this blood has been available and will continue to be available whenever it is needed.

Under the SIU Blood Bank system, a Seafarer or a member of his family who is ill or injured in any A&G port can receive blood in his local hospital without delay by drawing against the blood credits built up in the Union Blood Bank.

When blood is needed in an emergency, there is no time to start finding donors and get the blood processed, tested and checked prior to transfusion. It must be available immediately, and for Seafarers and their families it is, through the SIU Blood Bank. During an operation, blood is needed to replace vital body fluids. It restores a patient from shock. Patients weakened by illness need blood to restore their strength before they can be operated on successfully. A Seafarer who underwent chest surgery recently required over 25 pints of blood from the SIU Blood Bank to see him through the operation.

If blood is to be available to Seafarers and their families in time of need, it is important that the supply be constantly replenished and maintained at a high level. Seafarers and members of Seafarers' families who wish to donate blood in New York should report to the Brooklyn clinic. In other SIU ports, the port agent will make arrangements for the donation. It takes only a few minutes to donate blood, but it can mean the difference between life and death in time of need.



Your SIU Clinic

By Joseph B. Logue, MD, Medical Director

Retardation Linked To Environment

Preventing mental retardation in many children may be as simple as giving them full-time home care, according to doctors at Children's Hospital, Washington, D. C. To test their theory, the researchers plan to select babies of large families in broken or poorly knit homes and give them tender loving care for periods up to three years. They hope to return the children to society as future good citizens. Dr. Reginald S. Lourie, director of the department of psychiatry at the hospital, said these children are born with normal intelligence potentials, but become mentally retarded in their formative years. They are "exposed continually to excessive stimulation . . . overwhelmed by the fierceness of the family atmosphere . . . not talked to, excepting in emotional torrents," he added.

Armed with a \$216,000 grant from the National Institute of Mental Health, Dr. Lourie and his associate, Dr. Allen E. Marans, will begin full-time care of 16 youngsters taken from families of low intelligence and dubious backgrounds. Another 16 will receive day care only, while a group of 32 "no-chance" children will be studied in their home surroundings and serve as a control group. The doctors hope to reverse the trend which shows that unloved infants lose 10 per cent of their original intelligence quotient by age three and 20 per cent or more by age four.

The Washington physicians showed in another study that by the time deprived children reach nursery school age, mental slowing and other pathological patterns have already set in. According to Dr. Marans, cultural deprivation accounts for far more mental retardation than do birth defects, metabolic disorders, and all other causes combined.

Heart Program Stresses Exercise

Exercise programs for people aged 60 to 90 are being organized by researchers at Lankenau Hospital in Philadelphia. Dr. Kaare Rodahl, Lankenau's director of research, explained that moderate activity may prolong life of the elderly. Any muscle, including the heart muscle, strengthens itself when used and deteriorates with disuse. Rodahl said. Dr. Henry F. Page, physician in charge of the Aging Research Clinic, said studies at the hospital show that both longevity and the activity of the later years can be increased by sensible living habits tailored to the needs of each individual.

The physical conditioning activity at Lankenau is part of a research program started seven years ago by Edward L. Bortz, an authority on aging. About 200 people are taking part in various exercises including stationary bicycle riding. The heart and electrocardiographic readings are used to determine the activity level necessary to stay in shape but below that which will place a strain on the heart. On the basis of these findings, it is possible to develop individual conditioning programs that make old folks feel better, both mentally and physically, one researcher pointed out. "Just as we now have the 40,000-mile automobile tire, there is no reason why we can't all have 100-year hearts," Dr. Bortz predicted.

Dr. Paul Dudley White, noted heart specialist, said recently that there are "physiological results of exercise which deserve as much emphasis in the aging as they do in the young, and possibly even more." One of the greatest benefits of exercise, Dr. White said, is that it "may be conceivably be helpful, in the absence of important symptoms, in retarding the further progress or increase of coronary atherosclerosis." In a report included in a pamphlet sponsored by the Committee on Aging of the American Medical Association, Dr. White concluded, "It may be said that exercise of almost any kind suitable in degree and duration for the particular individual concerned can and does play useful roles in the maintenance of both physical and mental health of the aging individual. . . ."

↓ ↓ ↓

The physician who warned that excessive intake of vitamin D during pregnancy may cause mental retardation of the child said in a letter to *Newsweek* magazine that his warning was preliminary. Dr. Robert E. Cooke of Johns Hopkins University School of Medicine said that "proof or disproof may take years to establish." Question yet to be decided by research is whether or not high amounts of vitamin D lead to high blood calcium, a proven cause of mental retardation.

Money Due

The SIU Contracts and Constitution department is holding a number of checks for Seafarers in the settlement of beefs. These men are requested to contact headquarters or have any port agent teletype headquarters so the checks may be forwarded.

A check for transportation differential is being held for James H. Smith who sailed aboard the *Elemar*.

Checks for settlement of disputed overtime accrued while aboard the *Niagara* are being held for Francis M. Greenwall, Richard Heckman, Jose A. Paz, and John J. Wynne.

Former members of the *Manhattan* for whom checks are being held are F. Carpenter, M. Chandler, B. Dunn, J. Gonzalez, F. Gordon, L. Harvey, H. Koppermith, S. Puntillo, C. Scott, H. Sikes, L. Taylor, H. Treddin, and E. Zabrowski.

Vance A. Reid and Roy Raymond Thomas former crewmembers on the *Anji* are asked to pick up allotment checks.

Earl M. Beamer, Jose M. Davosta, Michael C. Miller and Walter Smith have checks in headquarters for settlement of disputed overtime accrued while aboard the *Penn Carrier*.

Panamanians Re-Evaluate Anti-U.S. Attitudes

Panama Fears A New Canal Could Rock Nation's Economy

PANAMA—The recent announcement by President Johnson that the U.S. is definitely planning a new, sea-level canal linking the Atlantic and the Pacific Oceans somewhere across Central America or Colombia, has brought about much serious soul searching in the Panamanian capital.

A serious economic disaster could result here should the U.S. decide to build the new canal somewhere other than Panama, or even in one of the more remote regions of the country.

Four possible sites for the new canal are under consideration—one in Colombia, one between Costa Rica and Nicaragua, and two in Panama—one on the site of the present canal and one route through a remote region of the country.

Anti-Americanism

The U.S. decision to build a new canal throws into sharp relief the strong anti-American feeling running within Panama, feelings which in the past have led to anti-U.S. rioting and a brief break in diplomatic relations between the two countries. As a high Panamanian official said recently "the effects of any violent anti-American demonstrations in Panama could be disastrous."

"This is what is giving us nightmares," he said, "the thought . . . of Panama turning into a ghost city."

It probably wouldn't be quite that bad if a new, more modern, sea-level canal were built elsewhere, but there is ample evidence that the impact of the Canal Zone on the capital city's economy is tremendous. Zone authorities have estimated that direct financial benefits to Panama from Canal Zone spending total \$90 to \$100 million a year.

Big Money Involved

Spending by Zone people in Panama came to over 85 million in 1962. Net payments to non-U.S. citizens employed in the zone as a whole were almost \$36.5 million in that year. The U.S. Southern Command in the zone made purchases amounting to over \$10 million in 1962, while the armed forces in the zone employed 4,882 non-U.S. citizens in that year with a payroll of over \$13 million.

An example of the close relationship between the Canal Zone and the economy of the Panamanian capital is the fact that as a result of three days of anti-American rioting in Panama last January, construction fell about 40 percent in the first half of 1964.

Soviets Up Ship Trade With West

Soviet merchant ships will soon be as common a sight in the North Atlantic as Soviet fishing trawlers are now. Not content with their growing tramp ship trade with Canada, the Russians are moving into regular cargo service between Leningrad and Montreal.

The first Red-flag ship in the announced every-three-week run is scheduled to arrive in Montreal on January 2. It will be the 7,500-ton freighter *Volkhovog*. Built in 1956, the ship has been strengthened for navigation in ice conditions.

The freighter, like those which will follow it, advertises available cargo space to Leningrad and the western European ports of Antwerp, Rotterdam and Hamburg. Last year, about 400 Soviet ships called on Canadian ports, all of them tramps on the grain run.

The new Atlantic cargo service is only one of the many expansion moves being planned in line with Russia's growing maritime power. Soviet ships have taken over the Leningrad-Stockholm run and have entered into the ship chartering trade. The new passenger liner *Ivan Franko* will haul French and Russian tourists around the Mediterranean at Easter time, and the liner *Admiral Nakhimov* has been chartered to carry 1,500 Moslem pilgrims from Africa to Mecca next year.

On the Soviet homefront, the same Russian shipyard which first developed the hydrofoil for commercial use on rivers is now building "hovercraft" vessels that will "fly over the Volga River" at speeds to 75 miles per hour. Hovercraft is also being developed in the U.S. and Western Europe for commercial use. In operation, it skims over the surface of either land or water on a cushion of air.

The Western nations can expect more and more advances from the Russians in the maritime field. Unlike the U.S. Government, which ignores our nation's fleet for the most part, the Russians recognize the value of seapower and are building their as fast as possible.

Moscow is adding to its deep sea merchant fleet at a rate of 1.2 million tons yearly, according to the latest figures of the authoritative *Fairplay Shipping Journal* of London. The American fleet, by contrast, has been declining in total tonnage in the years since the Korean War. It is now only a matter of time before the Red fleet—already larger in total ships—surpasses the U.S. in total tonnage.

Collision Warning Is Job Of New Safety(?) Device

An automated "panic button" designed to act as a seagoing back seat driver to scream warnings at watch officers is in the works at the Sperry Gyroscope Company.

Soon the peace and serenity of the sea may be shattered by taped voices activated by the ship's radar, shouting such things as "The ship is approaching an object! This is an alert! The ship is approaching an object! This is an alert!" In addition, the device will ring buzzers, bells or give other warning signals. The noise it would produce on the bridge as the vessel approached a crowded harbor or ship channel can only be imagined.

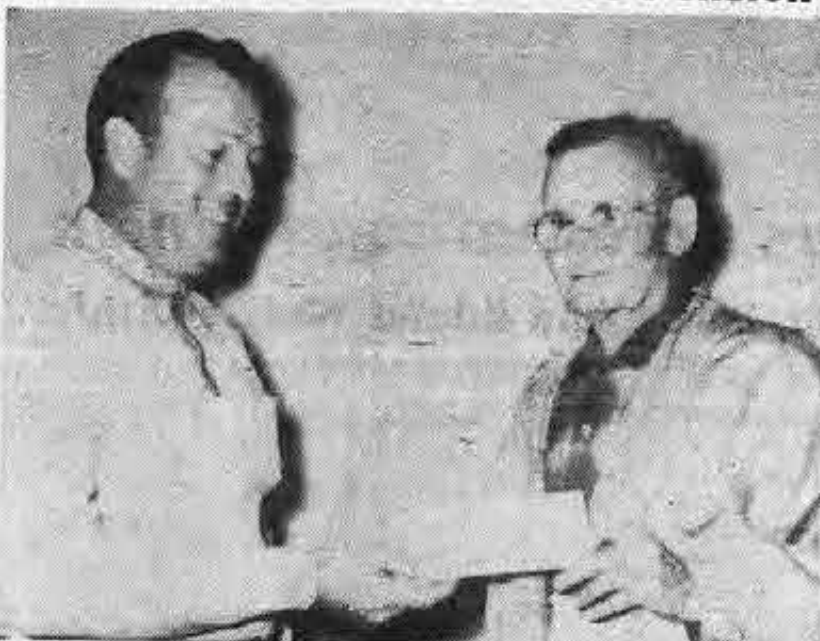
The device to give warnings when a ship is on a possible collision course is being developed under a contract with the Maritime Administration.

Safety Device?

The strange thing about the new

device, however, is that it is not designed to promote early response in the event of a possible collision but to allow action to be delayed until the last possible minute, in hopes that a collision situation will not develop and corrective maneuvering will not be necessary. If the watch officer takes early corrective action in such situations, Sperry engineers reasoned, much time and money is lost. By waiting until the last minute, with the aid of the new device, this time and money can be saved. According to a mathematical study conducted by the company, it can cost more for a ship to make unnecessary maneuvers than it does for an accident.

Gt. Lakes Veteran Receives Pension



SIU Great Lakes District oldtimer Jessie A. Pace (right), receives his first regular \$150 monthly pension check from SIU Great Lakes District Frankfort Port Agent Floyd Hamner. Pace, 65, is a veteran of over 20 years with the Ann Arbor R.R. Company.

SEAFARERS PORTS OF THE WORLD

KARACHI



This traditional Pakistani costume is modeled by a local belle.



An aerial view of the new quarter of Karachi. This city is still growing with new factories and housing being built as part of the nation's five-year development plan. Trade with the U.S. provides much of the equipment.



Karachi street peddler, seen above, offers an assortment of notions.



Pedestrians and pedicabs make up a good part of Karachi's traffic. This scene is in the bazaar section.

Karachi, the chief port of the huge Asian nation of Pakistan, lies on the Arabian Sea, just west of the mouth of the winding Indus River. Pakistan, formed from the Moslem areas of the old British colony on the Indian sub-continent, is a country of 100 million people. Karachi, its chief city, has a population of nearly two million.

The busy port plays host to hundreds of ships yearly. Chief Pakistani exports moving through Karachi are jute, textiles, cotton and rice. The still underdeveloped country imports a wide range of finished products, mainly from Britain and the U.S. Four major SIU-contracted companies, Waterman, Isthmian, Penn and Victory Carriers, include Karachi on their regular schedules, and many tramps also visit the port.

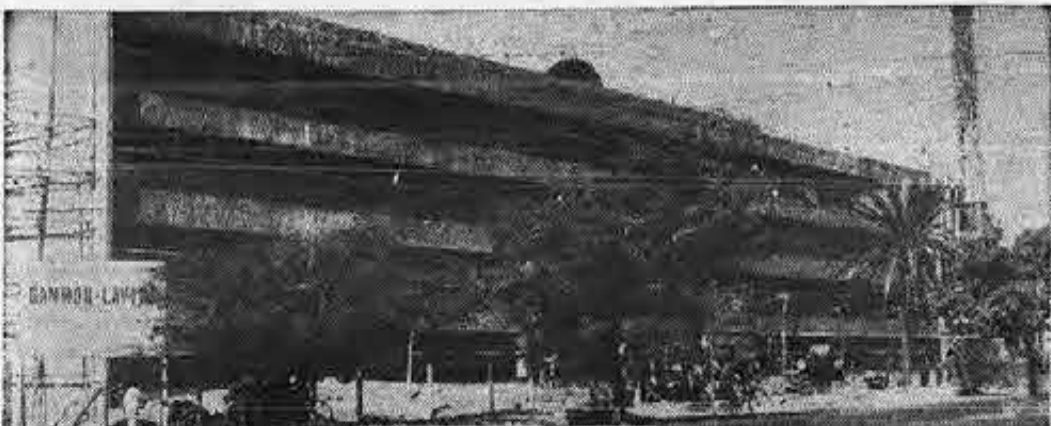
Karachi's dock area, the Keamari, is located across the bay from the center of the city. For Seafarers with just a few hours in port, a Seamen's Club, Post Office and bazaar are located in Keamari. In the city, the Beach Luxury Hotel on McLeod Road and the Palace Hotel on New Queen's Road offer excellent accommodations and good food. Both hotels have night clubs. The YMCA on McLeod Road also offers good lodging for the night.

The bazaar section of the city lies between McLeod Road and the Layari River. A large area, the main shopping and entertainment centers are located in the eastern end of it. Along Elphinstone Street and Victoria Road can be found many shops specializing in Pakistani handicrafts. A row of silversmith's stalls offers good buys in that local craft.

The grave of Mohammed Ali Jinnah, the father of modern Pakistan, on the Exhibition ground at the end of Bunder Road, is one of the city's leading tourist attractions. The city also includes many fine bathing beaches and a race course. Deep sea fishing and hunting trips can also be arranged.



The SIU-contracted DeSoto (Waterman) is scheduled to stop in Karachi at the end of the month.



The new American Embassy in Karachi, shown here while still under construction, is among the most modern anywhere. It is ready to offer service to Seafarers and other Americans in Pakistan.



The old and the new. Camel and donkey-drawn wagons haul a load of auto tires past Karachi's newest and biggest office building. Still underdeveloped, Pakistan is working to industrialize herself.

Wayward Whale Visits New York

NEW YORK—For a few days over the holidays this city regained its long-lost status as a whaling port—that is if a city can be called a whaling port because a whale (dead) visits it.

The whale, a 50-foot youngster, dropped by the port on the day before Christmas. Deftly dodging the heavy traffic in the bay, it sailed past the rows of piers in mid Manhattan, ending its journey just off the posh Hudson River yacht basin at the foot of 79th Street.

The crewmen of the Coast Guard cutter Point Batan served as the welcoming committee for the whale. The unannounced visitor, floating with its silvery belly up, gleamed in the 4 A.M. moonlight, catching the attention of the Guardsmen.

Enforcing the rule about small craft being securely moored, the men from the cutter put a line about the whale's tail and tried to tow it away. The 42-ton monster was too heavy for the 82-foot cutter, however, and it had to be moored at the yacht basin.

No one at the high-priced marina confronted the whale with a moorage fee, and the monster free-loaded at the place until the Driftmaster, a Army Engineers craft used to clear the port of flotsam, appeared on the scene in the morning.

Not So Strange

The Driftmaster's skipper, Captain James A. Florio, was not especially impressed by the whale. In his 16 years of harbor house-keeping, he had fished such varied animal life out of the water as a giraffe (dead) and a camel (dead), both animals escapees from a zoo shipment being unloaded at the Brooklyn Army Base.

Efforts to lift the whale onto the Driftmaster's deck were abandoned when it became apparent that the monster, already getting putrid, was ready to tear apart. Instead, the Driftmaster dragged

the carcass to its base at Caven Point, N.J., just behind the Statue of Liberty.

There the beast wallowed over the holiday weekend, tied on the end of a long pier. In the spirit of the season, the usually restricted base was thrown open to the public. Dozens of sightseers flocked to the base, some coming by car and others by small boat. All offered 'expert' comment on the whale.

A little girl reminded the New York Times that under an old treaty Manhattan's Indian tribes were entitled to a cut of any proceeds derived from the oil of a beached whale. The treaty, it is believed, was superseded by a colonial law that gave all drift whales to the British Crown.

Other speculation centered about ambergris, a waxy substance vomited up by sick whales and highly valued by perfume makers. Apparently, this whale lacked the precious stuff.

Shark Attack

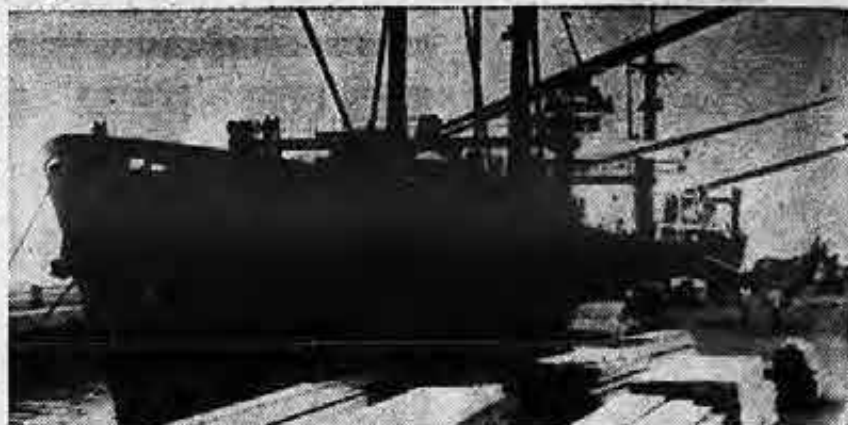
An expert from the New York Aquarium said the whale was most likely one of the common baleen species that is found in local waters. Marks about the beast's jaws led some experts to believe that it had been attacked by sharks and entered the harbor to find safety.

While the whale tales were flying, the Army Engineers were figuring a way to dispose of the carcass, whose foul odor was already wafting over Jersey City.

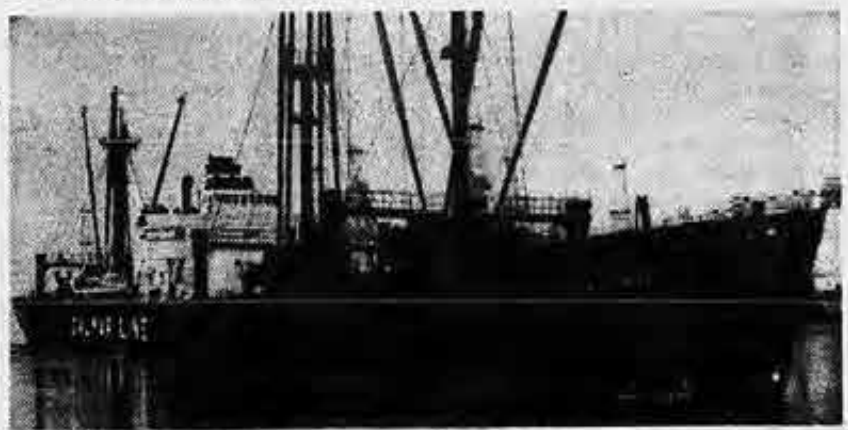
On the Monday after Christmas, the Driftmaster towed the whale to the open sea and decorated it with explosive charges. The plunger was pressed, and New York's first leviathan visitor since the days of the wooden whaleship was blown to blubber.

Calmar Ships Star In TV Re-Run

NEW YORK—Like so many other film stars of yesteryear, the SIU contracted ships Losmar and Alamar (Calmar) are making their show business comebacks via the late night movie circuit on television. The two vessels, as some of their former crewmembers may remember, served as a seagoing backdrop for several scenes of "A View From The Bridge." The film, a rough-and-tumble story of life along the Brooklyn waterfront, was shown in theatres about five years ago. It starred, besides the Losmar and Alamar, Raf Vallone and Carol Lawrence. Now that it's making the rounds on tv, the question is, will the two ships be entitled to residuals (bonus payments) that other stars get for their old reruns?



SIU-manned Losmar (top) and Alamar (bottom) are making the rounds on TV.



Labor Board Busts Union-Buster

Boss's Lie Detector Unplugged By NLRB

WASHINGTON—A firm that used "lie detector" tests as an excuse for firing 9 union members to destroy a union's majority while stalling off an election has been judged guilty of unfair labor practices in a National Labor Relations Board ruling.

A polygraph operator hired by the firm reported that 10 employees—9 union and a non-member—were "security risks" because they reacted violently, or did not react at all, to tests of their blood pressure, rate of respiration and sweating when asked irrelevant or incriminating questions.

The firm has no evidence against the employees except the unsubstantiated word of the operator, but fired them for "flunking" the tests. This was a pretext to cloak its opposition to the union, Trial Examiner Rossanna A. Blake found, and the board agreed. It ordered Lone Star to reinstate the 10 with lost pay, to stop interfering with employees' organizing rights, and to bargain with Local 968 of the unaffiliated Teamsters.

The NLRB general counsel and the union argued that "polygraph tests are so unscientific that little or no reliance can be placed upon them," and, said the examiner in her decision, "there is evidence in the record to support their claim."

The board also upheld the examiner's finding that the company violated the National Labor Relations Act by failing to reply to a union letter asking it to bargain.

Maritime Policy

(Continued from page 3) and pointed out the necessity to sell the public on the importance of the U.S. merchant marine.

He shied away, however, from having any responsibility for checking up on the Department of Agriculture's activities, relative to the American merchant marine.

Representative Garmatz expressed hope that the Merchant Marine Committee would go into the many loopholes that now permit Government agencies to by-pass the use of American-flag ships for their own cargoes. He said he felt the Committee would be responsive to cooperation with the industry.

NMU President Curran was represented on the telecast by a film clip of a statement in which he declared that the Government must establish a policy for the American merchant marine soon or there will be no fleet to automate or be concerned with.



The 50-foot carcass of a whale that was discovered floating dead in New York harbor is secured by the crew of the Driftmaster, a harbor scavenging vessel operated by the U.S. Army.

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

By SIDNEY MARGOLIUS

A major auto insurance company is voicing concern that buyers "haggle like a trader in an oriental bazaar" when purchasing a car, but often fail to take similar care in financing it. Other insurance companies have broadcast this same warning.

Insurance companies, of course, are concerned that if you arrange your financing through the dealer, you may also buy your car insurance from him. Several insurance companies now even have their own car finance plans, possibly in self defense against the fact that the large auto-finance companies sell insurance through car dealers.

It is true that often you can save by arranging the financing yourself through a credit union or bank. Sometimes you even can get a car loan cheaper from the same bank that finances the dealer. The fact is, car dealers customarily get a rebate, or "dealer's reserve" as it is called in the trade, for handling the financing. At least two states even recognize this rebate by law, limiting it in one case to 20 per cent of the finance charge that you pay, and in the other, to 2 per cent of your total debt.

Dealers say they need this rebate because they give discounts on the car itself. According to their testimony, the rebate on finance and insurance fees, often is their major profit on the sale of a car.

Some dealers have admitted finance rebates provide half their income. In this case, people who buy cars on time sometimes are helping to subsidize the cash buyers.

In the hands of unscrupulous dealers, the financing and insurance fees can be pyramided further by even higher charges for buyers who are poor credit risks, and by adding a steep "credit life insurance" fee (which would pay the balance still owing in the event of death).

One insurance company complaining of this practice reports the case of a prospective buyer who was quoted \$412.50 for the car insurance, \$108.88 for credit life insurance, and \$512.02 for the finance charge. This made a total of \$1033.40, in addition to the price of the car itself.

But the buyer did his own arranging. He paid \$344 for the insurance and \$379.20 for the finance charge, or a total of \$723.20. There was no charge for the credit life insurance.

Senator Paul Douglas (D., Ill.) who has proposed a bill requiring all dealers and lenders to state true annual interest rates, has found even more extreme examples, such as true annual rates of as much as 180 per cent for financing used cars.

Here are policies to follow to get the best possible costs for financing and insurance, as well as for the car itself:

1—Shop separately for the three components of your true car cost: the car itself, the financing, and the insurance.

2—In shopping for the financing, get quotations from the dealer, your credit union if you belong to one, and one or more banks. Finance charges of reputable new car dealers may be in line, especially if you can make a fair down payment. Credit unions and banks usually charge little more for financing used cars than new ones. Their rate generally is no more than \$6 or \$6.50 per \$100 (equivalent to a true annual interest rate of approximately 12 per cent). But finance companies operating through dealers often charge more for financing used cars than new models. Various state laws allow finance charges for used cars of \$10 per \$100 for late models, to as much as \$17 for older ones.

To get the lowest possible finance charge, put down as much as you can, not the least allowed. Sometimes the various lenders and dealers offer a better rate for a little larger down payment. Show the dealer that you are interested in the finance charge as well as the price of the car. He has some margin for shading that cost too, especially if you are a good credit risk.

3—Credit life insurance should be provided free, as it usually is by most credit unions and some banks. At least, the charge should be no more than 50 to 75 cents per \$100 of original debt. On a balance of \$2000 repayable over a period of three years, a credit-life insurance charge of 50 cents per \$100, which is really enough, would come to \$30.



By Fred Stewart & Ed Mooney
Headquarters Representatives

The post of Delegate is one which any Seafarer should be proud to hold.

When declaring their faith in him as their representative in all disputes, his shipmates are singling him out as a good seaman and a first-rate Union man who knows their contractual rights and who will fight to see those rights upheld. Finally his shipmates are expressing their belief that he is a man of tact and understanding who keeps his head and his nerve no matter how rough the going.

The delegate's post came into the maritime industry with unionism. Before there were unions aboard ships, seamen were treated with little regard for their feelings or rights.

In the old days—there are plenty of Seafarers who still remember them—a crew who had a beef could wait until they got ashore where they could blow it to the breeze in a ginmill. There wasn't anything else they could do. Certainly they could turn to neither the Master nor the company for help, and once the voyage was over the books were closed.

Things are different now. If a beef develops on a ship, the crew can take immediate action through one or more of the Delegates. Frequently the Delegates can square the matter then and there at sea. If they can't they act in the crew's behalf as part of the machinery by which the SIU settles beefs at the payoff.

Take the question of overtime. Suppose the Mate does a little painting which the Deck Department should do and draws overtime for doing it. The procedure is simple enough. Get hold of the Deck Delegate. Tell him all the details.

He will keep a complete record of what was done, how long it took and everything else pertinent. At the payoff, he will turn the record over to the patrolman, and the overtime will be paid. A ship's delegate has responsibilities somewhat broader in scope than those of the department delegates. But the jobs of all delegates are essentially the same: to see that everything goes smoothly. When a voyage is reported as a good one, that means it was a voyage on which the delegates were right on the ball.

A good crew picks its ship's and department delegates early in the trip and picks them carefully. Any man picked to serve as a delegate should feel honored. He should be proud to serve as the SIU's arm aboard ship. He has not only his shipmates but the entire membership behind him.

To help the delegate in his duties and to get shipboard beefs and questions cleared up as smoothly and quickly as possible, a special kit is placed aboard every SIU ship. The kit contains the various forms and instructions necessary to the duties of a delegate. This procedure was created by the membership with the idea

in mind of properly channeling the interests, energies and orderly functions of union machinery at sea as well as ashore.

Included in the kit are the following:

REPAIR LIST—This report is to be prepared in triplicate. One copy should be given to the captain 72 hours before the ship reaches port, one copy is to be given to the patrolman at payoff, and one copy is to be maintained for the crew's ship file.

AN OFFICIAL SIU SHIP'S CREW LIST—This list is to be filled out by the ship's delegate at the start of each voyage and forwarded to Union Headquarters prior to sailing at the first port of call thereafter. If the ship is on a coastwise run, it should be mailed to Headquarters at the next to last port of call before payoff.

DETAILED OVERTIME SHEET FORMS FOR THE CREW—These should state: name and book number of member; rating; watch; company; vessel; voyage number; date; port, where from and where to; number of OT hours; nature of work performed, and department head's signature. The boarding patrolman at payoff time will look for the following items at the bottom of the OT sheet and it is important that they be included: the department delegate's signature; the total hours involved, and the captain's signature. Disputed overtime should be made out on a separate sheet by the department head.

AGREEMENTS—Copies of agreements and contracts for the crew's inspection.

Steadily Shorter Workweeks Seen For American Workers

WASHINGTON—"Gradually and steadily," American workers are moving towards a shorter workweek.

The AFL-CIO Dept. of Research reports that 8 million persons presently are on a basic

workweek of under 40 hours, while many others have had their working time reduced through longer vacations, more holidays or paid lunch periods.

The department's findings make up the Collective Bargaining Report feature of the December issue of the American Federationist, the AFL-CIO magazine.

Geographically, the northeast has led the way, with 62 percent of office employees in the region and 11 percent of plant workers on a workweek of less than 40 hours.

"The reduction of hours under collective bargaining in the 1960s," the Federationist analysis says, "is not taking place dramatically and suddenly. Rather the reductions are taking place in small steps in individual contracts."

Examples

As an example, the article cites a Chemical Workers contract providing for a 10-minute-a-day reduction in working time during each year of a three-year contract.

Nearly all printing trades workers—98 percent of them—are working less than 40 hours, with about one-fourth at 35 hours. In nearly all cases, the reduction was first to 38.75 hours and then to 37.5 hours. The Ladies' Garment Workers have had a 35-hour workweek in the New York area since the 1930's, but in the past 10 years has extended it so that it now covers some 97 percent of the union's membership in the United States.

A growing number of union construction workers—although still a minority—are on weekly schedules of less than 40 hours. Labor Department studies show some 13 percent of retail employees and 17 percent of fulltime restaurant employees working less than 40 hours. An estimated one-third of office employees are on a less-than-40 hours workweek.

Large percentages of workers in the brewing, tobacco, rubber, fur, baking and telephone industries have a basic workweek of less than 40 hours.

In addition to the sabbatical vacations introduced in the steel, aluminum and can industries, longer vacations and more holidays continue to show up in union contracts for a "hidden" reduc-

tion in working hours.

More than 40 percent of hotel workers are on a schedule of less than 40 hours a week. New York City's Hotel Trades Council won a 35-hour week (down from 40 hours with no pay cut as of last June). In Chicago, the Building Service Employees contract with the Chicago Residential Hotel Association cut the workweek from six days and 45 hours to five days and 37.5 hours.

The Department of Research analysis predicts that "continual improvements in the reduction of hours of work without cutting weekly pay surely promises to become the pattern for the second half of the 1960s." Accompanying the drive for shorter hours through collective bargaining is, of course, labor's push for establishment of a basic 35-hour week for all workers under the Fair Labor Standards Act.

Scientists Crew Up Floating Ice Island

Winds and currents permitting, the north Greenland Sea, which is almost inaccessible to surface ships, is about to be explored. To accomplish this task Navy scientists are riding a strange vessel.

ARLIS-II is a floating ice island, one and a half by three and a half miles across and about 60 to 80 feet thick. The strange "vessel" is "crewed" by eight scientists and four support personnel.

The ice island was discovered in May 1961 when it was about 90 miles off Alaska's Point Barrow after breaking off the northwest coast of Ellesmere Island, in the Canadian Archipelago. In three years, it has drifted from Alaska across the Arctic Basin and the North Pole to Greenland's northeastern coast.

Scientists Hopeful

Scientists are now anxiously waiting to see if ARLIS-II continues its journey out of the Arctic Basin into the Greenland Sea. This depends entirely on the fickle currents and winds of the polar region. If it does continue its journey as hoped, it will give scientists a chance to explore a region of the world where bad ice conditions prohibit exploration by surface ships except for a few weeks in the summer.

If they make it, the scientists now aboard ARLIS-II will be joined by others, and geophysical, meteorological and oceanographic studies of the north Greenland Sea will be made. The scientists now riding the ice island have already made gravity and magnetic studies of the Arctic Basin and bottom and sub-bottom profiles of the Polar Sea floor.

Ice islands are made up of fresh water glacial ice and are many times thicker than the ice floes of the Arctic ice pack. They do melt eventually however, and some experts fear that ARLIS-II may have to be abandoned if it travels far enough south to melt the snow surface which is used for airplane landings. By that time however, it will probably have fulfilled its mission.

Other Ice Stations

During the last 30 years, both the U.S. and Russia have maintained similar floating laboratories in the Arctic. The U.S. has another manned ice island called Fletcher's Island or T-3 which is now on its third lap around the Beaufort Sea above Alaska and Northwest Canada, going round and round in the clockwise currents of the area.

Russia has two manned drift stations in the Arctic—NP-12 and NP-13. NP stands for North Pole.

Both Russian stations are on ice floes about 6 to 12 feet thick.

The very first Russian floe station actually succeeded in making it into the Greenland Sea. That was NP-1 back in 1937. After 10 months of drifting it began to melt and had to be abandoned. The American scientists are hoping that if ARLIS-II also makes it into the Greenland Sea, it will last a lot longer than 10 months because of its much greater thickness.

At this time though, only time will tell.

MEBA Case

(Continued from page 3)

licenses for sufficient time to meet this eligibility requirement.

Associate Justice Hugo L. Black, in the Court's ruling opinion, said that the plaintiffs were not "discriminated against in any way" and were not "denied (any) right or privilege to vote or nominate" available to other union members.

Uniformly Applied Rules

Justice Black wrote that the law allows unions to fix "reasonable qualifications uniformly imposed" for candidates. The law also sets up statutory provisions for a maximum term of office, a secret ballot, equal access to membership lists for campaign purposes, reasonable periods for nominations and a fair voting opportunity for all members, Justice Black continued.

The Court's opinion pointed out that the Landrum-Griffin Act provides for a test of the reasonableness of the Union's election requirements, if they are challenged, by a complaint filed with the Secretary of Labor. The Court ruled that the so-called "equal rights" section of Landrum-Griffin could not be "stretched" to read into it a guaranty that members not only have a right to nominate candidates "but to nominate any one, without regard to valid union rules."

The MEBA case was argued in the Supreme Court by its general counsel, Lee Pressman.

Etching Gift To SIU From Swedish Visitors



Swedish visitors to the New Orleans hall recently were all smiles as Bror Andersson (left) presented an etching to New Orleans port agent Buck Stephens. The etching, by a Swedish artist, depicts the engine room of a steamship. The group's visit to the United States was sponsored by the United States Information Agency.



Sub-Zero Temperatures Stalled 100 Ships

"Great Blockade" Of '26 Was Classic Lakes Jam

When four deep-sea ships were caught in the Great Lakes by the winter freeze several weeks ago it made big news in all the papers. But to seamen who remember the "great blockade" of 1926, four ships trapped in the Lakes is small potatoes. At that time about

2,000 seamen, on more than 100 ships, thought they might be spending the winter frozen in the St. Mary's River between Lakes Superior and Huron.

In the old days, Lakes sailors knew they had to lock through the Soo before the St. Mary's River became a ribbon of ice three feet thick. Getting home for Christmas involved a race with the calendar and the weather. The traditional closing date of the Soo locks and the end of the navigation season was December 15.

Before the famous "great blockade of '26," Port Arthur and Fort William, Ontario, the twin Canadian grain ports, were hit by a snow storm. That was on November 30. The storm was so bad that no grain was loaded until 4 p.m. It was midnight when 22 ships loaded with 5.5 million bushels cleared the elevators.

Icy Voyage

The run down Lake Superior was not for fair weather sailors. When the ships reached the Soo about 40 hours later they were covered with a thick coat of ice from stem to stern. In sub-zero weather they were locked through the Soo and promptly ran into the worst ice blockade in the history of the upper lakes.

The 22 ships found themselves behind a line of 55 vessels loaded with some 13.8 million bushels of grain. At the same time the up-bound channel was blocked by a solid line of 45 vessels loaded mostly with coal. They remained there, locked in the ice for almost a week. Even the icebreaker sent in to free them was in danger of freezing in solid as the temperature dropped to 35 degrees below zero.

In all, 245 vessels were stuck fast in the ice. Farmers in the area did a booming business carrying meat and provisions out to the ships on bobsleds. Many of the seamen simply walked ashore to buy items they needed. At the same time a panic threatened the Chicago grain market with so much grain bottled up aboard the ships, while ironmasters in Cleveland and Pittsburgh were near panic because of the much needed supply of coal which was immobilized.

Icebreaker Called

Finally the car ferry St. Marie was called to the rescue. She was the most powerful icebreaker of the time, and was joined by a Coast Guard cutter and a fleet of tugs from the Soo. The St. Marie would break open a lane to a ship, but the lane would begin to freeze

over again before the vessel could be pulled free.

Attempts at freeing the ships were unsuccessful until warmer temperatures eventually made rescue possible. The ice-bound vessels were finally freed on December 10, releasing the estimated \$50 million of cargoes which were tied

up, ending the panic.

The winter Soo closing was so critical in the old days that insurance companies had special rates for late vessels. Ships that did not clear port by midnight, November 30, had to pay higher rates, which gradually increased until December 15, which was the closing date.

Verrazano Bridge Glare Slated For Investigation

NEW YORK—A new rash of complaints from harbor pilots and tugmen on the dangerous glare they say comes from the bright lights of the new Verrazano-Narrows Bridge on foggy nights has finally won a promise of action on the problem.

The glare is so dangerous, the pilots have warned, that it "threatens a major maritime catastrophe." After the first warning by harbor pilots, the Coast Guard said it was making a "continuing investigation." Nothing happened, however. The second warning, two weeks later and beefed up by the support of major maritime groups, won the promise of action if warranted, from the Army Engineers.

The pilots had armed their second warning with detailed instances of "near misses" in the harbor that occurred because of the glaring lights on the bridge. The first involved a tanker inbound to a New Jersey refinery, and the other incidents involved freighters.

The pilot of one of the freighters described his run-in with the lights: "The range lights of an oncoming vessel completely disappeared in the sunlike, blinding glare of the bridge lights," he said.

Army to Act

The Army Corps of Engineers has promised to take action on the problem. On the next foggy night, they said they would make an observation of conditions from a Coast Guard buoy tender. The pilots backed by harbor tug skippers hope that the observation by the engineers will lead to a reduction of the lights on the bridge.

Complaints to the Triborough Bridge and Tunnel Authority, which has jurisdiction over the Verrazano - Narrows Bridge, brought no action. The TBTA said the lights on the new bridge were no different than lights installed on the Throgs Neck and Bronx-Whitestone Bridges.

The pilots then noted that they had charged the Throgs Neck and Whitestone Bridges with being hazards to navigation also, and that their complaints and warnings had been ignored over the years.

Commenting on the Army Engineers' decision to push an investigation of the bridge lights, a maritime official said: "In the interest of avoiding the risk of collision in this most hazardous area, it is imperative that the problem arising from the glare of the bridge lights be resolved as quickly as possible."

UNFAIR TO LABOR

DO NOT BUY

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

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

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

Eastern Air Lines
(Flight Engineers)

H. I. Siegel

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

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

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

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

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

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

European Trade Unionists Living Better Than Ever

PARIS—The trade union family in Western Europe is living better than ever thanks to a round of wage boosts and improvements in fringe benefits during 1963.

A continuing shortage of skilled labor is making the Common Market countries emphasize decentralization of industry and job training for adults. The importation of foreign labor—mainly from poorer nations like Spain—also continues.

The major part of the 1963 increase in the Western European work force was due to the influx of immigrant labor. The labor shortage which created the rush to the Common Market countries is also drawing students out of school at an early age when the economies need them in school to learn skilled trades. Government programs are being created to stem the "dropout" problem and teach trades to the young.

The higher wages and benefits kept comfortably ahead of price increases in the six nations of the European Common Market, statistics show. France was the only nation where increases did not keep pace with wages, but French workers benefitted from improvements in social insurance.

The booming free enterprise economies of Europe, guided and directed by their governments to a far greater extent than in America, operate on a full employment basis. Italy was the only Common Market nation with significant unemployment, and the jobless there were mainly unskilled workers.

During 1963 West German unions were able to win increases ranging from six to seven percent while living costs rose only 3.1 percent. Belgian unions also negotiated six to seven percent wage boosts, more than compensating for the 2.1 percent hike in living costs. In Italy, a 15 percent average wage increase doubled the rise in prices.

The Netherlands, where living costs rose 4.2 percent, had a six to seven percent average wage boost. France, with a 4.8 price rise, was the sole Common Market nation where no wage improvement was reported.

Fringe benefits were strengthened, however, in all the countries. France established a health insurance program—medicare—for the aged. Italy began a program of medical care for the aged craftsmen. The Netherlands added disability insurance to its social security program.

Belgium increased workmen's compensation and disability insurance. Both West Germany and Italy improved workmen's compensation. In France and West Germany, where rent control is on the way out, the governments will provide financial assistance to tenants.

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Washington Reports to the People

Weekly over radio while Congress is in session.

Labor News Conference

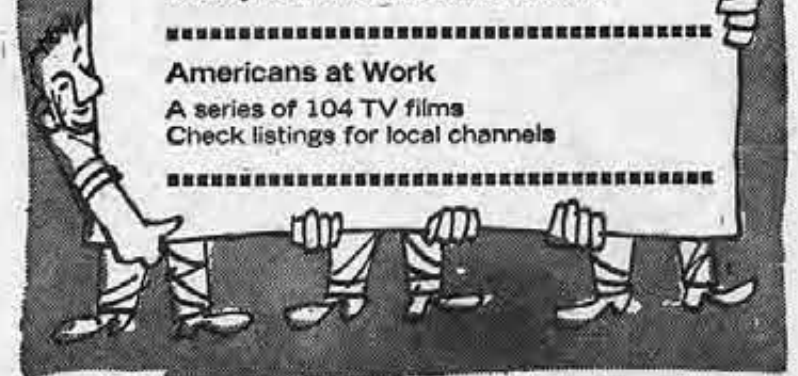
Weekly over the Mutual Broadcasting System.

As We See It

Weekly over the ABC radio network

Americans at Work

A series of 104 TV films
Check listings for local channels



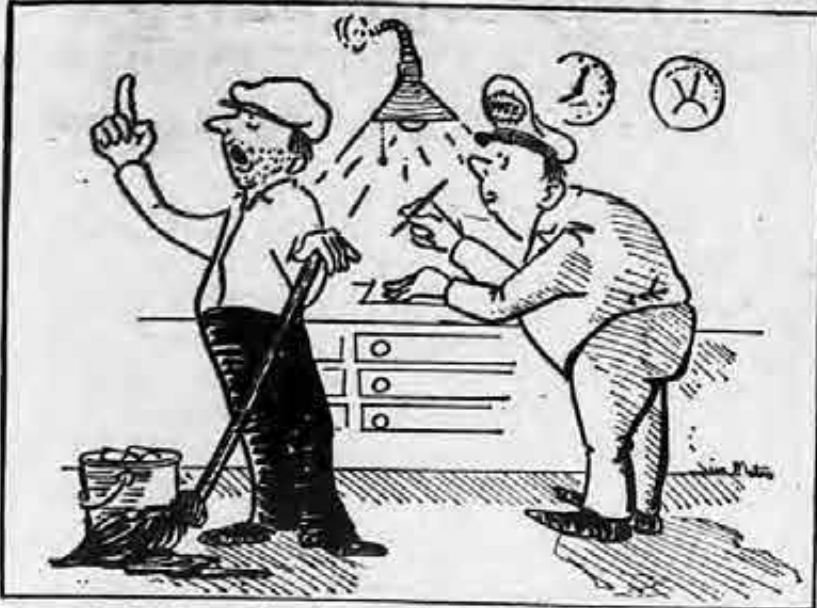
THE AFL-CIO on the AIR

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'Sea Daze'

by Jim Mates



"Wind—27 knots, Northwesterly . . . Light showers expected . . . Temperature—62° . . . Today's high . . ."

WARM SPRINGS (Columbia), November 29—Chairman, Platt; Secretary, M. Casanova. No beefs reported by department delegates. Few hours disputed OT in deck and engine departments. Cold water tank to be fixed immediately, and crew told not to sign on until it is fixed.

MORNING LIGHT (Waterman), November 25—Chairman, J. Carroll; Secretary, L. Pepper. No beefs reported by department delegates. Crew requested to keep all screen doors locked while in port.

THETIS (Rye Marine), December 10—Chairman, Donald Gore; Secretary, William J. Powers. Brother

disputed OT in engine department for holiday watches.

HALCYON PANTHER (Halcyon), November 25—Chairman, W. E. Countant; Secretary, Frank Kastura. \$3.20 in ship's fund. No beefs reported by department delegates. Brother Lucky Pritchett was elected to serve as ship's delegate. Crew requested to wear shirts in messroom. All asked to cooperate in keeping messroom clean at night. Vote of thanks to the whole steward department for an exceptional Thanksgiving dinner.

DEL NORTE (Delta), December 13—Chairman, Robert Callahan; Secretary, Bill Kaiser. Three men were hospitalized and given \$50 each from the ship's fund, \$100.25 in ship's fund and \$342.52 in movie fund. No beefs or disputed OT reported by department delegates. Vote of thanks extended to the entire steward department for a wonderful Thanksgiving dinner and job well done throughout voyage.

RIO GRANDE (Oriental Exporters), December 14—Chairman, Glenn Calhoun; Secretary, Raymond L. Perry. No beefs reported by department delegates. Headquarters to have the company fumigate ship on arrival in first U.S. port. Crewmembers requested to make less noise in mess-hall while others are asleep.

COMMANDER (Marine Carriers), December 12—Chairman, Joseph Stanton; Secretary, George A. Leach. Ship's delegate commented on the good behavior of the crew and expected this to be a smooth voyage. No beefs were reported by department delegates. Vote of thanks extended to the baker.

RIO GRANDE (Oriental Exporters), November 11—Chairman, Glen Calhoun; Secretary, Raymond L. Perry. No beefs reported by department delegates. Brother Floyd Walker was elected to serve as ship's delegate.

SEATRAN GEORGIA (Seatrains), December 18—Chairman, Bob Hannibal; Secretary, R. LaBombard. Part of repairs have been taken care of. No beefs reported and everything is running smoothly.

ROBIN LOCKSLEY (Robin Lines), November 22—Chairman, C. Hall; Secretary, W. Messenger. Ship's delegate reported that all is running smoothly. Crew requested to keep all rooms locked while in port and not to bring anyone aboard.

HENRY (Progressive), Nov. 4—Chairman, V. Swanson; Secretary, V. Swanson. Ship's delegate reported that everything is O.K. with no beefs.

SEATRAN LOUISIANA (Seatrains), Dec. 26—Chairman, Tex Jacks; Secretary, Joe Block. Ship's delegate reported that everything is running smoothly. \$57.40 in ship's fund. Some disputed OT in deck department to be taken up with patrolman. Brother B. Blanchard was elected to serve as new ship's delegate. Vote of thanks to the steward department.

DIGEST of SIU SHIP MEETINGS

James Rutherford resigned as ship's delegate and Brother Bernard Schwartz was elected to serve. \$6.61 in ship's fund. No beefs were reported by department delegates.

OUR LADY OF PEACE (Liberty Navigation), November 22—Chairman, William S. Rudd; Secretary, Wilson J. Davis. Some disputed OT in deck department. All quarters in engine department need sougeeing. Leaks in saloon sinks to be repaired. Ship needs to be fumigated. Vote of thanks to the ship's delegate for a job well done.

FOLMAR (Calmar), December 6—Chairman, Jesse W. Puckett; Secretary, Francis O'Laughlin. \$27.50 in ship's fund. No beefs reported by department delegates.

ALAMAR (Calmar), December 13—Chairman, W. J. Smith; Secretary, S. A. Holden. No beefs reported by department delegates. Motion to request the vice president in charge of contracts to publish how the negotiating committee is progressing in regards to the dry cargo contract. Also to inform the crewmembers of the Yukon of America Asia Steamship Corporation, concerning wages and overtime due. Repairs needed on drinking fountain for the crew.

COLUMBIA (U.S. Steel), December 6—Chairman, William Brightwell; Secretary, David Green. \$20.80 in ship's fund. No beefs reported by department delegates. Brother Frank Pasaluk was elected to serve as ship's delegate. Vote of thanks to the steward department for a job well done.

NORINA (Marine Traders), December 6—Chairman, E. Wheeler; Secretary, R. J. Burns. No beefs reported by department delegates. Two hours

From the Ships at Sea

Although Christmas has passed and the reports coming in from the ships at sea indicate that many crews were pleased with the sumptuous Christmas Dinners prepared by their long toiling galley gangs, crews are still raving about the wonderful spreads laid out for Thanksgiving Day. Roy

"Lucky" Pritchett, for instance, a man with a reputation for tall tales is not stretching the truth when he says that the Thanksgiving meal aboard the **Halcyon Panther (Halcyon)** was exceptional. The crew agreed with him and gave the steward department a hearty vote of thanks. Joseph Moody, ship's delegate aboard the **Fairland (Waterman)** said the meal on Thanksgiving was "beautifully prepared," and the crew stood behind a motion to give the galley gang a vote of special recognition for their work. Aboard the **Steel Maker (Isthmian)**, a ship noted for good feeding throughout the SIU fleet, the crewmembers were

especially proud of their stewards this Thanksgiving, and praised the meal to the skies." It was an outstanding holiday meal," reports **George Gorton**, ship's delegate. Another happy crew that walked away from their Thanksgiving meal giving thanks to their galley gang, is aboard the **Steel Architect (Isthmian)**. C. W. Palmer, ship's delegate, said the crew voted a special thanks to the steward department for the spread, which was described by the crew as "a fine, fine meal."

told me to take it easy for a while."

During the ship's delegate report of the last shipboard meeting aboard the **Robin Sherwood (Robin Lines)** the crew was advised to respect the South African custom laws. The law says that a man cannot have more than 200 cigarettes in their lockers.



Hoepner

"The fines are big for violating this law," says **Otto Hoepner**, ship's delegate. Hoepner also warned the crew about their shore passes in **Lorenco Marques**, and **Biera, Mozambique**. "If you loose your pass, you can get fined as much as \$33.33. Hoepner then informed the crew that the draw in **Tamatave, Madagascar**, will be given in **Franks**. "Don't take any American money ashore," he warned his fellow crewmembers. "If they catch you, the fine is one for one."

Edward Cole ship's delegate, was a little cryptic in regards to the last voyage of the **Ocean Ulla (Maritime Overseas)**. According to him "Cadillac" **Jack Mays** and **Miles Perez** have been doing a little fishing in the **Persian Gulf** while the ship is on shuttle there. "But they haven't been using any hooks," Cole says. "They haven't been catching any fish, either." The **Persian Gulf** has been nice, though, Cole says, although the heat has gotten to some of the crewmembers. Maybe that's why there are no hooks on the brothers lines.

SIU Member Buried at Sea

Seafarers on the **Afoundria (Waterman)** mourned the recent death of **Brother Adam (Scotty) McDiarmid**, 64, who passed away at sea. Every SIU crewmember on board turned out to pay final respects to their departed brother as the vessel's master read the final rites.



McDiarmid

Brother **McDiarmid** was buried at sea, at the request of his next of kin.

McDiarmid, who was a member of the steward department, joined the SIU in 1955 in **New York**. A native of **Scotland**, he served in the **British Navy** during **World War II**. He is survived by his sister, **Mrs. Margaret Manning** of **Cedar Rapids, Iowa**.

The crew aboard the **Del Rio (Delta)** recently gave an outstanding ovation to their electrician, reports meeting chairman **Alphonse Tolentino**. The electrician served as ship's delegate for voyage No. 19, he says, and the crew was especially appreciative of the good work he did in representing the crew. "A hard job well done," Tolentino terms it.



Tolentino

The secretary-reporter's report during the last shipboard meeting aboard the **Atlas (Tankers and Tramps)** indicated that there was \$80 and 1200 yen in the fund, claims ship's delegate **Alfred Hirsch**. He also said that everyone aboard is very happy and very well fed.

Bob Callahan, ship's delegate aboard the **Del Norte (Delta)** reports a very nice birthday party held in honor of **Peter Gonzales**. **Gonzales** in return thanked all the brothers who attended and helped to make his birthday a memorable occasion.

Seafarer **Robert Harwell** recently had plenty of reason to praise the skipper of the **Folmar (Calmar)** for "his good judgment." Harwell came down with a case of acute appendicitis while sailing down the **Pacific Coast**. "The captain knew I was hurting," said Harwell, "so he put into **Puntarenas, Costa Rica**, instead of continuing to **Panama**. It was two days to **Panama** and the doctor told me later I probably wouldn't have made it." Harwell praised the captain highly for this action. After three weeks in the **Costa Rica** hospital, Harwell was transferred to **Baltimore** for another week. "Now I'm looking for a coastwise ship," Harwell says "The doctor



Harwell

Balancing Act



Displaying talent for balancing himself aloft, worthy of a true Seafarer, nine-month old **Peter Psanis** surveys the horizon from the outstretched palm of his SIU father, **Christos Psanis** at **Seven Lakes, N.Y.** **Psanis**, a member of the deck department, last sailed on the **Raphael Semmes (Sea-Land)**.



Steel Maker Crew Takes Pause That Refreshes



SIU crewmembers on the Steel Maker (Isthmian) were caught by Seafarer Joseph Friedman's camera while they relaxed during their vessel's turnaround in Madras, India. M. J. Keefer, bosun, (l) and Ronald Canady, deck maintenance, are seen enjoying the pause that refreshes in the ship's dining room (right). Stewart department member Charles Sapeta catches the sun (center), while Vasser Szymanski, chief steward (l) and John F. Efstathiou, AB, savor a cup of coffee on deck (far left).



Two Lakes SIU Brothers Star In Double Retirement

Two brothers who are SIU Great Lakes District members set a record in the coincidence department recently when they retired this year on SIU pensions after working for the same company for 35 years. Raymond E. Johnson, and his brother Carl, both started sailing in 1929 on the carferry Wabash, which is operated by the SIU-Great Lakes District contracted Ann Arbor Railroad.

Raymond Johnson began in the deck department of the Wabash in June, 1929 and worked there steadily for the next 33 years. His brother Carl started the same year in the engine department of the same carferry, but later trans-

ferred to the deck department of the Wabash, Raymond Johnson obtained a wheelsman rating in April, 1943. He can recall five different captains who skippered the vessel during the 33 years he was on board.

Carl, the younger member of the retired duo, began his career on the Wabash as a coalpasser, later becoming fireman and oiler. He left the vessel's firehold in November 1944 and two months later began working the forward end of Ann Arbor No. 5 where he served under seven different skipper.

Taking It Easy

Both brothers, who were forced to retire because of illness, plan to remain in the Detroit area where they make their home. Speaking of their future, Raymond says, "We're just going to mess around a little bit, doing odd jobs around home and maybe go fishing once in a

while. We won't be doing much, that's for sure."

The Brothers Johnson are very pleased about the progress the SIU made at the Ann Arbor Railroad Company. They feel the Union has won better representation and stands behind the men, "ready to go to bat" for them when the need arises.

Now that their Union pensions have assured that they can retire with dignity without worries of financial hardship, both brothers have become just about the most enthusiastic supporters of the Seafarers Welfare plan in the Detroit area. Carl declares, "I don't know what we would have done without our Union pensions."

Holiday Chow Draws Raves On Columbia

After feasting on wonderful Thanksgiving and Christmas holiday season meals which had Seafarers on the Columbia (Oriental Exporters) loosening their belts, ship's delegate Dick Massey has nothing but praise for the efforts of the vessel's SIU steward department.

Massey also reports that several SIU celebrities who sailed with him aboard the Columbia helped make the trip a memorable one. Among them were "Frenchie" Michelet, Ray Vaughn, Mike Reid, John Pican, L. Martindale and several others. He says that the Seafarers on the Columbia made up one of the most harmonious crews he ever sailed with.

According to the delegate, the Columbia is the second Oriental Exporter ship on which he has had a golden trip. Singing the praises of both vessels, he calls them good feeders and overtime ships. Massey advises his Union brothers not to pass up a chance to ride one of the company's ships.

He describes the Columbia as a T-2 tanker which has been converted to a bulk carrier. He says the ship is in first class condition, meeting the highest Union standards.

RIDGEFIELD VICTORY (Columbia), Oct. 26—Chairman, O. G. Collins; Secretary, Leo M. Morsett. Disputed OT reported in engine department, otherwise everything is running smoothly.

CHATHAM (Waterman), No date—Chairman, Robert L. O'Brien; Secretary, H. E. Arlinghouse. One man was hospitalized at Gibraltar. No beefs reported by department delegates. Vote of thanks to the steward department.

ALCOA VOYAGER (Alcoa), Dec. 26—Chairman, V. M. Perez; Secretary, E. R. Jerry Hauser. Ship's delegate expressed the Captain's thanks to the galley crew for the excellent Christmas Dinner. Some disputed OT reported by department delegates. Mo-

DIGEST of SIU SHIP MEETINGS

tion made to request the negotiating committee to institute action to implement a change in shipping regulations—to limit a man's tenure on one ship to a one-year period. Discussion regarding retirement plan. Feelings lean toward a liberalization of plan to permit earlier retirement without disability.

TRANSORIENT (Hudson Waterways), Dec. 22—Chairman, James R. Prestwood; Secretary, F. Schutz. Ship's delegate reported that everything is fine and no beefs were reported. Brother Frank Schutz was elected new ship's delegate.

RIDGEFIELD VICTORY (Columbia), Dec. 6—Chairman, O. G. Collins; Secretary, L. M. Morsett. OT beef in deck and engine departments. Vote of thanks to the steward department.

JEAN LA FITTE (Waterman), Dec. 20—Chairman, A. Haskins; Secretary, H. Ridgeway. Few hours disputed OT in deck and engine departments. Crew requested to keep messroom and pantry clean at night. Also to keep salesmen out of messhall.

TRANSINDIA (Hudson Waterways), Dec. 11—Chairman, J. Homen; Secretary, H. K. Pierce. No beefs reported by department delegates. One man left in hospital in Bombay. One man sent home due to wife's illness. Otherwise, everything is O.K.

HUDSON (Victory Transport), Dec. 6—Chairman, James Lee; Secretary, Felipe Quintayo. No beefs reported by department delegates. Vote of thanks to the steward, chief cook, 2nd cook and 3rd cook for good Thanksgiving dinner.

YOUNG AMERICA (Waterman), Dec. 20—Chairman, Thomas Cummings; Secretary, John Der. No beefs reported by department delegates. Discussion on ship being stored for 90 days if trip is going to be longer than 60 days.

NORBERTO CAPAY (Liberty Navigation), Dec. 12—Chairman, Ron Barnes; Secretary, John L. Pagan. No beefs reported by department delegates. Vote of thanks to the steward department for the good food and clean galley and food areas. Special mention made of the Thanksgiving dinner.

AFOUNDRIA (Waterman), Dec. 13—Chairman, F. Johnson; Secretary, R. L. Morrow. Brother Scotty McDiarmid died at sea December 12th and was buried at sea the same day as requested by next of kin. Brother McDiarmid was given final rites by the Captain with the entire ship's crew in attendance. Ship's safety meeting was held. Some disputed OT in deck department. Crew's quarters aft needs sougeeing. Crew's foc'sles need painting. Ship to be fumigated for roaches. Vote of thanks to the ship's delegate.

VOLUSIA (Suwannee), Nov. 28—Chairman, A. W. Morales; Secretary, A. W. Morales. No beefs reported by department delegates. Minor repairs are being taken care of. Major repairs will be taken care of upon arrival in States.

SANTA EMILIA (Liberty Navigation), Dec. 16—Chairman, A. J. Tramer, Jr.; Secretary, George Hair. 31 rupees in the ship's fund. No communications received from New York. Small amount of disputed OT in deck department. Vote if thanks to the steward department for a job well done.

PRODUCER (Marine Carriers), Nov. 14—Chairman, John F. Williams; Secretary, J. G. Lakwyk. No beefs reported by department delegates. Brother Milton P. Cox was elected to serve as ship's delegate. Crew requested to turn in all soiled linen.

MONTICELLO VICTORY (Victory Carriers), Dec. 13—Chairman, Pete Sernyk; Secretary, S. Pierson. \$13.16 in ship's fund. Beef in deck department involving mate. Beef with steward department about various items. Ship needs fumigation.

COLUMBIA (U.S. Steel), Nov. 11—Chairman, Mike Doherty; Secretary, Neil O'Rourke. No beefs and no disputed OT. One man was hospitalized in Pittsburgh. Washing machine to be repaired. \$93 in movie kitty.

EAGLE VOYAGE (United Maritime), Nov. 29—Chairman, E. Sims; Secretary, John J. Doyle. Brother T. Jones was elected to serve as new ship's delegate. \$15.15 in ship's fund. No beefs and no disputed OT reported. Vote of thanks to the steward department for the very fine Thanksgiving dinner.

GENEVA (U.S. Steel), Nov. 29—Chairman, A. A. Andreshak; Secretary, A. S. Telan. Ship's delegate reported that no progress has been made about the rusty water. \$24.75 in ship's fund. Motion to see about getting larger air conditioners for messroom and recreation room. Discussion about movie films. Vote of thanks to the steward department for a job well done.

Nov. 1—Chairman, W. V. Gontarski; Secretary, A. S. Telan. Ship's delegate reported that no progress has been made regarding rusty water. Discussion about movie films. The company furnished the projector and six films at a cost of about \$140. Crewmembers to donate towards purchase of films.

TRANSORIENT (Hudson Waterways), Dec. 2—Chairman, J. Prestwood; Secretary, R. Brown. Everything is running smoothly. Most of the repairs have been taken care of. Brother Early Punch was elected to serve as ship's delegate.

REBECCA (Maritime Overseas), Dec. 23—Chairman, Fred R. Hicks; Secretary, M. L. Ollera. Delayed sailing disputed OT in deck department. Motion that the crew of this ship be provided with new tanker agreement with this company. Motion that adequate fans in all foc'sles be provided. Motion to contact patrolman in Houston requesting that he meet ship to discuss various items which need to be clarified. Vote of thanks to the steward department.

STEEL RECORDER (Isthmian), Dec. 13—Chairman, Bill Davies; Secretary, Tom Gordon. Brother Hendrick J. Swartjes was elected to serve as new ship's delegate. Vote of thanks to retiring ship's delegate, Brother Duncan. Discussion on working rules.

SPITFIRE (American Bulk Carriers), Dec. 4—Chairman, Cusson; Secretary, Arthur Schuy. Brother Bob Rutherford was elected to serve as ship's delegate. Some disputed OT in engine department.



C. Johnson R. Johnson

ferred to the Ann Arbor No. 5 where he sailed until his retirement.

Both Johnson brothers have been awarded lifetime Union pensions and can now relax after a lifetime of hard work with the assurance that their \$150 pension checks will arrive regularly every month.

SIU Family

Carl and Raymond come from a family whose members are really dedicated to the SIU. Three of their brothers not only belong to the Union, but also work for the Ann Arbor Railroad Company. Two of them sail on the Arthur K. Atkinson—John who is a wheelman and Harry, who is a handyman. A third brother, Richard, ships as a deckhand on the Wabash where Carl and Raymond first started sailing. At one point the family gave company bookkeepers a real headache when Carl, Richard, John and Harry were all shipping on Ann Arbor No. 5.

After spending almost 14 years

LOG-A-RHYTHM:

Oh, You Mighty Ocean

Paul R. Albano

The following Log-A-Rhythm was submitted by SIU pensioner Paul R. Albano who sailed in the deck department until his retirement in 1961.

Oh you, the mighty ocean,
You sometimes change
Your course and position
And put us into oblivion.

We know you really don't mean
To cause the full blown riot
That covers our fields;
So, why can't you be more quiet?

Is it the wind as it blows
That makes you so furious?
Can't you heed our plea—
Please, give us a lead.

Perhaps we can calm your fury
With your screaming hurricanes
and tornadoes
That ruin the crops—
Pity our potatoes!

Can't you show us some devotion,
Oh you, the mighty ocean.



Don't Delay On Heat Beefs

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

Steel Designer Steward Lauded

To The Editor:

I am not a seaman, nor do I belong to any Union; I am the Assistant Operations Representative employed by International Shipping Agencies, Beirut, who are acting as General Agents in the Mediterranean and Middle East for Isthmian Lines, Inc.

In my capacity, I often travel around the world following

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.

Isthmian vessels in the Mediterranean, Red Sea and Persian Gulf. Recently I was assigned to attend to operations on the Steel Designer, and had the pleasure of staying aboard from Oct. 24 to Nov. 26, supervising operations in several ports.

It was an interesting and pleasant experience to sail on the vessel, but the object of this letter is to praise the excellent food we enjoyed all along our journey.

I am forced to say "My compliments to the chef." He is Walter Newberg, and a better chef could not be found.

I have been travelling around on ships for many years, and tasted many cuisines, but on the Steel Designer, with Newberg as chief steward, the food was one hundred percent A-OK.

Personally, I am not a trencherman, or a gourmet, but I can say this—when I disembarked to rejoin my office in Beirut, I found I put on weight.

I hold Walter Newberg responsible for that, but nonetheless, I look forward to seeing him again.

Roberto Butta-Calice

Harvard Prof Praises Log

To The Editor:

Please send the LOG to my friend, Professor L. Schneider. He teaches transportation at the Harvard Business School. One day I lent him a copy of the LOG and he said it contained many interesting and valuable stories. He plans to use them in his study of transportation research.

I myself wish all Seafarers a Merry Christmas and smooth sailing, especially all former shipmates of mine. After seeing some of these unions ashore,

the SIU is without a doubt the best there is.

Fred T. Costello

Seafarer Seeks Message Board

To The Editor:

There are times in port that I would like to leave a message for a ship-mate or a Seafarer on the beach. I think the logical place for such a message would be the Union hall.

It would be a convenience to the Seafarer if the union would install a notice board where messages could be posted on uniform dated cards issued only by the dispatcher and upon request. The cards would be removed after one week from the date of posting to avoid accumulation of old cards.

If other Seafarers, who have needed such a notice board, would bring this message to the attention of the union representative, it is possible that a board may be installed.

Harry N. Schorr

Hospital Help Brings Thanks

To The Editor:

I would like to write a letter of appreciation. It is a great comfort to know that while my husband is away from home, my children and myself are covered with hospitalization. This year alone, my oldest daughter received glasses; I was hospitalized for maternity and an operation; and my infant daughter was also hospitalized.

Thanks to the SIU Welfare Plan, I had no worries. I don't know of any other insurance with such wonderful coverage as the Seafarers have.

My thanks also for the \$25 dollar bond which my baby received shortly after her birth.

Mrs. Frederick J. Addison, Jr.

Gratitude Goes Beyond Words

To The Editor:

I would like to take advantage of the LOG to express my thanks to the Seafarer's Welfare Plan for all the assistance and help they have given to me and my wife these last two years.

Words alone cannot express the deeds and help that went beyond the normal call that was given to my wife and I.

I would especially like to thank the officials of the Union and the welfare plan in the port of Philadelphia. Again, I say that words can never cover the feelings I wish to express from my heart.

Robert & Alice Duff

Colorful Curacao Christmas Gets Seafarer's Once-Over

EDITOR'S NOTE: The following description of Christmas celebrations on the Dutch island of Curacao in the Caribbean was written for the LOG by Seafarer Robert Henninger while his ship, the Sea Pioneer, was loading at Willemstad. Although the holiday season is now past, LOG readers will find Henninger's colorful account of a Caribbean Christmas both humorous and interesting.

This Christmas, shipload after shipload of American tourists who decided to give themselves a vacation as a Yuletide gift, descended upon the land of St. Nicholas. Upon their arrival, they found an island covered with sand and palms, instead of the ice and snow their friends were putting up with back home.

If these Christmas travelers decided to go out for a ride on the back roads, they soon found themselves threading their way lightly through swarms of goat herds, instead of those proverbial reindeer up North. Most of the time they jazed around with the soles of their feet covered in warm sand instead of icy slush. Down here the seasonal sound of the Christmas carol is replaced by the soft lilt of a Caribbean calypso.

Dutch Treat

These travelers were enjoying the pleasures of the Dutch island of Curacao, a free port filled with more bargain - basement goodies than all of Santa's helpers could turn out in a lifetime of work in those North Pole "sweatshops." As the good citizens of Curacao like to point out, St. Nicholas, after all, was Dutch. They say that the whole matter of Christmas, which got an early start on this island, is sort of a Dutch treat which Holland has bestowed on the world.

Since Curacao has no landing facilities for sleighs, and there are few chimneys on the houses, Santa Claus arrives in town by boat early in December. The gleeful children collect a load of gifts when Santa makes his first appearance.

However, island children have another treat in store, since they receive an additional armful of presents on Boxing Day which falls on December 26. Boxing Day is a holdover from the days when the British ruled Curacao, and you can bet the kids here are not about to let a gift-giving day pass into oblivion just because the Union Jack no longer flies here.

Pastel Splash

As in almost every other place in the free world where Christmas

is celebrated, Curacao gets itself all dolled up for the Yule season. This decorating spirit goes way beyond traditional Christmas trees and wreaths. The Christmas beautifying spirit extends to putting a shade of blue, pink, green or yellow on any house that looks like it needs a paint job.

The local story tellers say these wild color schemes originated in the days of an early governor who was supposed to have suffered from fierce headaches. According to the story, after the doctors decided that the headaches weren't caused by hangovers from drink-

ing Dutch gin, or by tension from frequent pirate raids, they got around to fixing the blame on the sun's glare from the island's white-washed buildings.

The medics figured that the poor governor had to squint everytime he looked at these white buildings, giving him a severe headache. And so, the governor ordered all the houses in Willemstad to be painted in pastel hues. Ever since, the city has looked as if Yogi Bear and Pluto had a paint battle in the center of town.

Christmas Hiatus

The only time the Christmas hustle in Curacao takes a hiatus is when the Queen Emma, which is the longest floating pontoon bridge in the world, swings open to allow a ship to pass in or out of the harbor. When the bell rings, the bridge begins to turn around, forcing pedestrians to head for the free ferry which carries them across the harbor.

Like so many other ferries in the world, the days of this one are now numbered. The city fathers are planning a high bridge to replace the Queen Emma, joining both banks of St. Anna Bay without anyone worrying about the arrival and departure of ocean-going ships.

One Way Spirit

While the Christmas spirit prevails throughout Curacao, it could also be found in the lush gambling casino of the Intercontinental Hotel. At least half the numbers on roulette wheels are red, and the felt is green, as also, to be sure, is the folding money. This last observation should teach the casino management that it is more blessed to give than to receive. What resort can ever top that?

Birthday Pose



As a special memento to mark her third birthday, Ana E. Brown posed for this photograph dressed in her Sunday best. Ana is the daughter of Seafarer Isaac V. Brown who sails in the deck department.



HANOVER (George T. Bates), Dec. 25—Chairman, W. L. Osborne; Secretary, Robert W. Weldon. \$10.25 in ship's fund. Some disputed OT in steward department otherwise everything is running smoothly. Motion made that any man with twenty years sea time with the Union, regardless of age, be eligible for retirement. Ship's fund was used to send flowers to chief cook's mother who passed away. A hearty vote of thanks was extended to the 2nd engineer and crew for their efforts in providing a Christmas tree.

FAIRPORT (Waterman), Nov. 2 — Chairman, W. Compton; Secretary, A. J. Kuberski. No beefs reported by department delegates. \$4.85 in ship's fund. Some disputed OT in engine department. Motion that day men's locale be changed since there is not enough room for two men in one locale. Vote of thanks to the steward department.

STEEL NAVIGATOR (Isthmian), Dec. 30—Chairman, Gordon Owen; Secretary, Charles H. Tyree. \$36.50 in ship's fund. Disputed OT and lodging beefs to be taken up with patrolman.

BANGOR (Bermuda Shipping), Nov. 19—Chairman, D. Dickinson; Secretary, None. Brother E. Villasol was elected to serve as ship's delegate. \$10 in ship's fund. No beefs reported by department delegates.

STEEL FABRICATOR (Isthmian), Dec. 15—Chairman, J. Gomez; Secretary, P. Ranco. Washing machine that was ordered has not been received. Slop chest is not up to par. Brother Paul Franco was elected to serve as ship's delegate.

ATLAS (A. L. Burbank), Dec. 19—Chairman, W. J. Anderson; Secretary, W. J. Anderson. Fire on ship while in drydock in Iowai, Japan. No one was hurt. Crewmembers received subsistence. \$40 in ship's fund. No beefs reported by department delegates.

PENN TRANSPORTER (Penn Shipping), Dec. 24—Chairman, H. Workman; Secretary, S. Rothschild. Ship's delegate reported that there were no beefs and everything was working smoothly. Crewmembers requested to

DIGEST of SIU SHIP MEETINGS

keep doors locked and secure while in port.

FLORIDIAN (So. Atlantic-Caribbean), Dec. 30—Chairman, J. W. Bryant; Secretary, P. Dunphy. Ship's delegate resigned and Brother Al Kastenhuber was elected to serve. No beefs reported by department delegates. Vote of thanks to the steward department for good chow.

KENT (Corsair Transportation), Dec. 13—Chairman, S. G. Ladd; Secretary, F. G. Anderson. Brother R. W. McNay was elected to serve as ship's delegate.

TAMARA GULDEN (Transport Commercial), Nov. 30—Chairman, W. Guitrau; Secretary, R. Vitoria. \$1 in ship's fund. Brother W. Guitrau was elected to serve as ship's delegate. No beefs reported by department delegates.

JOHN B. WATERMAN (Waterman), Dec. 24—Chairman, J. McDonald; Secretary, W. E. Morse. Ship's delegate to see captain about draw in New York. Everything is running O.K. with no beefs. Few hours disputed OT in deck department. Discussion on cleaning water tank. Vote of thanks to the steward department for a job well done.

COMMANDER (Marine Carriers), Dec. 27—Chairman, T. Drzewicki; Secretary, Clyde Kent. \$6.70 in ship's fund. No beefs reported by department delegates. Smooth payoff in Philadelphia.

LUCILLE BLOOMFIELD (Bloomfield), Dec. 21—Chairman, R. Creel; Secretary, E. W. Auer. Ship's delegate reported that a letter concerning changing of sailing board was mailed to the Union while ship was in Hamburg. Motion to have negotiating committee see that sailing board is made up from 4 PM Friday to 8 AM Monday in the event ship is staying in port over the weekend. \$19 in ship's fund.

PENN TRANSPORTER (Penn Shipping Co.), Nov. 29—Chairman, Batson; Secretary, S. Rothschild. No beefs reported by department delegates. Motion to remedy situation of insufficient money aboard ship. Very poor mail service this trip. Vote of thanks to the steward department for a job well done.

SIU ARRIVALS and DEPARTURES

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

Phillip Pedersen, born December 10, 1964, to the Perry M. Pedersens, Brooklyn, N.Y.

Barbara Gilmore, born November 7, 1964, to the David C. Gilmores, Dunn, N. Carolina.

Deneen Vieira, born October 5, 1964, to the Edwin Vieiras, New Orleans, La.

Donna Owens, born September 19, 1964, to the William Owens, Wanchese, N. Carolina.

Joseph Cabral, born September 13, 1964, to the John Cabrals, Bristol, Rhode Island.

Edwin Simmons, born November 3, 1964, to the Edwin R. Simmons, Gretna, La.

Lori Jean Underwood, born October 5, 1964, to the William H. Underwoods, Philadelphia, Pa.

Eugene Toler, born November 5, 1964, to the Richard L. Tolers, Vineland, N.J.

Paul San Juan, born November 14, 1964, to the Vincent San Juans, Jr., Savannah, Ga.

Charles Gilchrist, born September 6, 1964, to the Charles R. Gilchris, Beaumont, Texas.

Vicki Marie Brunell, born October 20, 1964, to the Victor Brunells, Westwego, La.

Michael Day, born October 31, 1964, to the Jack W. Days, Moro, Illinois.

Skyla Heaton, born October 19, 1964, to the Thomas M. Heatons, Houston, Texas.

Jeanisha Williams, born July 24, 1964, to the Robert Williams, Mobile, Alabama.

Mark Deedler, born November 26, 1964, to the Monroe Deedlers, Hubbard Lake, Michigan.

Alan Frankovitch, born November 21, 1964, to the John G. Frankovitchs, Ensign, Michigan.

William Ward, born October 14, 1964, to the Jack R. Wards, Port Organe, Florida.

Daniel Lavelle, born October 27, 1964, to the Daniel P. Lavelles, Cleveland, Ohio.

Michael Potter, born September 9, 1964, to the Jackie W. Potters, Wilmington, N.C.

Paul Merton Lyons, born November 19, 1964, to the Merten J. Lyons, Alpena, Mich.

Frances Wherrity, born October 15, 1964, to the Francis X. Wherritys, Philadelphia, Pa.

Vincent Milne, born November 21, 1964, to the Arthur G. Milnes, Mobile, Alabama.

Mary Griggs, born November 3, 1964, to the James D. Griggs, Beaumont, Texas.

Charles Vincent Cuomo, born August 6, 1964, to the Charles V. Cuomos, Brooklyn, N.Y.

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):

James Francis Thomson, 66: Brother Thomson died July 28, 1964, in the Kings County Hospital, Brooklyn, N.Y., of heart failure. A member of the SIU since 1943, he spent his years at sea sailing in the steward department. He is survived by his brother John Thompson. Burial was in the Holy Sepulchre Cemetery, Paterson, N.J.



Edward Willisch, 68: Brother Willisch died July 27, 1964, in the USPHS Hospital, New Orleans, a victim of cancer. A member of the Union since 1946, he sailed in the deck department until he was awarded a pension in 1960. No beneficiary was designated. He was buried in the Metairie Cemetery, New Orleans, La.



Robert Green Sheffield, 51: Brother Sheffield succumbed to pneumonia on Aug. 7, 1964, in Baltimore. A member of the engine department, he first joined the Union in 1956. He is survived by his friend, Rosario Salconi. Burial was in the Sacred Heart Cemetery, Baltimore, Md.



Francis A. Gallagher, 46: Brother Gallagher succumbed to heart failure in Port Arthur, Texas, on July 23, 1964. A member of the Union since 1957, he sailed in the engine department. Administratrix of his estate is Mrs. Rose Walsh. Burial was in the City Cemetery, New York, N.Y.



Lafayette P. Howard, 52: Brother Howard died July 26, 1964, in Haddon Heights, N.J., of heart failure. A member of the SIU-Inland Boatmen's Union since 1961, he sailed as captain. He is survived by his wife, Mrs. Margaret K. Howard. His place of burial is not known.



John Dzivyock, 53: Brother Dzivyock died July 8, 1964 in the Lincoln Hospital, Bronx, New York, of heart failure. A member of the SIU Railway Marine Region since he joined in 1960, he worked as a bridgeman. He is survived by his sister, Mary Dzivyock. Burial was in the St. Raymond Cemetery, Bronx, N.Y.



Douglas James Kaipio, 21: Brother Kaipio died July 5, 1964, in Royal Oak, Mich., of injuries received in an auto accident. A member of the SIU Great Lakes district, he joined the Union in 1963. No beneficiary was designated. Burial was in the Glen Eden Cemetery, Livonia, Mich.



Charles Martin, 34: Brother Martin died Aug. 7, 1964, in the Galveston USPHS Hospital of natural causes. A member of the SIU-Inland Boatmen's Union since 1963, he sailed as a tanker. Surviving is his wife, Mrs. Dorothy A. Martin. He was buried in the Springdale Cemetery, Wayneboro, Va.



Pacific Coast

(Continued from page 10) Antinous for an 18-day spell at the USPHS hospital. Feeling chipper again now he plans to catch the first available FWT job that hits the board. Tom Parrett got off the Young America in time to spend the holidays with friends and took time out from holidaying to vote in the SIU election. This is the first time in several years that Parrett has been able to spend Christmas and New Years at home and recalls many dinners he has helped prepare on these occasions aboard SIU vessels on the high seas.

Seattle Shipping has been pretty good here for the last period and is expected to stay active for a while. Payoffs here during the last period included the Wild Ranger, Choctaw, Yaka, Seattle and Overseas Rose. The Robin Kirk, Longview Victory, Marine, Ames Victory and the Seneca are expected to pay off during the coming weeks. We saw the Marymar, Seattle and Anchorage in transit during the last period. Two oldtimers, Y. Talberg and R. Layko were on the beach for the holidays and enjoyed being home for the festivities

PHS Clinic Asks Advance Notice

Seafarers seeking other than emergency care at the US Public Health Service outpatient clinic in New York have been asked to telephone, wire or write in advance for an appointment to assure better care and avoid long periods of waiting. The USPHS facility, at Hudson & Jay Streets, NYC, says it is being swamped by "walk-in" patients who have ample time to make advance appointments. Unless they require emergency care, Seafarers are asked to write the clinic at 67 Hudson St., New York 13, or call Barclay 7-6150 before they come in.

Know Your Rights

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

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

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

Earl Shepard, Chairman, Seafarers Appeals Board
17 Battery Place, Suite 1930, New York 4, N.Y.

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

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

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

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

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

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

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

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

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

PERSONALS and NOTICES

John Brink
Your father wants you to get in touch with him immediately.

Sergio Arrebola
Armand Cardova would like you to get in touch with him at 877 Niagara Street, Buffalo, N.Y. 14213.

David Douglas
Robert L. Houck would like you to contact him at the Florida State Hospital, Chatahoochee, Fla.

John Lawrence Wright
You are asked to get in touch with your sister, Mrs. Vivian A. Taylor.

Curt Decker
Joseph Thomas would like you to contact him as soon as possible on a very important matter. Write c/o 122 Roosevelt Ave, Norwood, Mass.

Terrence Lee Zellers
You are urged to get in touch with Mrs. Lee C. Landry, 2513 No. Pineway Drive, Mobile, Ala., as soon as possible on a very important matter. Anyone knowing his whereabouts is asked to notify him concerning same.

Clover A. Wiggins, Jr.
Your mother would like you to get in touch with her at the following address: Mrs. R. B. Lott, R 1-Box 223, Ben Wheeler, Texas.

Oskar Kaelop
Please telephone Walter Nelson, 636 Wilcox Ave., Bronx, N.Y. 10465.

Ray German
You are requested to contact your grandparents, Mr. & Mrs. Gifford P. German, immediately, on an important matter.

Sidney (Aussie) Shrimpton
Contact John C. Brazil, Attorney, 1270 Avenue of the Americas, Suite 207, New York City, telephone CI 6-0600, regarding mail sent to you.

Simon C. Kendall
You are asked to contact John C. Brazil, Attorney, at 1270 Avenue of the Americas, Suite 207, New York City, telephone CI 6-0600, as soon as possible.

Dan S. Munro
It is important that you contact your wife immediately on personal business.



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



Holiday Christmas dinners complete with all the fixings, including Santa Claus, were enjoyed by Seafarers, their families and guests at SIU halls across the country. The big turn-outs appeared to be the best yet for the traditional SIU events.

Members of the SIU and SUP and their families help themselves to the buffet Christmas dinner held at the Union hall in Wilmington on December 23.

HOLIDAYS CELEBRATED AT SIU HALLS



So many SIU kids wanted to talk to Santa at the Christmas Party at the SIU Norfolk hall that a second, bespectacled Santa showed up in addition to the one at the left to take care of the overflow.



Santa made a stop at the SIU hall in Norfolk (top) and got acquainted with these SIU children. At New York, the family of Seafarer Nemesio Quinones (left and top inset) enjoyed the big Christmas spread at the N.Y. hall, along with the family of Seafarer Saul Goldstein (bottom inset).



Seafarers and their families (above) enjoyed the big Christmas dinner with all the traditional fixings served at the gaily decorated SIU hall in New Orleans. Santa was also on hand at the New Orleans party and is shown (right) chatting with Seafarer Louis O'Leary and his grandchildren Michael and Denise Parks. Judging from the smiles the youngsters really enjoyed the meeting.

