

SIU ELECTION SUPPLEMENT

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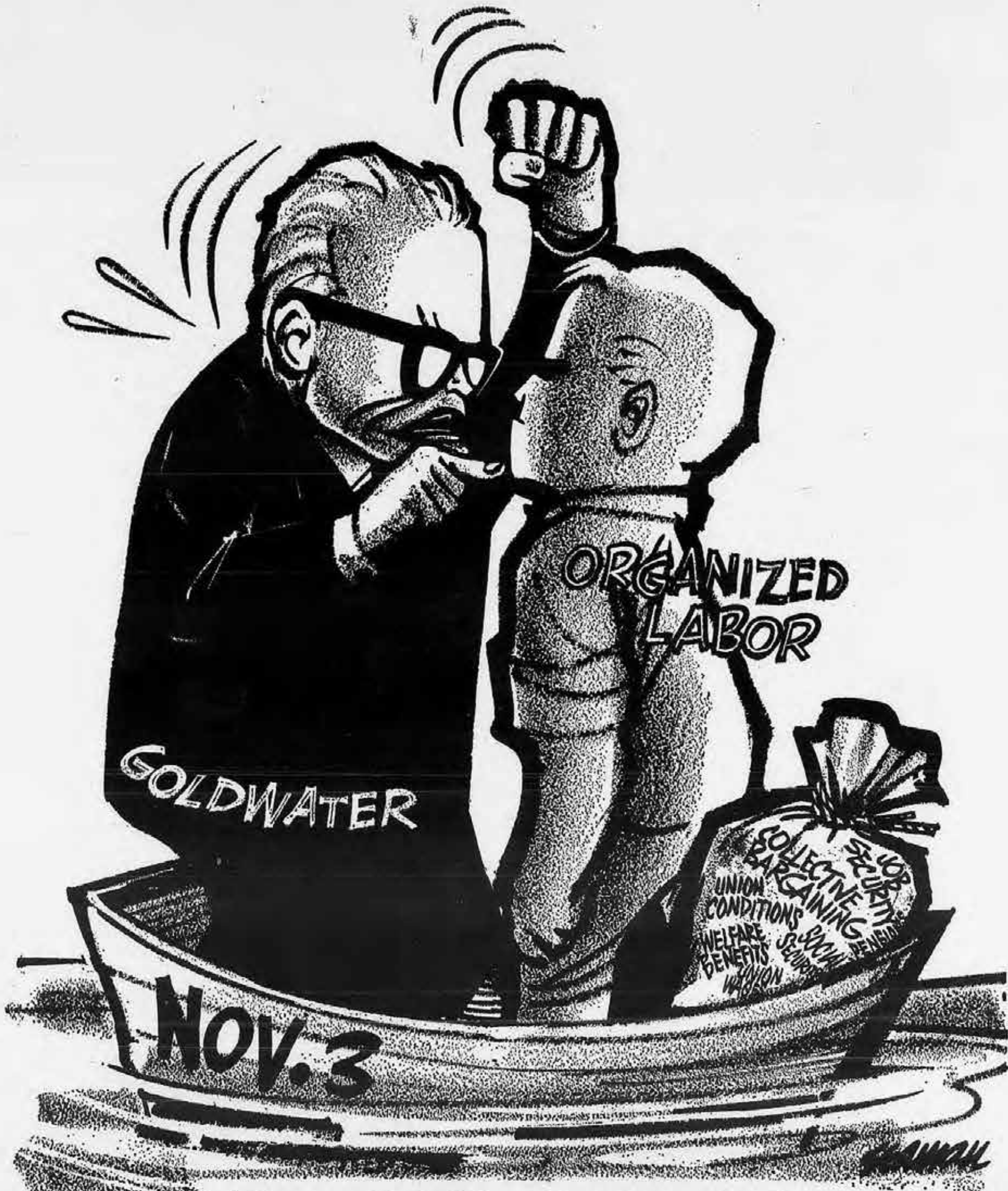
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SEAFARERS LOG



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



'One Of Us Gotta Go!'

SIU VESSEL HAULS RECORD CARGO



The SIU-contracted National Defender as she is being loaded with record wheat cargo.

NEW ORLEANS—Seafarers manning the National Defender have delivered a record 1.9 million bushels of wheat weighing 52,250 tons to Pakistan, India. The tonnage represented the largest wheat cargo ever loaded onto a vessel in the port of New Orleans.

The National Defender came very close to topping the all-time wheat cargo hauled by another SIU-manned vessel, the Manhattan. The National Defender's previous top load was 48,000 tons of wheat which were loaded here last Spring. The National Defender, in set-

ting the new wheat cargo record for New Orleans, utilized an unusual two berths and four belts, compared to the berth and two belt ordinarily utilized by loading vessels.

The National Defender is owned by the National Shipping and Trading Company of New York City.

AFL-CIO President Meany Says

Equal Treatment For All Is Fight Of Trade Unions

WASHINGTON—AFL-CIO President George Meany has stated that the attainment of equal treatment for all is the goal for which the labor movement is fighting. "The AFL-CIO is for civil rights—without reservation and without delay," Meany declared.

The labor federation president declared that commitment to the cause of equal rights must go beyond mere lip-service. He said that the U.S. labor movement is committed to make civil rights a reality on the job, in the schools, at the polls, in housing and in the area of public accommodation.

Meany asserted that the trade union movement, which has long been in the forefront of the fight against injustice, knows full well that the struggle to achieve equal rights will be a long, hard one. He said that the goal of the labor federation was to see that all workers share fully in every aspect of American life.

The full text of Meany's statement follows:

"The AFL-CIO is for civil rights—without reservations and without delay.

"The labor movement is dedicated to those truths that were self-evident to the authors of the Declaration of Independence. The rights so eloquently affirmed in

1776 are a sacred birthright of all in America, not subject to modification or denial because of race, creed or national origin.

"Unfortunately, to the shame of the nation, discrimination still exists. It must be wiped out if the United States is to be truly the champion of freedom in a world where non-whites are an overwhelming majority.

"Mere acknowledgement, mere lip-service to equal rights is not enough. The labor movement is committed to a positive program for translating principle into reality on every front. This means on the job, in the schools, at the polls, in housing and in all places of public accommodation—restaurants, hotels, everywhere.

"Success will not come easily. The record of the last century proves that man's rights do not become established by declaring them to be valid; logic and reason do not automatically prevail over bigotry.

"Unions know this well, out of

their own experience. Unions were created to fight against injustice. They were instruments of protest, deplored by public officials and much of the citizenry. They were often accused of flagrant civil disobedience.

"For example, many trade unionists no older than middle age can well remember when local ordinances or court injunctions forbade the holding of a union meeting, even on private property owned or rented by the union. The 'right of the people peaceably to assemble' often had no local standing, despite the Constitution. Workers had no alternative; they followed the Constitution.

"In the end the law was on their side. Local restrictions on the right of assembly were struck down by the Supreme Court. Civil disobedience has all but vanished as a trade union tactic because the rights of labor are now backed by the force of law. Surely the rights of man deserve no less.

"It would be futile to pretend (Continued on page 17)

International President's REPORT



By Paul Hall

November 3—the day on which the citizens of this nation will go to the polls to vote for the candidates of their choice in national, state and local elections—might well be called show-down day for the American working community, at least. For, on that day, insofar as the national election for the office of President is concerned, it will be determined whether our country will continue as a true free society for all citizens or whether it will scrap all of the human values which have made it a great nation.

The American labor movement is acutely aware of the American citizen's stake in this election. It is keenly aware that the security and welfare of American workers hinge on the outcome of the election. It is for this reason, the AFL-CIO Executive Board, consisting of the president its member unions as well as the department officials of the AFL-CIO, gave its unqualified endorsement to the candidacies of President Johnson and his vice-presidential running mate Senator Humphrey. And the AFL-CIO has issued an appeal to all trade unionists to vote for the Democratic candidate and repudiate the policies and positions of Republican candidates Barry Goldwater and William Miller.

Why did the trade union movement decide as it did—for Johnson and against Goldwater? The answer is simple. A look at the records of the candidates clearly shows that there is no alternative to the decision it made. Never before in modern American political history have the differences in the issues and the positions of national candidates been so sharply defined. Never before have the candidates positions been so diametrically opposed on so many issues of grave concern to the voters.

Personal party preferences among the voters are immaterial because the issues override everything else. Every social advancement that has been achieved in this country by the American worker and the rest of the citizenry would be undermined if the Goldwater-Miller ticket is successful. On every issue of importance to the American worker, Goldwater's position is on record. He is opposed to free collective bargaining, social security, medical care for the aged, aid to education, public housing and equal opportunities and treatment for all citizens. He has demonstrated contempt and lack of concern for the underprivileged, the unskilled and those who have been deprived of educational opportunity.

What is Goldwater for? He is on record in favor of national right-to-work laws which would wreck union and job security. He is on record favoring military and foreign policies which could destroy millions of lives. He puts profits before people. His entire philosophy is against progress and contrary to every concept which has made this great nation.

It is for those reasons that the American labor movement is pushing, as it never before, has to bring voters out in record numbers on election day to defeat these concepts which threaten every American working man and woman.

For Seafarers, the Goldwater policies have very definite significance. If put into practice, his attitudes on foreign policy, including our foreign aid programs, could deal a crippling blow to the American merchant marine and with it destroy the jobs of thousands and thousands of American maritime workers.

This factor, along with the others, is why our international executive board has also endorsed the Johnson-Humphrey ticket. And throughout the nation SIUNA affiliates in the deep sea, fish and cannery, inland waters and other fields have been making an all-out effort in conjunction with the AFL-CIO Committee on Political Education to have all eligible voters register and vote on election day. The effectiveness of the SIU's voter registration effort was demonstrated recently in the greater New York harbor area. In Hudson County, New Jersey, where the SIU was an active participant in a COPE registration campaign. Over 10,000 eligible but previously unregistered voters were added to the voter lists as a direct result of our drive.

So as the record clearly indicates, it is important for all Seafarers and their families to protect their own security and well-being by going to the polls on election day and voting for the ticket which is best for them—the Johnson-Humphrey ticket.

At New Jersey COPE Rally



Members of Seafarers delegation, posters in hand, join in welcome for Vice Presidential candidate Hubert H. Humphrey at Jersey City Armory. The rally, which drew 23,000 persons, was backed by Hudson County COPE, in which SIU is playing active role.





When the ILA hit the bricks in Philly, the SIU coffee wagon provided refreshment for pickets on the waterfront. SIU Port Agent John Fay, (second from left) talks to picket as coffee from wagon is dispensed to pickets.

Taft-Hartley Halts ILA Strike Action

NEW YORK—A Federal Court judge here has issued a restraining order preventing the AFL-CIO International Longshoremen's Association from striking ports from Maine to Texas until after December 19.

The order extends a temporary 10-day restraining order issued previously which would have expired last week. The new order extends the strike ban to the full 80-day cooling-off period called for in the Taft-Hartley Act procedure.

The strike by 60,000 ILA dock workers began in all Atlantic and Gulf coast ports at midnight, September 30, when the contract with the New York Shipping Association expired, because the employers in-

sisted on reducing the size of work gangs.

The SIU and its seafaring sections, the SUP, MCS, MFOW and AGLIWD District informed the ILA of their solid support.

In extending the strike ban to the full 80-day cooling-off period, Judge Irving Cooper denied a request by ILA attorneys for a stipulation that any wages and improvements in welfare and pensions be made retroactive to the hour of the signing of the original, 10-day injunction.

SIU Eyes Cargo Preference Applications

Food For Peace Bill Gets President Johnson's OK

The battle of the SIU and other segments of maritime to extend the Food for Peace program under Public Law 480 without any crippling amendments added on came to a successful conclusion last week when President Johnson signed the bill extending the law for

two more years. As a result of the victory a substantial number of American seamen's jobs have been saved.

The fight to extend the law had been marked by attempts to whittle down the role of U.S. ships in carrying P.L. 480 cargoes. These provisions were beaten down through the efforts of the SIU, and other maritime groups. The Union intends to keep a watchful eye on the administration of the bill in order to make certain that Ameri-

can-flag ships get their fair share of P.L. 480 cargoes. The SIU fought the attempts to cripple P.L. 480 because of its direct effect upon the employment of Seafarers and other American seamen. Under the provisions of the Cargo Preference law, American flag-vessels must carry at least 50 percent of government-generated cargoes, which includes the flow of surplus foodstuffs that will move overseas under P.L. 480. The newly-extended law calls for \$3.5 million in surplus foodstuffs to be distributed overseas.

A provision in the Senate-passed version of the law that would have done serious damage to the U.S.-flag shipping industry and threatened the jobs of American seamen was overhauled and amended in a conference committee.

The provision would have hurt the dollar position of U.S. flag shipping by forcing it to take a portion of their charges for freight movement in unstable or incontrovertible foreign currencies.

The revised provision says that the "Commodity Credit Corporation shall finance ocean freight charges . . . only to the extent that such charges are higher (than would otherwise be the case) by reason of a requirement that the commodities be transported in United States flag vessels. Such agreements shall require the balance of such charges for transpor-

tation in United States flag vessels to be paid in dollars by the nations or organizations with whom such agreements are entered into."

American flag ship operators, faced with costs that must be paid for in dollars, strongly opposed the measure. Maritime labor also opposed the provisions because its effect would be to further reduce the amount of jobs in the industry.

Other provisions in the approved version of P.L. 480 would bar Yugoslavia and Poland from reaching agreements under Title I of the bill. Both communist countries would still be entitled to receive U.S. surplus commodities under the bill's Title IV.

The bill also bars any country whose ships trade with Cuba from making Title I agreements. Such countries, the bill's wording says, will no longer be considered as "friendly countries," but will, as in the case of Yugoslavia and Poland, be able to purchase foodstuffs under Title IV.

The bill, which was extended for a two-year period, rather than three as originally recommended, is seen as a gain for the maritime industry.

It had a stormy passage through the two houses of Congress, and was the subject of bitter floor fights. It was battled through committees and subjected to various crippling amendments, all of

(Continued on page 4)

What's Wrong With Maritime?

The muddled state of the U.S. maritime industry is explored in a feature article on pages 13-14 in this issue of the LOG. The article highlights some of the major problems affecting the various segments of the merchant marine, the causes behind them and sets forth the SIU's recommendations for putting our maritime industry on the road to recovery. The contents of the article should be read and discussed by all Seafarers because it concerns their livelihoods and job security.

Where The Presidential Candidates Stand

PEACE

PRESIDENT JOHNSON—"General war is impossible. In a matter of moments you can wipe out from 50 to 100 million of our adversaries, or they can wipe out 50 to 100 million of our people . . . So our purpose is to employ reasoned agreement instead of ready aggression, to preserve honor without a world in ruins."—Address to AFL-CIO Building Trades Conference, July 23, 1963.

PRESIDENT JOHNSON—"No responsible man will insist that we keep the door closed against the opportunities which seem to be opening. It is a tragic perversion of American leadership—and a betrayal of American character—to ask the people to greet with suspicion any talk of peace and to greet with applause all talk of war."—Address to Governor's Conference, July 23, 1963.

EXTREMISM

PRESIDENT JOHNSON—"Let us turn away from the fanatics of the far left and the far right . . . from the apostles of bitterness and bigotry . . . from those who pour venom into our nation's bloodstream." Message to Congress, November 27, 1963.

UNIONS

PRESIDENT JOHNSON—"In every area of human concern, the labor movement can take pride in itself as an instrument to bring a better life to more people."—Address to AFL-CIO Building Trades Conference, March 24, 1964.

JOBS

PRESIDENT JOHNSON—"We have a commitment to full employment. We must keep it, and we shall."—Address, White House, July 24, 1964.

SENATOR GOLDWATER—" . . . There will either be a war, or we'll be subjugated without war . . . real nuclear war . . . I don't see how it can be avoided—perhaps five, ten years from now."—Los Angeles News, April 17, 1964.

SENATOR GOLDWATER—"The United States should announce in no uncertain terms that we are against disarmament, that we need our armaments—all that we presently have and more . . ."—Why Not Victory? "I suggest that this whole argument for disarmament . . . is an extremely dangerous exercise in complete and total futility."—Address to Wings Club, New York, November 12, 1962.

SENATOR GOLDWATER—"I am impressed by the type of people in it (the John Birch Society). They are the kind we need in politics."—Remarks in Los Angeles, March 29, 1961.

SENATOR GOLDWATER—"The immense and ever-growing power of labor unions constitutes a grave danger to our economy."—Senate speech, September 24, 1962.

SENATOR GOLDWATER—"The only way business can survive today is to cut expenses, and that means cutting employees."—St. Louis Post-Dispatch, March 28, 1963.

TAXES

PRESIDENT JOHNSON—"The important point is that this bill (tax cut) . . . means increasing income for almost every taxpayer and business in America. And those earning the least, I am glad to say, will receive the most."—Remarks on signing tax cut bill, February 28, 1964.

SENATOR GOLDWATER—"Get rid of the whole graduated income tax."—Washington Star, December 3, 1961.

"Government has a right to claim an equal percentage of each man's wealth, and no more."—Conscience of a Conservative.

QUESTION: "Do you really think it's fair that a man with five million dollars a year should pay the same rate as a man with five thousand?"

SENATOR GOLDWATER: "Yes, yes, I do."—Interview, Saturday Evening Post, August 31, 1963.

HEALTH CARE FOR THE ELDERLY UNDER SOCIAL SECURITY

PRESIDENT JOHNSON—"There is no need . . . for elderly people to suffer the personal economic disaster to which major illness all too commonly exposes them . . . There is a sound and workable solution. Hospital insurance based on Social Security payments is clearly the best method of meeting the need."—Message to Congress, February 10, 1964.

SENATOR GOLDWATER—"When you say to Johnny, 'Don't worry about the old man or your mother, we'll take care of them when they get older,' you've destroyed his freedom there, the freedom of responsibility."—Face the Nation telecast, January 26, 1961. (Sen. Goldwater also has attacked hospital care under Social Security as "immoral."—Los Angeles Times, June 12, 1962).

THE POOR

PRESIDENT JOHNSON—"Unfortunately, many Americans live on the outskirts of hope . . . Our task is to replace their despair with opportunity."—State of the Union Address, January 8, 1964. "To us the old, the sick, the hungry, the helpless (are) not failures to be forsaken, but human beings to be helped."—Los Angeles speech, June 20, 1964.

SENATOR GOLDWATER—"I'm tired of professional chiselers walking up and down the streets who don't work and have no intention of working."—New York Times, July 19, 1961. "The fact is that most people who have no skills have no education for the same reason—low intelligence or low ambition."—New York speech, January 15, 1964.

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The Atlantic Coast



By Earl (Bull) Shepard, Vice-President, Atlantic Shipping Hits Peak In N.Y.

Shipping in New York picked up sharply in the last period, mostly as a result of the ILA strike. The operators were in a hurry to have their ships loaded and cleared from the port before the strike deadline and they moved their sailing schedules up accordingly. The injunction brought by the Federal Government under the "80-day" clause of the Taft-Hartley Act will run out just before Christmas. Whether the strike will continue or not after that time depends, of course, on the progress made at the bargaining table. The longshoremen are fighting for their jobs and for basic rights, and the SIU, you can be sure, will give them all the support necessary to help them win their battle.

On the local political scene, the SIU Railway Marine Region joined with the members of the Hudson County Labor Council in nearby New Jersey to give Democratic Vice-Presidential candidate Hubert H. Humphrey a hearty welcome to Jersey City. An overflow crowd of 23,000 jammed the Jersey City armory and the surrounding streets. The rally wrote a fitting close to the massive registration drive undertaken in Hudson County by COPE and other community organizations. The SIU played a key role in the drive, which saw more than 7,000 new voters added to the lists. In his speech, which was interrupted by sharp applause on occasion after occasion, Senator Humphrey told the crowd in the armory, "I know that America will send the 'sick and tired' candidates to a crushing defeat on November 3." The Minnesota Democrat was talking about the Goldwater partisans who have taken over the Republican Party: the men who say they are "sick and tired" of the progress the country is making in education, civil rights and social gains. They are the men, Humphrey said, who insult the intelligence of our people by giving them simple answers to hard questions.

Shipping for all ratings in New York is expected to remain good for the future period. Meanwhile, this is World Series time and a lot of the fellows were hanging around the Hall with their eyes glued to the television set. It looked like most of the boys were rooting for the Cards.

Danny Alvino, just in from a long trip on the *Sea Pioneer*, did a bang-up job as bos'n, we hear. Leroy Williams is watching the log board for a steward's job and Joe Brown is another fellow on the lookout for a steward's berth. Three recent up-graders—Robert Di Saruo, Robert Henderson and the "watchman," Ken (Slim) Turner—have been holding on to one of the card tables in the New York Hall waiting to ship.

Baltimore

Shipping has been slow in Baltimore but the outlook is good for the next period. The *Hurricane* and *Robin Locksley*, now laid up, are expected to crew up within the next two weeks. In the last period there were five payoffs, one sign-on and 12 ships in transit.

Lloyd Zimmerman, just off the *Yanmar*, likes to ride Calmar ships because he can also be close to home always. He says he has seen many gains by the SIU since joining and rates the union's welfare plan as the best in the world.

Louis Firlie joined the *Fanwood* on the West Coast and signed off in New York for a little vacation time. He is ready to sail again as a fireman-water tender and is not particular about where his next ship takes him.

Boston

Shipping has been on the slow ball in Boston, with a good chance that it will pick up in the next period. There were no payoffs or sign-ons and only three ships in transit.

Vito D'Angelo, a 20-year union man who sails as a bos'n, was last on the *Robin Goodfellow* and says he is sorry to see her laying up. After he spends some time with the family, Vito says he would like to get a run to South Africa again.

George Svenningson is sorry to see his last ship, the *Henry*, go off shore. George, who sails as an

oiler, says he is looking for another coast higger.

Philadelphia

Shipping has been good in Philadelphia during the last period. There were five payoffs, four sign-ons and four ships in transit.

Dimas Rivera, who started sailing as an SIU man in 1943 on the old *Jean*, is laid up in dry dock with a shoulder injury suffered aboard the *Alcoa Explorer*. He expects to be out of the hospital soon, however, and wants to latch onto an island run.

Henry J. McCullough liked his last ship, the *Fairport*, and said she was a good feeder. He had to get off for a little work in dry dock and, feeling better now, he is waiting for a Far East run.

Alexander Tuum, who sails as a carpenter, was last off the *Losmar*. He says he is now looking for the first job that shows up on the board.

Norfolk

Shipping has been good in Norfolk and is expected to remain good for the next period. There were three payoffs, four sign-ons and six in transits. The town is still talking about Lady Bird Johnson's whistlestop visit in Norfolk. Her motorcade passed the new SIU Hall and there was a good turnout of members on hand to greet her.

Dallas Hill, who sails as a 3rd cook, is just back from a Far East run on the *De Soto*. He says he is looking for another 3rd cook's job that will have him back in time for Christmas.

John Allman had to pile off the *Sea Pioneer* to take care of some personal matters. He is ready to ship again, however. Leslie Smith, last off the *Cottonwood Creek*, has been shipping out of Houston, but he's back here now. He says he is going to ship again as soon as he breaks his new car in.

Puerto Rico

Shipping on the island continues good with a total of 12 ships contacted over the last period. On the labor front, the strike on the *San Juan Star* ended last week, bringing wage boosts ranging from \$8 to \$13.75 weekly for the newspaper's employees in a two-year pact that also guarantees substantial fringe benefits. All segments of the labor movement on the island gave their backing to the strike.

Antonio "El Demonio" Morales is back in town after a Far East trip on the *Pan Oceanic Faith* and a few coastwise hops on the *Raphael Semmes*. Tony spends a good part of his beach time wrestling professionally and has been seen on local TV from time to time.

Major Naval Maneuvers Using Two SIU Vessels

Two SIU-contracted freighters will take part in joint American-Spanish naval maneuvers off the coast of Spain later this month. The ships, the *Del Sol* (Delta Lines) and the *Couer D'Alene Victory* (Victory Carriers), are two of a ten-vessel fleet of American-flag merchantmen that will help

to move troops and supplies for a mock assault on southern Spain on October 26.

The exercise, called "Operation Steelpike," will be spearheaded by 80 U.S. and 14 Spanish warships. A U.S. Marine force of 28,000 men plus a battalion of Spanish Marines will be used in the operation, which will take 44 days to complete. In

addition to the ten privately-owned merchant ships, seven MSTs troopships, freighters and tankers will take part.

The operation will help to emphasize the vital need for a well-maintained U.S.-flag fleet of merchant vessels for use as a naval auxiliary in the event of war. In fact, many military observers are

convinced of the fact that there is no adequate substitute to a merchant fleet to assure quick reaction to unforeseen military circumstances.

The upcoming naval war games in Spain are comparable, but only only in a broad sense, to "Operation Big Lift" which was carried out by the Air Force last year. While "Big Lift" saw a whole division of troops transported from the U.S. to Europe in a few days, the effectiveness of the soldiers was dependent on the fact they had their heavy equipment (tanks, trucks, artillery, etc.) waiting for them when they landed. Airpower was, and still is, incapable of moving heavy stocks of large equipment on short order. Merchant shipping, on the other hand, allows the military to move great amounts of supplies and bulky gear along with the men who will use them.

Ships, moreover, having the freedom of the seas, can move troops to the world's trouble spots through protected sealanes, while aircraft and land movement often incurs harassment in countries they attempt to transit.

The ten merchant ships involved in Operation Steelpike are fast, modern types equipped with quick cargo-handling gear. Their speeds range from 19 to 25 knots, as compared to the 12 knots of World War II Liberty ships.

An exercise held earlier this month by the Navy called *MERCONEVEX 8*, was the first merchant convoy-type operation carried on since World War. It included a run through "submarine infested" waters, simulated loading operations, real communications exercises between ships and emergency grouping and regrouping under mock attack conditions. The merchant ships which took part threaded through minefields, dodged submarines and attempted to avoid fast torpedo boats.

According to Admiral Harold P. Smith, USN, Supreme Allied Commander Atlantic, the emergency shipping exercise "... may cast the pattern for war-time shipping in all strategic coastal ports in the United States and those of its allies in NATO."

Sub-Detector Gets Belated U.S. Patent

WASHINGTON—In 1943, at the height of the Allied drive to rid the sea lanes of the German submarines which were preying on our all-important convoy routes, a U.S. inventor

came up with a radar device which suddenly tipped the scales and gave us the edge in finding and killing the undersea marauders.

Last week, more than 21 years later, it was announced that the inventor, patent attorney Robert H. Rines, would finally be granted a patent for his invention. Up to this point the device and its workings had been kept in strict secrecy by the Navy and other services using the invention. Presumably, we now have something more effective.

The equipment, which was installed in aircraft as fast as it came from the factories back in 1943, bounces radio waves off the surface of the water. The echoes, when analyzed, show clearly any

vibration from a submerged submarine.

Prior to the invention of this special radar, submarines could operate beneath the sea free from detection because normal radar waves will not travel through water. What Rines' device did was to detect modulations created on the surface of the water by objects operating beneath the surface. With the device, vibrations caused by submarines were easily differentiated from signals created by shrimp and other sea life.

With the installation of the airborne radar, Hitler's submarines lost their cloak of invisibility. Cruising beneath the surface in apparent safety, not knowing they were being shadowed from the air, they would come up at night to charge their batteries only to find a U.S. or British destroyer standing off a few hundred yards ready to send them back to the bottom. On other occasions the Allied warship, already sent to the right spot by the airborne detector, would pick up the submarine's telltale signal with its own sonar and destroy the undersea raider with depth charges.

Seafarers interested in looking into the working of this radar device which saved untold seamen's lives during the war can look it up under patent number 3,153,236.

P.L. 480 Bill

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which were either beaten down or modified. Many of the amendments, it was felt, impinged on the President's foreign policy making powers.

After signing the newly extended bill, President Johnson issued a statement saying that Acting Attorney Gen. Nicholas Katzenbach had advised him that two provisions were unconstitutional because they would give Congressional groups veto power over Executive actions.

The President said one provision would give either the House or Senate Agriculture Committees the power to veto the disposition of certain foreign currency obtained through overseas sales of surplus foods.

The other would prohibit the President from making certain low-interest loans under the law without obtaining agreement from an advisory committee composed in part of members of Congress.

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It Doesn't Hurt A Bit



An SIU champion blood donor, Alvin C. Carpenter, is shown here with SIU Brooklyn clinic nurse Mary Larsen, who made sure the bandage was secure after Carpenter donated his 11th pint of blood to the Union Blood Bank.



By Lindsey Williams, Vice-President, Gulf Area

Johnson Campaigns In New Orleans

Lyndon B. Johnson brought his campaign for election to the Presidency of the United States to the Gulf Coast and received an enthusiastic reception. The President's appearance in New Orleans was the climax of a four-day "whistle stop" speaking tour through the South by Mrs. Johnson aboard the "Lady Bird Special."

A crowd estimated at 25,000 persons was on hand at the Union Passenger Terminal when the President, who had arrived in New Orleans several hours earlier by plane, met the First Lady at the conclusion of her four-day, 50-speech tour. Aboard the "Lady Bird Special" when it pulled into the station were several AFL-CIO officials, including SIU representatives, who had boarded the train at Biloxi, Miss., along with a group of Louisiana political, civic and business leaders.

It was estimated that 60,000 persons saw the President between the railway station and his hotel where he addressed some 2,000 plus guests at a banquet later that evening. His address was carried on a nationwide television hookup and Mr. Johnson left no one in doubt as to his position on even the most controversial issues of the campaign.

While his Louisiana supporters had anticipated a big turnout, the 200,000 who lined the route from the airport to the hotel during the afternoon, plus the huge night-time audience, exceeded all expectations. It is certain that the appearance of the President and the First Lady gave the Democratic campaign needed impetus and Congressman Hale Boggs, who was master of ceremonies for Mrs. Johnson's appearances on the rear platform of her special train, confidently predicted that Johnson would carry the South. He based his prediction on the warm and enthusiastic welcome Mrs. Johnson received during the tour.

The outcome of this election will vitally affect the welfare of all trade union members. We should make certain, therefore, that our relatives and friends are informed of the importance of voting on November 3 for President Johnson. His Republican opponent, Goldwater, is outspokenly opposed to unions and the things we stand for.

Absentee voting started in Texas last week, and will begin in other Gulf Coast states within a few days. Find out when it begins in your state. If you plan to be away from your home precinct on November 3, be sure to vote "absentee" before you ship out.

After about five months on the beach in Houston, most of it spent

Minimum Wage Hiked Up In N.Y. State

ALBANY—More than a quarter million workers in New York state will get ten cent hourly wage increases October 15 when the raise on the state's minimum wage law from \$1.15 to \$1.25 goes into effect.

The increase is the second and final step written into the 1962 law. A good proportion of the state's low wage workers are not covered by the law. They include domestic workers, farm labor and workers in educational, religious and charitable organizations, including workers in non-profit hospitals. Also excluded from the law are those employees covered by the federal minimum wage law, which carries from \$1.15 to \$1.25 for different categories of workers.

State officials said those most likely to benefit from the increase were workers in laundries and the retail trade, especially in variety stores. Governor Rockefeller is now considering whether to increase the minimum wage to \$1.50, a measure strongly backed by the labor movement in the state. The Governor has appointed an 11-man panel to look into the economic effects of a raise in the law.

on crutches, Douglas "Smiley" Claussen is anxious to ship out. His foot was badly injured in an accident aboard the Bethlex. "Smiley" is still on crutches, but his condition is improving and he hopes it will not be too much longer before he is certified "fit for duty." Charles A. Dorrrough, who last sailed as baker on the Pilot Rock, is making the job calls and looking for a Far East trip. Eddie Caudill, a top night cook and baker who has been shipping out of the West Coast for a number of years, has decided to try the Gulf for awhile and is registered in Houston. George B. Forrest, after two trips as AB on the Transorient, got off in Houston for a vacation with friends and family and is ready to ship out again. H. G. Sanford is making the calls, hoping to land a pumpman's job on a coastwise tanker. After 10 months as a fireman on the Mt. Vernon Victory, R. E. Miller is looking for a Group 2 engine job on any coastwise tanker.

Shipping was on the boom side in Mobile for the last two weeks, but is expected to fall off to a fairly steady pace in the immediate future. Five grain ships paid off and signed on in the port in one week and during the last month about 200 men registered and some 250 shipped. Among those still making the scene at Dauphin and N. Lawrence is W. A. Wade of Chickasaw, Ala., who has just been declared "fit for duty" after being on the sick list for about 18 months. We are glad to hear the good news. Wade, who is registered in Group 1 of the Deck Department, has been sailing out of the Gulf for the last 18 years. His last ship was the City of Alma. More good news of the same kind was received by Wiley Hinton of Lucedale, Miss., who has been laid up for about a year and a half with a leg injury. For a time the medics told him he never would be able to sail again, but they now say he is fully recovered and he is looking for a chief steward's job. His last ship was the Jefferson City Victory.

Walter B. Tobiasson, a charter member who has been shipping out of the Gulf since 1938, is relaxing at his home in Springhill, Ala., after a trip to Egypt on the Our Lady of Peace. B. F. Lowery who got off the Alcoa Runner after about a year to vacation at his home in Megargel, Ala., is making the calls and throwing in on every Group 2 engine job that hits the board. T. J. Lundy of Semmes, Ala., who has been sailing out of the Gulf for about 18 years and last was on the Monarch of the Seas, is looking for a spot on a Puerto Rican or bauxite run.

Seven More Seafarers Added To Pension List

Four Atlantic and Gulf district Seafarers and three Great Lakes district Seafarers have been awarded SIU pensions and been placed on the growing list of men who can count on spending their retirement years supported by a regular monthly pension check. The action of the trustees brings the number of Seafarers who have retired on \$150 pensions to a total of 72 during 1964.

The pensioners are William W. Walker, 39; Arthur Graf, 54; Luby O'Neal, 71; Santiago Pena, 63; Vernon L. Johnson, 65; Walter C. Jahn, 66, and Gillis L. Smith, 63.

A member of the steward department, Walker has been sailing with the SIU since he signed on in New York. A native of New Jersey, he now makes his home in Baltimore, Md. Walker last sailed aboard the Bonanza.

Graf first joined the SIU in the port of New York, and spent his years at sea sailing in the steward department. A native of New Jersey, Graf will spend his years of retirement in Weehawken, New Jersey. He last sailed aboard the Overseas Rose.

O'Neal is a native of North Caro-

lina who first signed up with the union in Norfolk, shipping out in the engine department. He last sailed on the Madaket, before retiring to his home in West Bellhaven, North Carolina.

Sailing in the engine depart-



Graf



O'Neal

ment, Pena joined the membership of the SIU in the port of New York. A native of Spain, he will retire on his monthly pension to his present home in Lodi, N.J. He last sailed aboard the Puerto Rico. Johnson is a Great Lakes Seafarer who first joined the union in the port of Detroit. He last sailed aboard the McKee Sons as a wiper. A native of Wisconsin, he plans to settle on his monthly pension to his present home in Manistique, Michigan.

Jahn is another Great Lakes district member, who's last vessel was

the William A. Reiss. A native of Sheboygan, Wis., he still makes his home in that city.



Pena



Johnson



Jahn



Smith

Smith sailed in the Great Lakes for many years before retiring to his home in River Rouge, Mich. He last shipped aboard the George H. Ingalls as an oiler in the engine department, although he sailed for many years as fireman water-tender. He is a native of the state of Michigan.

2 Rail Tugmen Go On Pension



Veteran SIU-Railway Marine Region tugman John Rock (l) accepts his first pension check from SIU rep E. B. McCauley.

Two more veterans of the SIU's Railway Marine Region were added to the list of RMR members that have retired on a monthly income of \$150 from the SIU Welfare Plan.



Duff

The pensioners, John Rock, 63, and Matthew Joseph Duff, 63, are both residents of New Jersey. Rock served for many years as a motorman upon the Pennsylvania Railroad Co. tugs until he became a bridge-

man in 1961. He has been working for the company since he first joined the Penn in 1920. A native of Jersey City, N.J., he will retire to his home in Hoboken, N.J., where he resides with his family. Duff began working on the tug boats of the Erie-Lackawanna Railroad in 1924, working that period as floatman, mate and deck hand. A native of London, England, Duff has resided in Hoboken, N.J. since coming to this country and plans to retire on his monthly income to his home in that city.

U.S. Square Rigger Is Museum Bound

MANILA, The Philippines—The square-rigged barque Kaiulani, the last sailing ship in America's merchant fleet, will be retired from active service next year to serve out her remaining life as a floating museum in Washington, D.C.

Built in 1899, the Kaiulani has operated in recent years as a Philippines mahogany trader. Two weeks ago she was presented to the U.S. in formal ceremonies at the White House taken part in by Philippines President Diosdado Macapagal and President Johnson.

President Macapagal gave President Johnson a picture of the vessel, which will be restored to its original condition by the Maritime Historical Society of Washington. The society has created a special commission for the preservation of the Kaiulani.

The 225-foot three-master, built by A. Sewall & Company of Bath, Maine, has had a busy if not spectacular career during her 65 years. She was engaged in the Hawaii-California sugar trade until 1910, and was destined from then on to spend most of her time in the Pacific. After leaving the sugar trade, she was acquired by the American Packers fleet for use as a supply barque in the Alaska salmon trade, where she served for the next 19 years. In 1929, she was laid up at Rotten Row in the Oakland Estuary of San Francisco Bay. She lingered there, inactive, for the next ten years.

She was reactivated in the late 1930's as a lumber carrier. On her first voyage after a decade of inactivity, she hauled a cargo of northwest lumber from Gray's Harbor, Washington to San Francisco. In 1942, she made a trip from the Pacific Northwest to Durban, South Africa, by way of Cape Horn and the Cape of Good Hope.

There she picked up a lumber

cargo bound for Australia and was in the Pacific when war broke out on December 7, 1941. The Kaiulani sought refuge from Japanese submarines in the harbor of Hobart, Tasmania, where she remained until being taken over by the Army Transportation Corps. In Army hands, she was dismantled and reduced to the lowly duties of a coal barge.

Sold as surplus after the war, she took up her last assignment with Philippine owners, that of transporting mahogany logs from Mindanao to Manila. It was her owners who donated her to the U.S.

The Kaiulani, which is square-rigged on the fore and main mast and fore-and-aft-rigged on the mizzenmast, will cost between half a million and a million dollars to tow to Hong Kong for rehabilitation and rerigging. There she will pick up a crew to sail her to Washington by way of the Indian Ocean, the Cape of Good Hope and the Atlantic.

Alan D. Hutchinson, president of the society, said his organization will launch a fund-raising drive to secure enough money for the project.



Greetings To First Lady



This is the sight that greeted Mrs. Lyndon Johnson when her train slowed down at Norfolk on her recent speech-making tour through the southern U.S. Holding up the sign are workers of the SIU-United Industrial Workers contracted Colonna Shipyard who were part of a 200-man delegation on hand to cheer the First Lady when her train passed through the Colonna yard.

Conference Explores Teen-Age Joblessness

Success Of Youth Training Rests On Job Opportunities

WASHINGTON—Programs to help prepare teen-agers for jobs can be fully successful only if there are more jobs to go around, AFL-CIO participants warned at a symposium sponsored by the National Committee on Employment of Youth.

AFL-CIO Research Director Nathaniel Goldfinger termed the high rate of youth unemployment a "socially-dangerous aspect of the general high level of joblessness"—but a "symptom" of an economic illness rather than the ailment itself.

A similar point was made by Marvin Friedman, a federation economist, who said that school dropouts and other poorly-educated workers can be trained for a variety of semi-skilled occupations "but because of economic slack there's not enough demand for such workers to absorb many of the unemployed."

In today's "loose" labor market, he said, employers are able to hire

high school graduates and persons with qualifications above that actually needed to do the job simply because they are available.

Goldfinger and Friedman warned against moves to exempt teen-agers from minimum wage laws which might provide additional jobs for youth, but only at the expense of adult employment.

No "single-shot panacea" will provide the jobs the nation's economy needs, Goldfinger told the conference. But in the absence of a "vast" expansion in private industry, he said, "the cornerstone of job-creating economic expansion must be a sustained rise in government investment."

Public works he pointed out, use relatively large amounts of materials and employ unskilled and semi-skilled workers. Thus "a massive effort in this area of importing public services could quickly reduce joblessness."

Along with job-creating public and private investment, Goldfinger said, there is a need to spread employment through "reduction of the amount of working time during a person's life—reduction of the standard workweek, later entry into the labor force through an extended period of education and vocational training, the opportunity for early retirement with adequate pensions, expanded vacations and sabbatical leaves."

A third labor representative among the symposium's panelists—Ben B. Seligman, education and research director of the Retail Clerks—said the "modest" rise in labor costs if a 35-hour week became the new standard "could be absorbed quite easily" just as the economy took in stride all previous cuts in working hours.

Despite the stimulation of the economy by the tax cut, Seligman pointed out, the impact hasn't reached "footloose miners, unemployed packinghouse workers, displaced auto workers, laid-off railroad workers and all the others whose skills have suddenly become unnecessary and unwanted."

Labor Secretary W. Willard Wirtz, in a major address to the conference, expressed concern over the nation's indifference to "a tidal wave of unprepared, untrained boys and girls sweeping into the labor market."



By Al Kerr, Secretary-Treasurer

Benefit Requirements Outlined

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

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

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

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

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

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

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

Any claim, as well as proof of a claim for dependent benefits, must be submitted to the office of the Seafarers Welfare Plan within 100 days of the performance of such surgery, or of the patient's discharge from the hospital.

In addition, the applicant must have, on file with the Seafarers Welfare Plan office, copies of the following or originals: An enrollment card, a claims statement (filled in on both sides and signed by the attending physician or sur-

geon), a marriage certificate, the child's birth certificate (if a child is involved). For any other person whom the member is claiming as a dependent, he must furnish a copy of his latest Federal tax return as proof of dependency.

In the event a claim involving a hospital or doctor bill has not been paid, then the check in payment thereto will be drawn in the name of the member and/or the doctor or hospital, whichever is involved. This then means that the member must endorse the check and that the doctor or hospital must endorse it. This procedure is used, not to create a hardship on the member, the doctor or the hospital, but to insure that all hospitals and doctors are paid in full so as to maintain a good working relationship between the various hospitals and our membership.

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

U.S. Desalting Facility Supplies Aegean Island

The Greek islands in the Aegean Sea have always been long on sunshine but chronically short on fresh water. Thanks to American technology however, the first has been put to work recently to alleviate the shortage of the latter.

A new solar energy distillation plant opened this week on the island of Syme, Greece near Turkey's eastern Aegean coast north of Rhodes. In full operation, the plant will produce between 20 and 40 tons of fresh, drinkable water daily from the seawater surrounding the island.

Donated to the people of the island by an anonymous American philanthropist, the plant involves some 14 shallow "bays" or troughs, about 230 feet long and 10 feet wide. Formed of sand and gravel,

they are overlaid with sheets of rubber to hold the seawater which is pumped into them nightly. The troughs are lined with a black heat-retaining material and covered with an air-supported specially treated plastic film.

This film traps enough heat from the sun to cause the seawater to become scalding hot and begin evaporating. Salt-free steam rises to the underside of the plastic cover where it condenses and runs off side gutters as distilled water to flow by gravity to a collection point. From there it is pumped into a municipal reservoir for distribution.

Since only part of the water evaporates each day, the concentrated salt water remaining is flushed out to sea at night and a new supply of seawater is pumped in.

Even during the few winter months when it is too cold to use solar-heat to distill water the large surface of the apparatus serves a useful purpose by catching rain-water.

While fresh water had to be imported to the island at a cost of 50 drachmas or \$1.66 per ton, farming on the island remained at a subsistence level and the 22 square mile area lost its population rapidly during the last decade. With its own water supply, officials hope the island can develop an economy capable of sustaining its population.

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.

SIU Welfare, Vacation Plans

Cash Benefits Paid — September, 1964

	CLAIMS	AMOUNT PAID
Hospital Benefits	8,495	67,894.77
Death Benefits	29	79,450.50
Pension-Disability Benefits	602	93,000.00
Maternity Benefits	44	8,636.00
Dependent Benefits	917	112,100.29
Optical Benefits	90	1,673.55
Out-Patient Benefits	5,814	41,548.00
SUMMARY	15,991	404,303.11
Vacation Benefits	1,376	450,566.06
TOTAL WELFARE, VACATION BENEFITS PAID THIS PERIOD...	17,367	854,869.17

New Harbor Developed In North Japan

TOMAKOMAI, Japan—Hokkaido, the northernmost of the main Japanese islands, has a new, man-made port here, its harbor dug out of the sandy coast by power shovels and dredges, transforming what was once a straight, harborless coastline.

Touted by local officials as the largest project of its kind in the world, the new harbor figures prominently in plans for building an industrial complex in the southern Hokkaido area.

Digging began back in 1951 and the first ships started using the harbor last year. The project so far has cost about 7,200 yen or \$20 million. The harbor area, which is almost a mile square, is presently 28 feet deep and will be dredged out to a 44 foot depth to accommodate big tankers and ore carriers.

Next step in the project is a three-mile-long arm of the harbor to extend inland at an angle of about 30 degrees from the coastline. With a width of about 450 yards for half its length, this arm will have berths along both sides and will include a large turning basin. Planned to handle large tankers and ore carriers, the arm is expected to take about five years to complete.



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

Lakes Prepares For Winter Layup

We are now approaching the last two months of the navigation season here on the Lakes and, with most of the membership looking forward to the lay-up, we are having difficulty in filling rated jobs such as A.B.s, Oilers and Firemen.

Alpena reports that shipping has slowed down; however, other ports are still shipping men at a steady pace. The J. W. Boardman fitted out again and I imagine most of the boys on the beach in Alpena found berths on this one, including Bernard Cebula, Thomas Daoust, Ervin Fromund and Gerald Nokland.

Shipping in Buffalo remains good, according to Port Agent Roy Boudreau. Dredging work in the port of Buffalo was held up again due to high winds but I understand they are now back to work and are racing to beat old man Winter.

George Keller, who was confined to Roswell Park Memorial Hospital for several months, passed away. George sailed with Reiss Steamship Company and I know his ex-shipmates will be sorry to hear the news.

Shipping in Detroit has picked up again since our last report in the LOG. Waterman Steamship Company is mainly responsible for the many jobs shipped through Detroit this year. A total of six vessels took crews so far; they are the City of Alma, Chatham, Morning Light, Fairport, Yaka and the Maiden Creek. We expect the Desoto and Hastings and probably one or two more before the Seaway closes.

Once again, we are asking all members who do not have ratings in either the Deck or Engine Departments to study the material supplied by their Union so they can up-grade themselves into better paying jobs. Many a good job is left hanging on the Board because members do not have the qualifications.

George Leski shipped out of Chicago as permanent porter on the Fred Manske and no doubt will finish the season on this one. The Milwaukee Clipper laid up and many of the steadies are grabbing jobs to get the necessary time in order to qualify for that rocking chair money.

The Illinois State Federation Convention is going full blast in Peoria, Illinois. The Atlantic, Gulf, Lakes and Inland Water District, SIU, has a number of delegates attending and the entire delegation has gone on record to support Johnson and Humphrey. All Great Lakes Ports have been active with local labor organizations in supporting candidates seeking public office in the pending election. All members are urged to register so they can vote on November 3 in this most important election year.

Union Vote Results Upheld In Kingsport

KINGSPORT, Tenn.—The National Labor Relations Board has upheld NLRB election victories won by unions at the struck Kingsport Press plant here. In making the decision, the NLRB's regional director overruled objections made by management on certification of unions winning bargaining rights.

Regional Director Walter C. Phillips of Atlanta said three groups of workers at the nation's largest hardcover book printing plant have voted for union representation: pressmen and assistants, bindery workers, and electrotypers.

The votes were cast March 10 but were not counted until all appeals and objections had been disposed of by the labor board and the courts. Phillips listed these results:

Bookbinders, with 1,504 workers eligible: 863 for, 640 against, 13 for another union, 6 void, some votes challenged but not enough to change the result; Electrotypers, 335 eligible: 44 in favor, 25 opposed, 15 challenged (others voted in the Bookbinders' unit); Pressmen, 513 eligible: 242 for, 219 against, 8 not counted.

The Allied Kingsport Press Unions, representing 1,300 union workers, have been picketing the plant since March 11, 1963, for better wages and working conditions. The NLRB permitted strikers and non-strikers to vote on the last day of the one-year period after the strike started, but impounded the ballots until all appeals had been disposed of, a procedure the board said was unusual but in keeping with the intent of Congress.

The effect of the NLRB aide's ruling is that Kingsport Press "has a legal duty now to bargain with the unions," a labor spokesman said.

Big Cargo Loss Recorded As Lakes Level Recedes

DETROIT—The alarming effects of low water levels in the Great Lakes has imposed serious restrictions on the cargo capacity of bulk carriers on Lakes Michigan and Huron. The harmful impact of the reduced draft level on the Lakes was outlined recently

by Vice Admiral James A. Hirshfield, president of the Lakes Carrier Association, who detailed the meaning of the loss in terms of both dollars and tonnage.

Speaking at a special seminar, organized by Michigan's Attorney General Frank Kelly and Michigan State University, to discuss the low water levels, Admiral Hirshfield estimated that the situation caused an income loss to association members in the neighborhood of \$13 million. The total loss in capacity was put at 6.9 million tons or a figure equal to the total season's load carried by 15.4 ships.

Ships plying Lakes Michigan

and Huron have found that they must load and unload in waters about 12 inches lower than those of the other three lakes. This reduction in water levels has created heavy limits on cargo capacity. A drop of one inch in the water level of the Lakes means that a carrier loses from 60 to 100 tons of cargo, depending on the size of the ship. Taking into account an eight-inch drop in the water level since last year, this means that a carrier will carry anywhere from 480 to 800 tons less per trip.

When this cargo loss is multiplied out, an alarming picture of

the size of the seasonal decline in cargo can be obtained. Thus, for a larger ship of 700 feet or more in length, the total loss of cargo for a 40 trip season is estimated at 35,200 tons. The cargo loss for an average-size vessel for a season is computed at 19,200 tons.

According to Admiral Hirshfield, the cargo loss for the 234 bulk vessels in the Lakes Carrier Association is estimated at 6.9 million tons. When this figure is multiplied by the \$1.90 per ton rate for ore, the total stands at a staggering \$13 million loss in cargo income.

It should be kept in mind that these totals only reflect the loss incurred by vessels in the LCA fleet which represents 95 percent of U.S. ships on the Lakes. When the total loss to both U.S. and Canadian fleets are calculated, the seriousness of the low water level situation quickly becomes evident. Shipments of iron ore, coal, grain and stone for both fleets are estimated to have dropped by a whopping 9.4 million tons. Of these cargoes, the estimated loss in iron ore shipments of 4.6 million tons, was the heaviest.

The effects of declining water levels is not confined to cargo restrictions alone. Low water levels in the lower St. Mary's River area has meant that the operations of the Davis and Sabin Locks at the St. Marys Falls Canal at Sault Ste. Marie, Mich., have been severely limited. Down-bound ships with longer drafts are now forced to use the deeper MacArthur Lock of the canal since there is inadequate water to fill the other locks. This has meant traffic congestion at the canals with delays from 2 to 9 hours.

Low water levels have not proved a problem on Lakes Superior, Ontario, Erie and the St. Lawrence River. This has given deep sea shipping a good advantage since vessels moving from the lower St. Lawrence River into Lake Erie have good sailing all the way to Detroit. These vessels have been able to carry full Seaway draft, which has been 25½ feet in 1964.

The only drawback in this situation, says Admiral Hirshfield, is that most of this shipping has been flying Canadian or foreign flags. He pointed out that there are very few LCA ships moving between the lower St. Lawrence and the Lakes.

Ice-Scarred Nenana Has Successful Trip

SEATTLE—Sailing on her first voyage after a dangerous encounter with Alaskan ice last Spring, the SIU Pacific District-contracted freighter Nenana made up for lost time when she arrived here in September with the largest salmon catch in this area during the current season.

The 10,000 ton Liberty dis-

charged 266,000 cases of canned salmon, valued at nearly \$8 million. All of the salmon came from Southeastern Alaska.

The Nenana's previous voyage did not meet with the same success as this one. On May 21, the Nenana left here bound for Goodnews Bay, Nome, Unalakleet and St. Michael. After making her stop at Goodnews, she headed north to Nome and ran into ice while still far out at sea. She became trapped for several hours and the Coast Guard cutter Storrs was sent out to aid her. She broke free, however, and the Storrs turned back.

Forced to Anchor

Six days later and only 75 miles closer to Nome, the Nenana was forced to anchor behind St. Lawrence Island because of the heavy ice. Her bow was twisted, three of her propeller blades were bent and a 30-foot gash on her port side, near the waterline, had allowed six feet of water to pour into the No. 1 hold, damaging cargo.

Battling fog, in addition to ice, her pumps unable to cope with the rush of water through her twisted plates, the Nenana finally made anchor at the Nome roadstead on June 20. For much of the time, spotter aircraft had been used to guide her through the floes.

Containership Build-Up Set By Sea-Land

NEW YORK — The SIU-contracted Sea-Land Service, Inc. plans to put \$190 million into a major expansion program to build up its containership fleet. The program calls for the conversion of six C-4 cargo ships and the construction of several new vessels.

The conversion part of the program will see six C-4s transformed into truck trailer carriers, each capable of carrying 600 vehicles with 35-foot-long bodies. The cost of the conversion program is estimated to be \$46 million.

The company has scheduled new ship construction totaling \$144 million. The new vessels are being planned to carry 800 to 900 35-foot truck trailers.

Upon completion of the conversion work, Sea-Land will charter the six 15,000 ton, 17-knot World War II ships from Litton Industries Leasing Corporation for a ten-year period. Litton Leasing plans to buy the ships from the SIU-contracted Waterman Steamship Corporation, another subsidiary company of McLean Industries.

The six ships will be converted at the Ingalls Shipbuilding Corporation yards in Pascagoula, Miss. The Ingalls Corporation is also a subsidiary of Litton Industries.

Conversion work is planned to begin Jan. 1, 1965 and the first ship is expected to be ready for delivery nine-months later on Sept. 1. The other five ships are scheduled for completion at two-month intervals.

Sea-Land now maintains a fleet composed of 14 vessels which services routes from New York to California, Puerto Rico and ports in Florida and Texas, the west coast and Alaska.

New Cargo Transfer System Inspired By Ordinary Yo-Yo

NEW YORK—The latest system for transferring cargo at sea from one ship to another utilizes the principle on which an ordinary child's yo-yo operates. By copying the motion of a yo-yo rolling up and down a string, it was found that the movement caused by sea swells can be countered.

The "yo-yo" system, developed by the Westinghouse Corporation, does away with most of the difficulties usually experienced in cargo and personnel transfers at sea as a heavy ship bobs in the waves. Another important advantage of the system is that it doesn't require specially trained personnel for its operation.

The heart of the transfer system is a sensing device which measures the motion of the deck, relative to the crane. This information goes to the crane control in the form of an electronic signal where it is compared with the crane's position and the load being carried. The system then automatically makes any corrections that are necessary.

The safety aspects of the "yo-yo" system are considered one of its major advantages. The system is so sensitive that it permits a load of cargo being transferred to be kept at a constant distance above a rising and falling deck within accuracy limits of an inch. The device responds almost instantaneously to changes in the position of the deck.

Hydrofoil Seen Offering Fast Cargo Service

NEW YORK — The day when 50-knot hydrofoils will be speeding cargoes to places like Puerto Rico is not so far off, according to Rear Admiral John Crumpacker, chief of the Navy's Bureau of Supplies and Accounts.

Addressing the National Defense Transportation Forum here, the officer said the Navy is now "deep in experimentation with hydrofoils." He said speeds of up to 100 knots are possible with the craft that skims over the surface of the water, and that 50-knot speeds would be commonplace. A practical limit on size, he suggested, would be about 2,000 tons.

Using the run from New York to San Juan as an example, Crumpacker noted that regular water service at eight knots costs about one cent per ton-mile, containerized service at 18 knots about five cents, and air freight at least 15 cents. Hydrofoil runs at 50 knots, with a refueling stop at Bermuda, would cost about nine cents per ton-mile.

The Pacific Coast

By Frank Drozak, West Coast Representative

Senate Seat Contested In California

Politics is still the chief item of interest in California and that interest is expected to build as the campaign goes into its final weeks. The Democrats are predicting that they will carry the state by a solid margin despite GOP claims of strong Goldwater feeling in the Los Angeles and San Diego areas. Meanwhile, the state has piled up a record tally of registered voters, with more than 8.1 million citizens signed up to vote in November. Nearly 60 percent of the registered voters are in the Democratic fold, and 39 percent are registered as Republicans. The GOP registration total is their lowest since 1950. Credit should be given to the COPE registration drive undertaken by the AFL-CIO and its affiliated unions for the job they did in getting the eligible voters to the registration places.

Locally, Senate candidates Pierre Salinger and George Murphy met face-to-face, but not eye-to-eye, in a statewide television debate October 5. Murphy, an ex-Hollywood movie star who is making his debut in politics with the current campaign, was an early Goldwater supporter among the movie colony in Hollywood. Salinger, an ex-newspaperman and presidential press secretary to the late John F. Kennedy, is banking on his experience in Washington with the major affairs of the nation to win election to the Senate seat held by Republican Claire Engle until his death earlier this year.

Democratic candidates, on the national and statewide ticket, are expected to win the votes of the estimated 20 to 30 percent of Republicans whom the polls and surveys say will not support Goldwater. The mass defection from Goldwater ranks by traditional Republicans is laid to the extremism and peace issues. A solid percentage of California voters, including, it seems, many Republicans, just cannot make heads or tails of Goldwater's views, which seem to flip-flop almost daily.

San Francisco

Shipping in San Francisco has been only fair over the last period. Payoffs during the period were the *Choctaw* and the *Northwestern Victory*, which also signed on again. Ships moving through San Francisco in transit were the *Steel Traveler*, *Fairport*, *Alcoa Marketer*, *Los Angeles*, *Seamar*, *Geneva*, *Penn Challenger*, *Penmar* and the *Montpelier Victory*. The outlook for the next period is dim. Only the *Longview Victory* is due to payoff. Ships due in the port in transit are the *Young American*, *Wild Ranger*, *San Francisco*, *Steel Navigator*, *Ocean Dinny* and the *Steel Artisan*.

R. W. Corns just blew into the Bay Area from New Orleans. He

SIU-UIW Wins New Cinch Pact

CHICAGO—The SIU United Industrial Workers Local 300 has won a new three-year contract for workers at the Cinch Manufacturing Company here. The pact, already approved by the membership, will guarantee wage increases and other substantial improvements for Cinch employees.

An initial wage boost, retroactive to June 1, will be followed by a second wage increase next year. A wage re-opener clause makes provision for negotiations for a third raise in the final year of the agreement.

Other contract benefits include the establishment of a safety committee with a union observer as a member, elimination of the 15-day escape clause, and a reevaluation of the duties of the company's dock workers. Also the weekly bonus system, as spelled out in the last contract, will be posted for all workers to see. Formerly workers had not been informed of how bonuses were computed by the company.

Earlier this year, the UIW beat off a raiding attempt at the company by the United Electrical Workers in an NLRB election.

says he likes it just fine on the coast and that he is going to register here. He says he is ready to ship any time as an electrician.

George Mihalopoulos, who sails as a fireman-water tender, is an oldtimer in the Union. He was just discharged from the USPHS hospital, where he underwent a hernia operation. He is expected to be fit-for-duty again in a month's time, and is already registered to ship.

L. K. Lapham, also a union oldtimer, just piled off the *Ames Victory* in Seattle where she paid off. He says he plans to spend a little time on the beach before shipping again.

Wilmington

The port of Wilmington has had very good shipping over the last two-week period. The *Ocean Dinny* paid off, and the *Los Angeles*, *Seamar*, *Penn Challenger* and *Montpelier Victory* accounted for the in-transits. The outlook for the coming period is only fair, with seven ships expected in-transit.

Harry "Popeye" Cronin, who retired on an SIU pension last year, dropped by the Hall to see some of his old shipmates and to catch up on the latest scuttlebutt. He says retired life, which he is very happy with, is made that much happier by the pension check he finds in his mailbox every month.

Leroy Donald registered a few weeks ago and was ready to ship right out. Then when getting a bit of exercise by playing basketball, he tripped and hurt his foot. He has been unable to work since then, but hopes to ship out as a cook again as soon as the injury mends.

Ray Austria, who sails in the steward department, shipped last as chief cook on the *Eagle Voyager*. After suffering a back injury while in the Gulf he had to get off the ship. He is ready to work now, however, and plans to take the first cook or baker's job that shows up on the board.

Seattle

The shipping picture in Seattle is still slow, and expected to remain that way for a while longer. Payoffs in the last period included the *Young America*, *Seattle*, and the *Ames Victory*. Expected to pay off in the next period are the *Overseas Rosa*, *Haleyon Panther* and the *Hercules Victory*.

Hanley Knaflich, an oldtimer in the SIU, is on the beach right now, but is looking to ship again as soon as the right job shows up on the board.

Carl Johnson, also an SIU oldtimer, is out of drydock, his mates will be happy to hear. He says he is now ready to ship to just about anywhere.

Soviets Ask Refuge; U.S. Wonders Why

CAPE COD—Federal officials are still puzzling out a request they received from several Russian fishing trawlers and a tug from the big Soviet fishing fleet operating off New England, asking for refuge in Cape Cod Bay from the effects of Hurricane Gladys. Government officials say that the rights of safe harbor were there for the taking, but when an official request was made, U.S. policy forced its refusal.

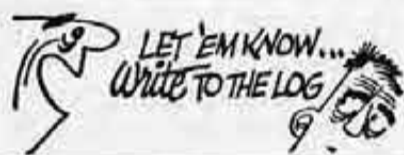
The U.S. wasn't being as cold-hearted as it sounded, since ancient sea law gave the Russians safe harbor in a storm without asking formal permission.

Ancient sea custom called "force majeure" permits any ship to seek port in a storm. By making their request, the Russians ran afoul of U.S. port security policy which forbids entry to Russian vessels into our territorial waters without prior authority, according to Coast Guard and State Department officials.

Coast Guard officials emphasized that the Russians could have gotten out of the weather without asking permission by relying on the precedent of "force majeure." The Soviet fishing fleet knew all about their rights under the "any port in a storm" custom, since their trawlers had taken advantage of it when hurricane Dora roared across the Grand Banks several weeks ago.

Fleeing Dora's big punch, 25 Red trawlers sped out of the storm's path and dropped anchor in Cape Cod Bay. However, they didn't ask permission to enter U.S. waters, and government officials saw nothing wrong with the arrangement.

When the Russian trawlers made their request to dodge the affects of the relatively less fierce effects of tropical storm Gladys, they abandoned their right of protection under "force majeure." Instead of finding safe harbor they allowed themselves to get tangled up in a complicated jurisdictional situation.



Sen. Brewster Predicts Sea Subsidy Evaluation

BALTIMORE—Senator Daniel B. Brewster (D.-Md.), a member of the Senate Commerce Committee has predicted that the next session of Congress will completely reevaluate the government's merchant marine subsidy program, with an eye towards revising subsidy laws.

"We will reopen this thing from top to bottom," Senator Brewster said in remarks after delivering an address to the Baltimore Port Council, Maritime Trades Department, AFL-CIO.

The Maryland legislator is a recent appointee to the Senate Commerce Committee, which deals with merchant marine legislation. He said that legislation to change the subsidy program would probably be introduced in the next session but declined to give any details as to its content.

In his prepared speech, Senator Brewster said that "the success of the port (Baltimore) and of the American position as a trading power requires that . . . we in-



One of the first clear photos of the remains of the sunken Thresher shows the top side rudder of the doomed nuclear submarine. This picture was taken from the Navy's Bathyscaph Trieste, II at a depth of over 8,000 feet. The Thresher was lost with its crew of 129 men during a test dive in April, 1963 off the coast of Cape Cod.

Thresher's Wreckage Found At 8,400 Feet

BOSTON—After a year of painstaking search efforts, the main sections of the ill-fated nuclear submarine U.S.S. Thresher have been located and photographed by the Navy.

Large sections of the stern and conning tower of the Thresher, which went down with all 129 hands on April 10, 1963, were discovered at a depth of 8,400 feet in the Georges Bank area, 220 miles east of Cape Cod, Massachusetts.

The photographs, which showed that the submarine had broken up as it plummeted down for its last dive, did not give any additional clues to what had caused the tragedy. It is the common belief of the Navy that the Thresher suffered a rupture in her piping system that allowed the sea to pour into the vessel. The disaster occurred as the Thresher was making a series of test dives after an overhaul at the Portsmouth, N.H., Naval Shipyard.

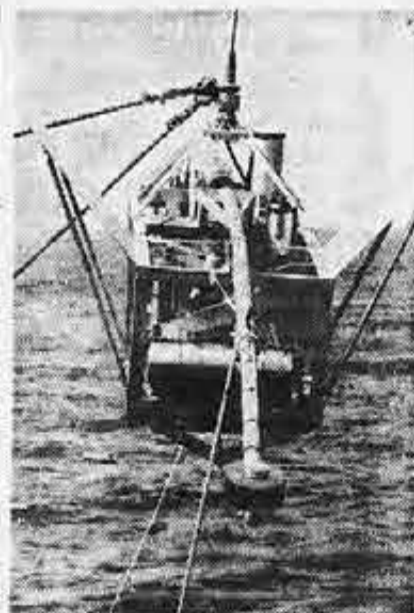
The search operation, which began last summer, was led by deep-diving bathyscaph Trieste, which managed to locate bits and pieces of the submarine. For this summer's search effort, the Trieste was modified to overcome some of the limitations in mobility and search that became evident during last year's work. The bathyscaph did make photographs of the main piece of wreckage but they came out poorly.

The present, more distinct pictures were taken from the former Navy Antarctic supply vessel Mizar. The Mizar was refitted recently by the Naval Research Laboratory with the latest in underwater search equipment.

It was only eight hours after the Mizar lowered her cameras into the depths at the scene of the disaster on June 23 that the photographs were obtained. One of the photos showed the tail section of the Thresher, including the stern draft numbers, the stern planes and the topside rudder.

Another showed the conning tower—called the "sail" in submarine parlance—with the Thresher's number, 593, and one of the wing-like planes on the conning tower.

Commenting on the operation, Paul H. Nitze, Secretary of the Navy, said it had "resulted in a significant improvement of the Navy's capability to search out and inspect objects in ocean depths approaching 10,000 feet."



The first distinct photos of the wreckage of the nuclear submarine Thresher were taken with the complex photographic device called the "Fish," shown being lowered for an 8,000 foot dive. The camera device was operated by the Naval supply ship Mizar which carried the latest in underwater search gear.



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

Overtime For Oilers Clarified

The selection of questions sent into the Union over the last period covers a wide range of various shipboard beefs. The first was sent in by William S. Allen, black gang delegate on the Producer.

Question: "I am the Engine Room Delegate aboard the Producer. It is a T-2 converted to a bulk carrier. The Oilers are to remain on watch and the question has come up about dividing the overtime and how to work the watches."

Answer: Equalization of overtime applies to maintenance overtime only, not watchstanding. Therefore this section of the contract would not apply in the case you cite in your question. If the Oilers stand watch in port, they may be required to stand eight hours on and 16 hours off. Any watches stood between 5 P.M. and 8 A.M. are payable at the overtime rate.

Reference: Standard Freightship Agreement, Article IV, Section 2; "EQUALIZATION OF OVERTIME. Overtime for men of same rating shall be equalized as nearly as possible." Article IV, Section 7, fourth paragraph: "On day of arrival any part of a sea watch from midnight until 8 A.M. shall constitute a complete watch. This shall not apply to men who are to stand donkey watch. When such arrival occurs on a Saturday, Sunday or Holiday, overtime shall only be paid for hours actually worked on such watch."

When watches are not broken in port and vessel's stay exceeds 24 hours in port, overtime shall be paid for all watches stood after 5 P.M. and before 8 A.M. after 24 hours. If watches are broken in a port after having been maintained for a period of time, overtime shall be paid for all watches stood between time of arrival and breaking watches. This shall not apply when the crew is being paid overtime for standing watches. This excludes men standing donkey watches.

The following question about being restricted to ship while in port was sent in by John Hoggie, ship's delegate on the Western Comet.

Question: "Restriction to ship. While in the port of Naha, laying at anchorage, we did pass quarantine but did not pass Immigration, but they were discharging cargo to a small tanker and a barge to light the ship up so that it will be able to get to the dock in the morning. I claim that it is overtime for the crew and that we were restricted to the ship when we should have had shore leave, under the Tanker Agreement, Section 33 a and g. This was ok'd by the Captain. Then the Chief Engineer put his two cents in and said that he was disputing this time for the Black Gang..."

Answer: The port time provisions of the Agreement would not apply. Based on the information contained in your question, it would appear that the vessel was anchored for less than 24 hours before proceeding to a berth. Therefore, Article II, Section 33 a and e would apply. With reference to the restriction to ship which resulted from the delay in clearance by Immigration, Article II, Section 35 would apply and the company will have to furnish the proof described in this section of the Agreement.

Reference: Article II, Section 35. RESTRICTION TO SHIP. "When a vessel has been in a foreign port where the crew was restricted to the ship and the company claims that this restriction was enforced by the Government of the port visited, the company will produce a copy of the government restriction order when the crew is paid off. A letter from the company's agent will not be sufficient proof of the existence of such order. If the company is unable to produce such an official order from the government of the country involved and is unable to satisfy the Union of the validity of such restrictions, the crew shall be compensated for having been

restricted to the ship by the payment of overtime for the period of the restriction."

Brother Hoggie is also responsible for the next question concerning discharging a cargo at sea.

Question: "Discharging cargo at sea, to two T-2 tankers at the same time. One of each side of the ship while going at the speed of 14 knots; each tanker 25 feet away from us. This is something that has not been done to any merchant tankers that I know of. (Sorry that I have no picture of this, it would have been worth it to have.) Is it overtime for the day men and the watch on deck?"

Answer: Several years ago we reached agreement with the company relative to this operation. The refueling operation shall commence when the cargo hoses are hooked up and shall continue until the cargo hoses are unhooked from the vessel. Overtime shall be paid to those crewmembers actually engaged in the discharge of cargo at sea between the hours of 0800 and 1700, regardless of whether or not they are on watch. Firemen, Watertenders and Oilers who are actually engaged in the working of cargo after 5 p.m. and before 8 a.m. on weekdays, shall be entitled to overtime.

Reference: Standard Tanker Agreement, Article II, Section 33 (a): "Port time shall commence when the vessel is properly secured at a dock or when moored in a harbor for the purpose of undergoing repairs, lay up, or for the purpose of loading or discharging cargo to or from pipelines, lighters, barges or other vessels, except as provided in this agreement."

(e) "Vessels laying at anchorage after obtaining quarantine clearance shall be considered awaiting berth and port time provisions shall apply after the expiration of 24 hours except in cases where the vessel is unable to proceed to a dock or other anchorage due to weather conditions or impediments to navigation."

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: Oliver N. Myers, Omnium Freighter; Frank Kon, Ocean Dinny; J. E. Elwell, deck delegate, Western Clipper; W. L. Holland, Seattle; Andrew McCloskey, York, and Robert G. Marrero, Orion Hunter.

Runaways Number Half Of U.S. Fleet

WASHINGTON—Over 32 percent of ships owned or controlled by American companies are now flying foreign flags, according to the latest Maritime Administration study on runaway shipping. This huge percentage represents almost half the number of privately-owned vessels in the U.S. merchant marine fleet.

Government officials justify the large number of ships in runaway status by pointing to the theory of "effective control," which supposedly returns these vessels to U.S. control in the event of a national emergency. However, as recent political upheavals in Latin American countries such as Panama and Honduras, where many runaways are registered, have shown, there is no guarantee that these nations would permit these vessels to revert to the "effective control" of the U.S.

The MA report disclosed that 458 ships owned or controlled by American companies are registered in 17 countries outside the United States. There were 968 privately-owned ships flying the U.S. flag as of June 30th, according to the MA report. This means that the runaway fleet was just about half as big as the number of vessels registered in the U.S.

The total of 458 runaways represented a decline of five from last year's figure, but an increase of 47 since 1958.

The ranking of countries serving

as tax havens for U.S. shipowners who wish to avoid providing their crews with adequate wages and working conditions showed little change since June, 1963. Liberia still led the list of runaway registry nations with 147 vessels. United Kingdom was second with 111, followed by Panama with 87, Netherlands with 21 and Honduras with 14.

The MA study revealed that there were 31 ships of 1.1 million gross tons under construction in foreign shipyards by affiliates controlled by U.S. companies. This statistic contrasts with 49 merchant ships totaling 606,790 gross tons being built or on order in the United States as of July 1, 1964.

The Government survey showed that there has been a major decline in foreign shipyard orders since 1958. In that year there were 165 ships being built abroad, but this figure dropped to 43 in 1963 and to 31 as of June 30, 1964.

Of these 31 foreign-built ships, 28 were tankers and three were bulk carriers.

The MA study covered commercial vessels of 1,000 gross tons or over, owned by affiliates of U.S. companies.



By Cal Tanner, Executive Vice-President

Action Needed In Maritime

More tears were shed for the decline of the U.S. maritime industry at the recent American Merchant Marine Conference of the Propeller Club in New York, but nothing positive came out of it except that some of the factors contributing to the industry's plight were acknowledged.

The case in point came in an interview with Maritime Administrator Nicholas Johnson prior to his appearance before the group on the Conference's last day, as he squashed hopes for any increase or extension of ship subsidies in the near future.

Alluding to the economy-minded attitude of Congress at the present time, MA Chief Johnson stated "From a realistic political point of view I don't think I can sell it right now."

The fact, of course, is not whether the Government can afford to help stop the decline of the U.S. maritime industry but whether it can afford not to. With the fleet declining steadily and rushing daily toward mass obsolescence it is time to stop this kind of false economy which risks leaving the nation without any maritime industry at all.

Later, in his speech, Johnson touched on the fundamental issue in discussing the sad plight of maritime. "Our goal is a more adequate and economic merchant marine," he said, but added "we are operating under a detailed legislative charter which will soon be 30 years old." What he referred to is the Merchant Marine Act of 1936.

"If the experience of those 30 years has not shown us the path of improvement, surely our eyes have been closed," he said.

Actually, the SIU has been providing eye-openers on what is wrong with U.S. maritime for years now—although very few in Government would listen and nobody would act to alleviate the problems. The fact that the Merchant Marine Act of 1936 is dangerously outdated has been repeatedly pointed out by the SIU. Year after year however, no action has been forthcoming.

The legislation under which the U.S. maritime industry operates is many years behind the times and no longer represents the needs of the industry. But simply blaming the outdated legislation will not solve the problems. Legislation is passed to serve a purpose and when it no longer serves that purpose it should be changed. The people to bring about that change

are those entrusted with the responsibility of keeping the economy healthy. Passing the buck and crying over a terrible situation is not action and will never solve the problem.

The ineffectual, cynical, and often downright destructive manner in which supposedly responsible Government agencies treat the needs of the U.S. maritime industry was also clearly pointed up at the Propeller Club conference in a speech by Laurence Walrath, a Commissioner of the Interstate Commerce Commission, who, in an attempt to cover up the unconscionable behavior of the ICC in regularly supporting cut-throat rate cutting by the railroads designed to drive competing water carriers out of business, passed the buck all over the lot.

In effect, Walrath blamed the domestic ship lines for the regular favoritism displayed toward the railroads by the ICC. He urged the industry to provide better records to the ICC to help the reg-

(Continued on page 18)

The INQUIRING SEAFARER

QUESTION: What was the most exciting World Series that you remember? (Asked during the 1964 World Series).

Dave Garrod: The Series that I can't forget was back in 1950 when the Philadelphia Phillies took on the Yankees. I'm a die-hard Phillies fan, and even though they lost that year, the thrill of seeing them trying for the world championship was the thing that made that series a real standout.

Angel Rojas: The 1963 Dodger-Yankee World Series was the most exciting one in years. Remember how the mighty Yankees were supposed to rack up another Series victory, but the Dodgers came through and won it four straight? I'll never forget how Sandy Koufax struck out 15 men in one game.

Tony Toker: I'd pick another Series the Cards played in almost 20 years ago as the one that gets my vote for all-time thrills. Anyone who watched the Tigers take the Red Birds that year will never forget how Mickey Cochran ran all the way home from first on a single by Goose Goslin.

Bill Weaver: The most exciting World Series for me was when the Pirates sent the Yanks down to defeat in 1960. You'll never find a more dramatic climax of any game as the time when Kuhak couldn't handle that grounder, giving Mazerowski a chance to belt one out of the park to win it for the Pirates.

E. R. (Jerry) Hauser: I'll go all the way back to 1914 when Boston defeated the Philadelphia A's for the World Series that I'll never forget. Boston came all the way from last place on July 4th to take the flag and sweep the A's four straight. That was the year that Connie Mack produced his famous \$100,000 infield.

Joe Brown: Everybody knows that last year's series was the most exciting ones on the record books. When the Bums knock out the Yankees four straight, you know there will be plenty of excitement. But, that pitching, especially Sandy Koufax, added up to a stack of thrills that no one is going to forget in a hurry.



SPAD

**Seafarers
Political Activity
Report**



FIRST PRESSMEN ENDORSEMENT TO JOHNSON-HUMPHREY—For the first time in their 75 year history the Printing Pressmen's Union has given its backing to candidates for President and Vice President—Lyndon B. Johnson and Hubert H. Humphrey. The unprecedented action came at the union's 75th anniversary convention in Washington. The gathering was addressed by AFL-CIO President George Meany, who said: "There can be no doubt what the election of Barry Goldwater would mean to the working men and women of this country. His record speaks for itself." Secretary of Labor W. Willard Wirtz, who also addressed the Pressmen's convention, said of Goldwater: "The GOP candidate's attitude toward jobs, social security and education give the voter a choice between the whole meaning of freedom and the opposite of freedom."

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COPE 'FACT SHEET' LIST IMPRESSIVE—Millions of copies of campaign literature prepared by COPE, the political arm of the AFL-CIO, have been distributed to trade union members and their families and friends across the nation. COPE has prepared 11 different leaflets for use in the campaign. They deal with peace, jobs, "right to work," unions, Johnson-Goldwater quotes on 20 important issues, Goldwater's anti-union program, control of nuclear arms and other aspects of the crucial 1964 elections. Also included are copies of the Republican candidate's voting record in the Senate. The literature is being presented to Americans by every available means—mail, door-to-door and distribution at union meetings and other places where American workers and their families congregate.

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TRAINMEN'S CONVENTION BACKS JOHNSON-HUMPHREY—Joining in labor's drive to insure the defeat of Goldwaterism in November, the Brotherhood of Railway Trainmen has given its endorsement to the Johnson-Humphrey ticket. Meeting in convention in Miami Beach, the 1,100 delegates voted to endorse the Democratic ticket and work for it in every possible way. In addition, the convention, through its president, Charles Luna, offered a vote of thanks to President Johnson for his efforts in solving the dispute over work rules on the railroads.

LABOR ROUND-UP

Canton, Ohio has become the 38th city in the United States to enact an ordinance curbing the use of professional strikebreakers in labor disputes. The ordinance was approved after an 18-month campaign in behalf of its passage by members of the Typographical Union and Majority Leader Daniel E. Myers of the Canton City Council.

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The Screen Actors Guild has signed an 18-month contract with Subscription Television, Inc., which operates pay tv stations in San Francisco and the Santa Monica-Los Angeles area. The contract provides for minimums of \$100 per day and \$350 per week for actors used by the company in filming motion pictures for its network. Actors will receive a minimum of \$150 per program. Negotiations are continuing on a formula for additional compensation for continued use of films in which the actors appear. The formula will be based on specified periods of use and an increase in the number of subscribers to STV's service.

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A three-year agreement providing 18 cents hour in wages increases and more in fringe benefits was reached between Armour & Co., meatpackers, and its 12,000 employees who are members of the Packinghouse Workers and Meatcutters Union. The new contract, still subject to ratification by the membership, will up pensions and life insurance and provide a major medical insurance program for workers and their families. Retained in the new contract is a provision for cost-of-living increases. Most of the affected workers live in the mid-west.

Police and firemen of Waterbury, Connecticut, have voted to unionize under a new state law permitting municipalities to bargain collectively with their employees. In secret balloting, 82 per cent of the 225 firemen voted to join the AFL-CIO Fire Fighters Union, and 76 per cent of the 250 lawmen chose to affiliate with the State, County and Municipal Employees Union, the state AFL-CIO reported.

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The Railroad Trainmen, meeting at Miami in convention, called upon President Johnson to help terminate the long-standing labor dispute on the Florida East Coast Railway and restore service to the level existing before Jan. 23, 1963. The 1,100 delegates authorized a request for Johnson's personal intervention with all dispatch and the full use of the power at his command. The Trainmen noted that Florida East Coast counties have been deprived of railway passenger, mail and express service by rail management's refusal to come to terms with employees. Nearly 2,000 union workers have been unemployed since the dispute started.

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The Railway Patrolmen meeting in New York at their 19th convention, have approved the chartering of three new local unions in the Minneapolis area and has reported membership gains in two other areas. Members were informed that the union has been certified as bargaining agent for members at the Portland, Ore., freight terminal, and on the Northern Pacific Railway. In other union business delegates from 35 local unions re-elected Pres. William J. Ryan and Secretary-Treasurer Cecil Smithson for another two-year term and voted to hold the next convention in Cleveland.

"Aground"



The oceans of words and libraries full of studies, surveys and reports offered up by lawmakers and officials in Washington have not helped to pull the U.S. maritime industry from the shoals of neglect and bad policy. Our fleet still gets smaller in strength and size yearly, while jobs in the industry decrease. Shipbuilding, the backbone of the maritime trade, suffers also, with shipyards working at about 60 percent of capacity.

New vessels are highly specialized and highly automated. They are built to run as cheaply as possible on only the most lucrative routes. The tramps are in trouble as always, the bulk carriers are not doing well and the U.S.-flag tanker trade continues its unabated rush to the runaway registries.

Government financed or generated cargoes, intended by Congress to move in American ships, have fallen to vessels of other flags.

Our coastwise carriers are beset by the rate-cutting antics of the railroads, and can find no real relief from the railroad-oriented Interstate Commerce Commission, which seems bent on weakening the once healthy fleet.

The situation on the Lakes is also deteriorating. While our fleet grows older and less efficient, its number decreasing yearly, foreign operators are moving more and more cargo in the region.

What the maritime industry needs at this point is not more studies and sympathy, however, it is action—action that can only be taken by the U.S. Government.

The parade of ships to runaway-flag nations can and should be stopped by the government. The myth of "effective control" is just that, and the nation must have a strong merchant fleet, manned by American crews, if we are to meet the world emergencies which may lie ahead.

On the home front, the Maritime Administration can do much by straightening out its willy-nilly subsidy program and adequately enforcing the rules on the shipment of government financed or generated cargoes to see to it that American-flag vessels get their fair share. Such measures would be a beginning for our maritime industry, a beginning that would have as its end a strong and prosperous U.S. seapower.

Don't Be Misled

As the election campaign heats up in its final weeks, the charges will flow more freely and be of a wilder nature. Already, Goldwater has accused Johnson of being "soft on Communism" and of leading a "fascist" Democratic party, and it looks as if there will be more of that sort of talk to come. The smart voter learns to separate the chaff of election time smears from the real issues before the nation. Those issues remain when the name-calling has died down, and the way we can find out more about them is by paying attention to the serious side of the campaign. Goldwater's record speaks for itself. Goldwater's anti-labor, anti-human welfare attitude stands out despite the cover-up of loose talk he tries to mask it with. In less than a month's time U.S. citizens will have the chance to show that they understand the real issues when they cast their votes.

THE MARITIME

NO SEAFARER needs to be told that the U.S. maritime industry has been in a steep decline since the end of WW II. Entering any port, he can see this plainly by looking at the names and registries of the vessels around him. Fewer American-flag ships have been putting to sea with each passing year. The U.S. emerged from World War II as the greatest merchant marine power in the world. Our merchant fleet, greater than the fleets of all other maritime nations combined, then numbered some 2,332 privately-owned vessels, of which 1,890 were engaged in foreign trade and 442 in domestic trade. Today our entire active oceangoing merchant fleet numbers less than 900 privately-owned vessels and the percentage of our trade carried on these vessels has declined even further.

To the nation this means a weakening of our national security and tremendous gaps in our defense structure. To Seafarers it means all that plus a loss of job security.

What is the cause of this situation? A continuing study made by the SIU to help reverse this downward trend of the U.S. maritime industry and protect Seafarer's jobs highlights a number of key issues.

THE SUBSIDY QUESTION

Today there are about 318 subsidized vessels operated by 15 American shipping companies. In other words only one-third of the U.S.-flag merchant fleet is being helped by the subsidy program and the whole remainder of the fleet, some 600 vessels, including the increasingly important dry cargo tramps and bulk carriers, are being totally ignored and allowed to wither.

Even among the 15 subsidized companies, six of the 15 have received about 76 percent of all the operating differential subsidies given out. The picture is further complicated by the shift in U.S. trade patterns. The total foreign trade of the U.S. during 1962 totalled 293,686,000 long tons. Of this huge volume, U.S. ships carried only 27,945,000, or a tiny 9.5 percent. With the shifts in U.S. trade patterns however, liner type cargoes now make up only 16 percent of all U.S. foreign cargoes, so the subsidized liners actually wound up carrying a microscopic 3.5 percent of all commercial cargoes. For this, they got all of the available subsidy money.

Government-Generated Cargoes

The liner segment has also been getting about 11 1/2 percent of the total Government-generated cargoes as well. The cargo preference laws were passed to help the dry cargo tramp, bulk carrier and tanker segments of the fleet which do not get subsidies. It hasn't worked out that way however, thanks to the Government agencies involved.

Mismanagement by supposedly responsible Government agencies has given the subsidized operators yet another boon denied to other segments of the industry. These subsidized lines can deposit monies in tax-free reserve funds for purposes of ship replacement. But the rest of the industry isn't allowed to do this and their vessels are rapidly approaching mass obsolescence.

Subsidies are necessary to help the U.S. maritime industry stand up against low wage, low maintenance foreign competition, and to provide the defense and economic strength necessary to maintain national security. But a realization of changing trade patterns and more intelligent handling of the subsidy program is immediately necessary. Despite the huge expenditure of subsidy money over the years, there is little doubt that the subsidized segment of the industry would still be in financial trouble except for the money it gets from Government-generated cargoes which were intended to aid the unsubsidized segments of the industry. This disproportionate amount of aid given to liners, actually amounting to a triple subsidy, is going to a segment of the industry which has been steadily declining in importance in the general picture of our foreign trade. It is time this fact was recognized by the responsible Government agencies.

Obsolete Policies, Governmental Neglect Are At Base Of U.S. Shipping Problems

THE UNSUBSIDIZED BERTH LINE PROBLEM

Under present conditions it is virtually impossible for the unsubsidized berth line operator to survive.

Berth line operators are those which make regularly scheduled sailings on designated trade routes. The subsidized liners are berth line operators which get government subsidy money to help make their operations profitable. The overpowering problems faced by the unsubsidized berth line operators is demonstrated by the fact that three of these operations have gone bankrupt within the past year.

Many of the inequities of U.S. maritime policy and administration came into play in the death of these companies. Stricter and more reasonable enforcement of cargo preference laws, to put Government-generated cargoes in the holds of the vessels which need them most, would have aided these companies. The Government agencies administering these laws failed to do this however. Legislation allowing non-subsidized lines to set aside tax-free funds to help build new ships to replace obsolete vessels would have aided these companies. Such legislation was never passed, however.

FMC Regulations

Forcing foreign-flag lines to comply with regulations and order of the Federal Maritime Commission, as U.S.-flag lines are required to do at great hardship and expense, would have been a big help to these companies. American-flag operators must give the FMC vast amounts of documents, records, financial reports, rate information and other data on their operations. All this paperwork costs the U.S. operators a great deal of money which the foreign-flag operators don't have to lay out. This represents a terrific money drain on the American operators who are finding it hard to compete with low-wage foreign-flag operators anyway. But the FMC has constantly knuckled-under to the refusal of these foreign-flag operators to supply data on their operations as the American operators must. Giving these unsubsidized companies a better share of military cargoes would have aided them. Instead the intent of the 50-50 laws was thwarted by supposedly responsible Government agencies.

All of these and many more factors entered into the death throes of the unsubsidized berth line operators. Changes in maritime policy, change in administration, and up-to-date studies of today's trade patterns are necessary to prevent the entire maritime industry from following the unsubsidized berth line operations into bankruptcy.

THE DRY CARGO TRAMPS AND BULK CARRIERS

This is the segment of the industry on which the survival of the entire industry possibly hinges. Like the rest of the U.S. maritime industry, the dry cargo tramps and bulk carriers are being faced with annihilation under present policies.

In 1937, bulk cargoes, dry and liquid, made up 57 percent of U.S. waterborne trade while packaged liner-type cargoes constituted 43 percent. But by 1962 U.S. trade patterns had changed so that bulk cargoes rose to 83.4 percent of our overseas trade, while packaged liner-type cargoes had declined to only 16.6 percent. But because our subsidy and maritime policy was allowed to fall so far behind modern needs, although bulk cargoes now make up almost 84 percent of our total foreign trade, American-flag ships are carrying only 5 percent of these cargoes, the remaining 95 percent going to foreign and runaway-flag vessels. Runaway-flag Liberian and Panamanian ships carry more than four times as much U.S. foreign cargo as U.S. ships; Norwegian-flag ships alone carry one and a half times as much; British and miscellaneous flags between them carry over three times the volume of cargo carried by American flags. Lack of recognition of modern trade patterns has led our American-flag dry cargo tramp and bulk-carrying fleet to the brink of obsolescence and bankruptcy.

The cause of the steady decline of this increasingly vital segment of our maritime industry can be traced to many factors in our obsolete maritime policy.

1936 Merchant Marine Act

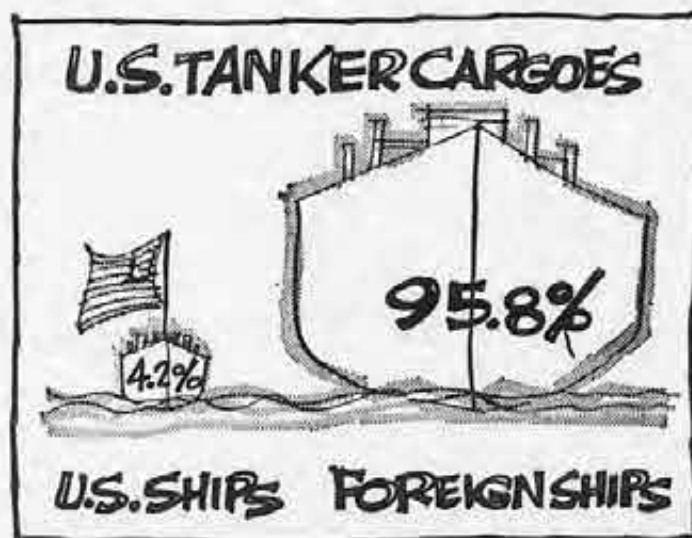
Subsidy provisions of the Merchant Marine Act of 1936 have been badly administered to deny subsidy aid for the construction of new bulk carriers. Cargo preference laws, specifically designed to aid this unsubsidized segment of the industry have not been properly enforced, denying them the cargoes which should rightfully be theirs. Here the Department of Agriculture is the prime offender, and if the U.S. maritime industry does finally pass away completely, it will be the Agriculture Department which has shoveled the most dirt into the grave.

The consistent record of the Department of Agriculture indicates that its main interest is in spending monies on its own program and in conserving funds meant for the American merchant marine by carrying out its own devious scheme of seeing to it that "no more than 50 percent" of the cargoes shall move in American-flag ships, rather than the "at least 50 percent" required by the cargo preference laws.

Foreign Supply Missions

The Agriculture Department seems determined to destroy the U.S. maritime industry. The scandalous operation of the various foreign supply missions have, with the blessings of the Agriculture Department, imposed terms and conditions in charter parties and used other unfair practices against American-flag vessel operators which are defeating the entire purpose of the cargo preference program as far as unsubsidized American tramp operators are concerned. These Agriculture Department-sanctioned tactics by the foreign supply missions have caused irreparable injury to the American merchant marine. The tactics of the Indian supply mission are a classic example.

India is far and away the biggest recipient of Public Law 480 grain cargoes designated by law to be hauled in American bottoms to aid the U.S. maritime industry. Yet the Indian supply mission has done everything in its power to discourage American-flag ships from participating in carrying these cargoes with the aid of the Agriculture Department.



Merchant Fleet Decline Threatens

WE MUD DLE

Any Seafarer who has made the grain run to India has experienced long waits, sometimes of over three weeks, while his ship stood outside an Indian port waiting for permission to unload its cargo of P.L. 480 grain. This is but one of the Indian supply mission's tactics for discouraging U.S.-flag participation in the carriage of P.L. 480 grain cargoes.

Hold-Ups, Delays

First of all, the Agriculture Department allows the Indian supply mission to refuse to pay the U.S.-flag shipowner any compensatory demurrage rate when his vessel is delayed due to a fault of the chartering party, the Indian supply mission. In many instances the fact is that the Indian supply mission refuses to pay any demurrage at all. This is in complete opposition to the normal maritime procedure of paying the ship operator for time he loses because of the charters, or, as in this case the Indian mission.

Then the Agriculture Department gives the supply mission the option of ordering the vessel to discharge at any safe port on the west coast of India or two safe ports on the east coast. This allows the mission to use this extraordinary leeway to discourage U.S.-flag operators from entering the trade. American-flag vessels are ordered only into extremely congested ports where they have long waits before unloading (without any payment of demurrage) while foreign-flag vessels are ordered into uncongested ports where they can unload immediately and be on their way profitably.

Recently for example, the Indians ordered one American ship into the strikebound port of Vizagapatam in spite of the fact that Calcutta was strike-free. This made it necessary for the American vessel to wait in the strikebound port for three weeks without payment of demurrage.

Another device of the Indian supply mission which is sanctioned by the Agriculture Department, contrary to normal maritime practice, is the provision that 90 percent of the freight on these P.L. 480 grain shipments shall be paid after the arrival of the cargo in India. This requires the American owner to finance the shipment in advance, contrary to normal practice, and wait, possibly months, for payment. The regular, accepted procedure is for the ship operator to be paid 90 percent of the freight in advance. The situation has gotten so bad that several American-flag tramp operators have gone bankrupt while carrying these Cargo Preference cargoes, which were intended to aid U.S.-flag tramps.

THE INDEPENDENT AMERICAN-FLAG TANKERS AND RUNAWAYS

U.S. tanker cargoes during 1962 totaled 40 percent of all U.S. cargoes. But American-flag tankers carried only 4.2 percent of this volume. At the end of 1962 this is the situation which prevailed: The U.S. had the oldest tanker fleet afloat; we stood in fourth place among the world's maritime nations in terms of T-2 carrying capacity; more than two-thirds of the U.S. privately owned tankship fleet was registered with foreign-flags—in other words they were runaways.

The decline of the American-flag tanker fleet can be traced directly to the skyrocketing growth of the runaway-flag fleets operated by the major American oil companies. These companies, for the sake of ever greater profits, remove their tankers from American registration and hoist the so called "flags of convenience" to take advantage of loopholes in U.S. tax laws, escape from paying

decent wages to the foreign nationals they employ and cut safety and maintenance costs to the bone.

The tankships which remain under American registry have been waging a losing struggle against competition for cargoes from runaway operators, overland pipelines and foreign vessels. Yet they are allowed no subsidies and get no help at all from U.S. government agencies. By 1962 independent American-flag tankers carried only 2.5 percent of the total U.S. tanker cargoes.

The Suez Crisis

A glut of American-flag tankers is competing for these remaining cargoes. Many of them were built at the time of the Suez Crisis, when the Nasser-inspired Egyptian takeover of the Suez Canal frightened the U.S. Government into paying some attention to the terrible condition of our tanker fleet, and into realizing the dangers of the situation.

Our tanker construction program was far behind schedule when the Egyptian seizure of the Suez Canal threatened our oil supplies. We simply lacked the tanker tonnage to carry enough oil for our own needs. A crash program to build tankers was begun, but by the time the first of these tankers was launched the crisis was over. As usual, with the crisis ended, the U.S. Government forgot all about these new tankers and left them to shift for themselves. Foreign-flags once more carry our oil supplies. From the standpoint of national security this is a serious situation. Should Nasser turn on the heat again in Suez we could again be caught short on tankers and therefore on vital oil as well.

In their desperation to get any kind of cargo, many independent American-flag tankers have entered the grain trade, further complicating the losing battle already being fought by the dry cargo tramp and bulk carrier fleets. This is a doubly dangerous fact as far as U.S. seamen's jobs are concerned because the grain tonnage carried by one of the supertankers is equal to that of several C-2s, bringing about a corresponding loss in crewmen's jobs.

THE PLIGHT OF COASTWISE AND INTER-COASTAL VESSELS

In some ways the plight of the U.S. coastwise and intercoastal fleet is the saddest of any segment of U.S. maritime.

At the end of 1939 the domestic fleet consisted of 805 ships—568 in the coastwise trade, 165 in the intercoastal trade and 72 in non-contiguous operations, such as between the U.S. east coast and Puerto Rico. At the beginning of WW II, the coastwise and intercoastal fleets supplied 36 percent of the ships and 33 percent of the tonnage requisitioned by the Government for wartime service. After serving their country bravely and well without complaint for the duration of the war, these vessels returned to find that their position had been so

undermined by the railroads and other modes of transportation during their absence that they could no longer compete. The natural cost advantage of waterborne cargoes which are cheaper than rail cargoes was nullified by predatory, selective rate-cutting practices of the railroads. The very government to whose aid the domestic fleet had come in time of dire need turned, and continues to turn a deaf ear to all pleas for help. Almost always the Interstate Commerce Commission allows selective and predatory rate cutting by the railroads which has already just about driven the common carrier segment of the domestic fleet off the seas. The railroad-oriented ICC, for example, has consistently supported railroad rate cutting aimed at driving SIU-contracted Seatrain Lines, one of the few domestic operators remaining, out of business. As Seafarers know, Seatrain has already been forced to discontinue service to Savannah and New Orleans, and the railroads are stepping up their ICC-supported drive to destroy the line completely.

Domestic Fleet Decline

The railroads have been very successful with the help of the ICC. At the end of 1961 the domestic fleet had already declined from 805 to 363 vessels, of which 273 were in the coastwise trades, 31 in the intercoastal trade, and 59 in non-contiguous trades such as Hawaii and Puerto Rico.

With predatory and destructive ICC-supported competition from the railroads dealing body blows to what is left of the domestic carriers, the inconsistent and often antagonistic policies of the Maritime Administration do nothing to build confidence in the future of domestic shipping for prospective investors. The recent fiasco in which the MA changed horses in mid-stream over C-4 transfer policy is a perfect example of this. Instead of using the ship transfer policies to help update and modernize the U.S. fleet, the MA instead makes the procedure as difficult and as costly as possible.

THERE IS A SOLUTION

A study of the decline of the U.S. merchant fleet leads to two basic conclusions as to the cause—the failure of our maritime policies to keep pace with the changing conditions of this ever-changing world, and the basically anti-maritime attitude of so many of those very government agencies and administrators which are charged with the duty of preserving and strengthening the U.S. maritime industry.

Through the President's Maritime Advisory Committee and before the Congress, the SIU has made numerous recommendations for changes in U.S. maritime policy aimed at reversing the continuing downward trend of the U.S. maritime industry.

- Subsidies, both operating differential and construction, should be extended to all segments of the maritime industry, especially those such as dry cargo tramps and bulk carriers whose relative importance in the total picture of U.S. trade has expanded enormously in recent years, but whose numbers have continued to dwindle.

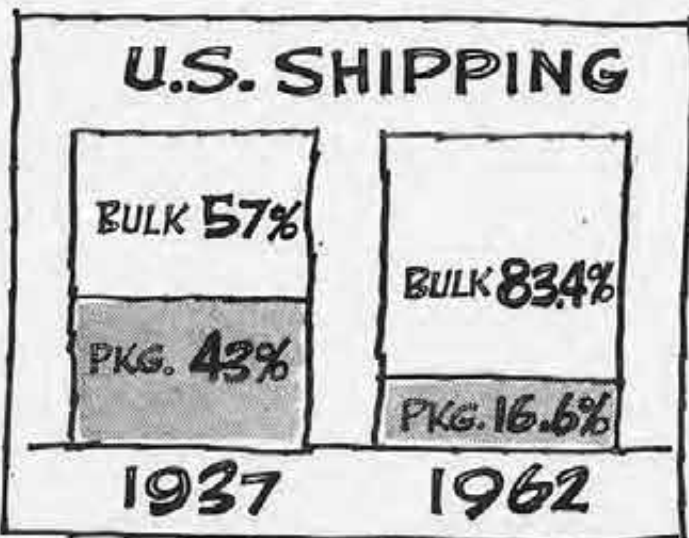
- There must be stricter and more reasonable enforcement of cargo preference laws which could definitely help American-flag lines engaged in foreign trade were they not undermined by some of the Government agencies administering such laws.

- Enactment of legislation permitting non-subsidized lines the same tax benefits now available to subsidized lines should be begun immediately. In this way, unsubsidized lines could create cash reserves for construction, or reconstruction and replacement of their rapidly aging fleets.

- The loopholes in our tax laws which now make the registration of U.S.-owned vessels under the so-called "flags of convenience" such a profitable business should be closed for the good not only of U.S. maritime but for the good of the entire nation.

- Foreign-flag vessels operating in the U.S. trade should be made to comply with regulations and orders of the Federal Maritime Commission, in the same manner

(Continued on page 16)



National Security, U.S. Economy

Predict Jet Power To Turn Merchant Marine Turbines

NEW YORK—The merchant marine industry may be standing on the verge of a jet age. Jet power, used to speed airplanes across continents, is now being tried on ships to speed them across the oceans.

The Pratt & Whitney Division of the United Aircraft Corporation has confirmed reports that it is engaging in talks with maritime industry leaders on the application of jet turbine power to the merchant marine.

William J. Closs, manager of the turbine power and marine department of Pratt & Whitney, has predicted that within a few years jet travel by ship will be a common occurrence.

The company is already constructing jet turbines for use by seagoing vessels, and engines have already been ordered by the military for use on some new vessels.

The largest project Pratt & Whitney has undertaken to date is in building and fitting twin FT-4 jet engines to the Coast Guard cutter Hamilton, now under construction at Avondale Shipyard in New Orleans. The FT-4 power plants are marine variations of aircraft engines.

The jet turbines will provide the 350-foot cutter with a speed of 29 knots, and will develop the equivalent of 30,000 maximum shaft horsepower. The Hamilton will still rely on a conventional power plant consisting of twin diesels. The jets will be used for high speed, or boost, operations.

In marine application, the hot gases from the jets would not blast out through an exhaust nozzle like in aircraft engines but would be channeled through a free turbine that would drive a conventional propeller.

The advantages of a jet-powered vessel are many. Capital costs are lower, and the engine plant is

lighter and takes less space in a ship for the horsepower it delivers (The FT-4 is only 25 feet long and weighs 13,400 pounds). Controls are simplified.

The prime drawback of marine jets at this time is the fact that they cannot operate on low-grade residual fuels, but require more costly distillate fuels. Continued research, however, has qualified the engines for use with special Navy diesel fuels and automotive diesel fuel.

Steam plants on most large vessels now operate on a fuel known as Bunker C which is less refined and less costly. But big turbines in use in public service projects have been made to operate on a combination of distillate fuels and cruder oils.

Closs said, however, "the total economics with . . . one [turbine] taking less room and producing greater power because of its high thermal efficiency give it great promise."

Other qualifications must be made in the engine also to assure

practicality for marine use. The FT-4, for instance, required special materials to prevent corrosion by salt water. Developed with Navy help, the company found that the sulphur in Navy diesel fuel had a tendency to combine with salt water, the resulting mixture being damaging to the turbine's blades. Special coatings had to be developed to protect the blades.

One of the FT-4 marine jet engines was brought to the Naval Boiler and Turbine Laboratory in Philadelphia, where it has completed 1,000 hours of endurance testing under simulated sea conditions.

Pratt & Whitney has also revealed that the Danish Navy has ordered two frigates to be powered by the jet engines, also for high speed use as an auxiliary to a conventional power plant. The turbines for the jet engines will be built in Sweden.

Smaller jet marine power plants, ranging down to 480 maximum shaft horsepower, are also in the development stage.

SIU Clinic Exams—All Ports

EXAMS THIS PERIOD: August 1 - August 31, 1964

Port	Seamen	Wives	Children	TOTAL
Baltimore.....	151	33	23	207
Houston.....	190	9	15	214
Mobile.....	67	11	20	98
New Orleans.....	272	10	18	300
New York.....	442	30	32	504
Philadelphia.....	212	24	22	258
*San Juan.....	21	15	15	51
TOTAL.....	1,355	132	145	1,632

*7/21/64 to 8/20/64

Your SIU Clinic

By Joseph B. Logue, MD, Medical Director



Food Poisoning On Rise

One of America's most highly respected scientific groups has charged in a recently issued report that mild food poisoning is becoming a common occurrence and that modern food processing methods are most likely responsible, as reported in the HEALTH BULLETIN.

A special committee of the National Academy of Sciences, charged with investigating food microbiology, points out that some of the most modern and up-to-date food processing methods are actually creating food poisoning problems. The committee singled out low heat processing, freeze drying, packaging, automatic vending, pre-cooking and catering as possible culprits in the wave of diarrhea and flu-like conditions which are striking with ever-increasing frequency.

There has been a growing suspicion in recent years that the packaged foods in American supermarkets are becoming havens for salmonella, staphylococci, clostridium and other organisms capable of causing both mild and serious illnesses. The number of food poisoning cases reported has continually increased, but health officers have realized that only a small fraction of such cases become part of the statistical record of the health of our nation. The just released NAS report points out that "individual bouts of gastro-enteritis are a commonplace fact of life which, though admitted privately, are seldom reported officially unless the victims seek medical attention."

Even then, says the report, specimens aren't taken and physicians often don't ask questions designed to pinpoint the trouble.

The meager figures that are available, however, reveal that water causes only three per cent of the cases and milk four per cent. Ninety-three per cent are attributed to food, and fully half of the food-borne outbreaks reported since 1956 were traced to meat and poultry. The fatality rate of food poisoning is low, according to the report—only six deaths per thousand cases—but the toll exacted in discomfort and time lost from work is large.

The transformation that is rapidly taking place in the way food is processed appears to be at the root of the problem. Older methods made liberal use of heat and other sterilants as food preservatives, so there was little need to worry about the bacterial purity of the raw food used by processing plants. New preserving

methods, like dehydration, are less efficient at destroying bacteria.

The NAS report suggests that limits could profitably be set for microbial contamination of the following classes of food:

- Frozen or dried foods in which hazard has been demonstrated (eggs, yeast, coconut).
- Precooked frozen foods of a moist or neutral nature (meat or fish pies, prepared meals, cooked shellfish, cream pies and cakes).
- Precooked chilled foods (catered meals and commissary foods, salads and cream or custard-filled bakery goods).

The U. S. armed forces have always had the protection of limits on bacterial contamination of their food, but supermarket buyers do not have this protection. The new

A copy of the National Academy of Sciences Publication 1195 may be obtained by writing to them at 2101 Constitution Ave., N. W., Washington, D. C. The cost of this publication is \$2.00 per copy.

Reds Press For World Shipping Lead

While the once thriving American-flag merchant continues on a dead-end course for the runaway backwaters and the doldrums of government neglect, our enemies in the Soviet Union are making a spectacular bid for a leading place among the maritime giants of the world.

The impressive and far-reaching communist drive covers the broad range of maritime activity—from the acquisition on new trade routes to the construction of a vast fleet of new merchant ships. It coincides with the efforts of the Russians to become a major power in world commerce.

The danger of the "phenomenal" growth in Soviet maritime power over the last decade is made greater by the fact that it comes at a time when American-flag shipping is at a low ebb that many experts expect to get even lower.

Red Construction Boom

Shipyards in the Western world as well as the communist block countries are booming with orders for new Russian tonnage while U.S. yards are operating at 50 percent of capacity. According to Edwin M. Hood, president of the Shipbuilders Council of America, as of May 1, the Soviets had 441 commercial vessels totaling 3.46 million deadweight tons on order or under construction. At the same time, the U.S. had only 47 merchant ships totaling 725,000 deadweight tons on order or under construction.

The Red lead in ship construction tonnage (4½ to 1) is further highlighted by the fact that the Soviets are spending \$1.3 billion for new ship-

ping alone at a time when total U.S. maritime appropriations amount to \$100 million annually, or one-tenth of the Red outlay.

In the past 13 years the size of the Russian merchant fleet has doubled. In the years 1961 and 1962 alone, the Reds added more than a million tons of new shipping to their total, according to military expert Hanson W. Baldwin, writing in the Atlantic Monthly.

Merchant Vessel Lead

The present Soviet oceangoing merchant fleet consists of 1,000 vessels totaling five million tons. "Already the USSR actually operates in oceanic trade more merchant vessels than we do," says Baldwin.

The continuing U.S. lead in tonnage (figured at nearly 23 million tons), which the Maritime Administration periodically points to as an excuse for inaction, is more a paper lead than anything else. It is, says Baldwin, "more apparent than real." The majority of U.S. tonnage is permanently laid up in the reserve fleet. The ships in the reserve fleet, almost all of World War II vintage, are overage and inefficient by modern standards. No one seriously expects that more than a few of them will ever see active duty again.

Of our active fleet, which totals just over 900 vessels, about 90 percent of the dry cargo types and 55 percent of the tankers are more than 20 years old. It is a fleet, Hood says, that is "largely assuming a 'rustbucket' character." It is a fleet, furthermore, that shrinks in size every year at an average rate of 310,000 tons, while the Soviet fleet has been averaging yearly increases of about 450,000 tons.

In the current Lloyd's Register tally of shipbuilding nations, the U.S. ranks seventh, trailing Japan, Britain, Sweden, West Germany, France and Italy. Lloyd's list does not include Russia or East Germany, the two major shipbuilders of the Red bloc, but the Soviets would rank high if included.

Just as important is the tonnage the Russians have on order in Western shipyards. In recent months, the communists have let formidable contracts for new bottoms with the shipbuilders of England and Japan. A good portion of the shipbuilding being carried on in Finland, Denmark, Poland, Yugoslavia and East Germany, all major shipbuilders, is for the Soviet fleet.

Shipping Percentage High

The Russians now carry 91 percent of their total foreign commerce in Red-flag ships, while the U.S. maritime industry accounts for only 5 percent of our nation's commerce. Even if the formidable runaway flag shipping of American operators were added to our total, the U.S. world still move less than half of its commerce in U.S.-owned ships.

Meanwhile, the Soviets are continuing with an expansion of their trade routes. Many world ports which never saw a Red-flag vessel until recent years are now seeing them in increasing abundance. Far from being satisfied with moving their own growing trade, the Russians, most experts agree, seem intent on entering the world shipping market.

The Soviets have already made impressive inroads in another vital, politically-loaded area that affects merchant power. Rich in oil, they have begun export to the countries of Africa,

Asia and Western Europe, charging prices 10 to 20 percent below those on the world market. Their effort has been successful to the extent that Italy, a NATO country, today imports a significant part of her oil from the Red bloc. To insure the delivery of this oil the Soviets are in the process of constructing over two million deadweight tons of tankers.

Want Top Fleet

The Soviet maritime push, taken as a whole, bodes nothing but trouble for the United States and the Free World in the years to come. Its "startling objective" is, according to Baldwin, "a seagoing merchant marine totaling somewhere between 20 million and 27 million tons of shipping in the 1975-80 period, the largest maritime fleet in the world."

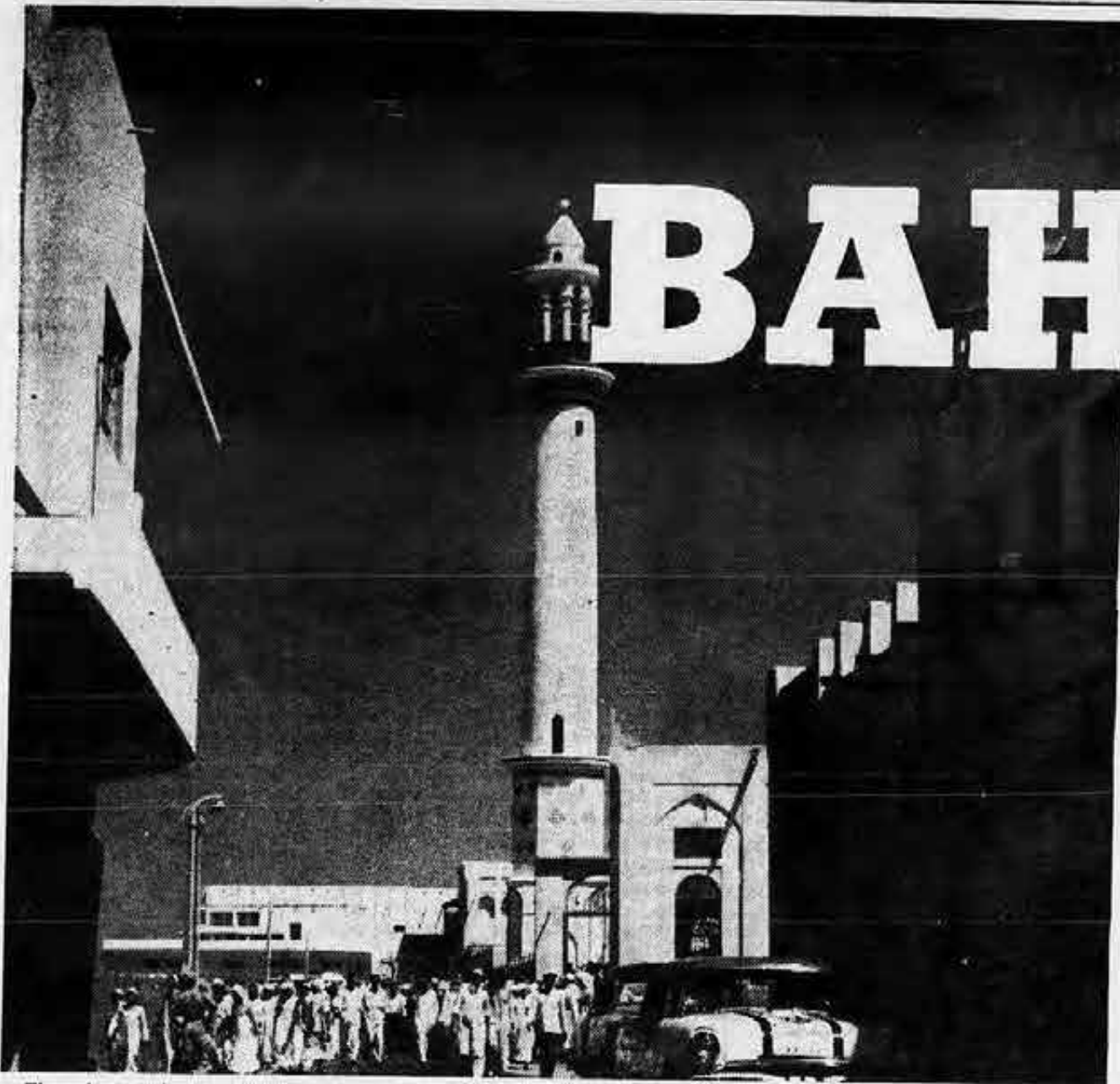
While there is little the United States can do to prevent the Reds from reaching their goal, we can, nevertheless, prevent our own merchant fleet from falling into the second class status it is rapidly assuming.

"We do not believe that our concept of the merchant marine should necessarily be one of keeping up with the USSR," says shipbuilder Hood, but "it should continue to follow the principles laid down in the 1936 Merchant Marine Act."

Unfortunately, the principles of the 1936 act have not been followed either wisely or well over the last two decades, with a good part of the blame falling on the problem of runaway flag operations. While the fiction of "effective control" is maintained by government agencies, the runaway fleets are growing bigger and running further away.

SEAFARERS PORTS OF THE WORLD

BAHREIN



The above photo of the downtown section of the city of Manamah shows the western influence on the city, in contrast to the middle east tradition. In the center is the Friday mosque, one of the landmarks of the city.



Dancers outside of the Palace of the Ruler of Bahrein celebrate the end of the Moslem month of fasting.



Supertankers such as the Mount Vernon Victory (above) are frequent visitors to the refinery located near the capitol city.



The market place in Manamah will give Seafarers views like the above goldsmith, working his art in the open air.



Another landmark of the city of Manamah, above, is the Bah al-Bahrein Gate, located in the business section of the city. The western influence on the life of the 40,000 inhabitants of the city is noticeable in this street scene.

Located in the Persian Gulf, only a few miles from the eastern seaboard of Saudi Arabia, lies the island of Bahrein, the largest of a group of islands that command the entrance to the Gulf of Silwah and the Qatar Peninsula of Saudi Arabia. Manamah, the capital city of the British protectorate, is located on the northern shore of the island, near the eastern tip.

On a site only 20 miles from Manamas is a large oil refinery of the Cal-Tex Oil Co. which is a frequent port of call for SIU supertankers such as the Mount Vernon Victory and the Mount Washington. Tankers of the Western Tanker Co. also stop at the refinery quite frequently, to discharge crude petroleum and take on refined petroleum products.

The two basic industries of the city are fishing and raising dates, although a number of the inhabitants are hired by the refinery. The island is mostly a rocky waste, however, with a few springs scattered throughout which provides enough vegetation to support some small herds of goats and sheep. The water on the island, coming from springs and freshwater springs located on the floor of the Manamah harbor, is considered quite ill-tasting and takes some time to get used to. Pearl divers bring the fresh water from the harbor to the surface in goatskin bags.

Manamah's harbor is quite shallow, and cargo vessels, discharging the foods and other necessities of the inhabitants of the island, must use launches to unload. The refinery, however, has a wharf which is large enough for three or four supertankers and has underwater facilities for unloading and loading petroleum products directly to and from the ships while anchored in the harbor.

Seafarers visiting the capitol city will find a British atmosphere to the city, even though most of the building in the city are made in the traditional Arabic style.

The city boasts several hotels, a large market place and various shops and small industries. Seafarers can find many good buys in the market place and sometimes find cameras and radios at a cost below that of the country in which they are manufactured.

Manamah also has an airport, where the BOAC Club is located, and where Americans and Britains stop for a cool drink. Recent visitors to the city say that the inhabitants of the city are very friendly and helpful.

Propeller Club Hears Seatrail Official

Finds Rail Rate Juggling Chokes Domestic Shipping

NEW YORK—Speaking out strongly against unfair rate manipulation by the railroads, John L. Weller, president of SIU-contracted Seatrail Lines, said that such rate juggling has brought about a stagnation in intercoastal and coastal oceanborne commerce.

In an address before the 38th Annual Convention of the Propeller Club, Weller outlined the methods used by the railroads to drive domestic water carriers out of business. He said the rail lines select items of freight importance to the water carriers and cut rates to very low

levels, making up for their losses by raising rates in areas where there is no competition. The water carriers must match the unprofitable and unfair rates or be forced to abandon operations in that cargo category.

Another method used by the railroads, Weller said, was to raise rates on freight moving to ports while lowering rates on routes running parallel to those of water carriers. A third tactic used by the railroads is to offer volume shippers very low rates if they agree to ship all, or most, of their freight by rail.

ICC Reluctant

All three devices are forbidden under Interstate Commerce Commission regulations, Weller said, but the ICC has shown over the years that it is most reluctant to restrain the rail carriers.

"If the water carrier files a complaint, months and years are consumed in commission hearings, examiners reports, division reports, oral arguments and commission decisions. While all this goes on, the water carrier either loses the traffic or carries it at unenumerative rates," Weller told the convention.

The only solution to the problem, Weller suggested, was to ask Congress to change the Interstate Commerce Act and create legislation applying the concepts of the Sherman-Clayton and Robinson-Patman Acts under which other American industries regulate their operations.

Earl J. Smith, chairman of the American Tramp Shipowners Association, who also addressed the Propeller Club, warned that the U.S.-flag tramp and tanker fleets are being ignored in maritime legislation while the growth of subsidized cargo liner operations is being fostered. He said

the subsidized cargo liners have been undercutting the tramps in competition for government-generated cargoes.

"It is certainly not the intent of our shipping statutes that subsidized lines should be encouraged and allowed to compete with unsubsidized vessels for the carriage of cargo preference freight," Smith said, adding that the Cargo Preference Act was enacted to assist unsubsidized carriers.

In a third address to the Propeller Club convention, Vice Admiral James Hirschfield, USCG (Ret.), president of the Lake Carriers Association, noted that ship obsolescence was growing steadily on the Great Lakes. He said that while the present fleet grows older and less efficient, there are no new vessels being added to the Lakes fleet and none under construction.

Matson Gets MA Approval To Sell Liner

WASHINGTON—The Maritime Administration has approved the sale of SIU-Pacific District-contracted Matson Line's passenger ship Lurline to a British company, Chandris Ltd. for about \$1.8. The Lurline, renamed the Ellinis, will operate between England and New Zealand.

The MA approved the sale after getting the OK of the Defense and Navy departments. Approval was given under several conditions, namely, that the Lurline would be made available to the U.S. for a period of five years in the event that an emergency arose during that time, that she would not be used for trade with Communist bloc nations, that she would not be chartered to aliens without Navy approval and that she would not engage in U.S. commerce for five years without permission from the MA.

These are the same so-called "effective control" terms which apply to most American-flag ships sold to foreigners or transferred to foreign registry or runaway-flags.

The true effectiveness of "effective control" has been a matter of controversy for some time however. As recent events in such runaway-flag nations as Panama and Honduras have shown, political upheavals and government changes can cast grave doubt as to the enforceability of the effective-control terms of such sale contracts. In time of real national emergency, many feel, American ships sailing under foreign registry might not be available for use by the U.S.

Under the sale contract allowed by the MA, the Lurline, now the Ellinis, is permitted to make cruises out of U.S. ports between June 1 and October 1 during the five year period when she is not supposed to engage in U.S. commerce. The company has also made clear that it hopes to be allowed to use the vessel for a new Caribbean cruise service as well.

YOUR DOLLAR'S WORTH

Seafarer's Guide to Better Buying

By SIDNEY MARGOLIUS

Gov't Heeds Consumer Complaints

Housewives, wage-earners and representatives of community organizations have had an unusual opportunity at a series of conferences to tell businessmen their complaints and buying problems. The conferences have been sponsored by Esther Peterson, President Johnson's consumer assistant, in conjunction with local organizations at St. Louis, Salt Lake City and Detroit, with one in Atlanta also scheduled.

These conferences have been useful in showing the wide extent of consumer problems, and that businessmen are beginning to regard these consumer complaints as serious and widespread. There has been a long and still sometimes persistent tendency among businessmen to belittle consumer complaints as stirred up by a handful of "professional consumers," or confined to just fringe rackets.

But now the businessmen are getting worried on their own account. At the Great Lakes consumer conference, co-sponsored by the Michigan Credit Union League, which we covered, we counted four representatives from the National Association of Manufacturers; two from national and local Chambers of Commerce; three from the largest soap and toiletries manufacturer, who is also the largest national advertiser; three from the local utility company, as well as actually hundreds of others from grocery chains, loan companies, large food manufacturers and distributors, advertising agencies and other businesses.

For at the conference, the ordinary consumers among the 1,500 people in attendance, were backed up by well-informed and articulate representatives from labor unions, consumer co-ops, family service agencies and other community organizations. The representatives of the Michigan and Ohio state federations of labor proved to be power-houses of facts and figures in stating their determination to secure a redress of the high installment fees and other overcharges working people pay out of their hard-won wage gains.

It will be useful to you in your own family management to know what were the most-frequent consumer problems and complaints reported at the conference by individual consumers and representatives of community organizations.

The price of food proved to be a subject of controversy. People from the food industry tried to answer this complaint by quoting the U.S. Agriculture Department to the effect that "food is a bargain," which is a worn-out promotional slogan used over and over by the department through successive administrations. It was also argued that food now takes a smaller share of wage-earners' income.

But consumer representatives pointed out that food prices actually have gone up more than other non-food commodities such as appliances and clothing, and the only reason food takes a smaller percentage of income today than in earlier years, is that (1) wage-earners have managed to win income increases and (2) farmers have helped restrain food prices from further advances through currently higher production per acre by means of mechanization, improved fertilization techniques, etc. In short, it isn't the food retailers and manufacturers who are responsible for the fact that food prices now take a somewhat smaller share of income, but unions and farmers.

The Maritime Muddle

(Continued from page 13)

as American-flag lines. This would be a big step toward leveling the competitive advantage now being enjoyed by foreign-flag lines over their American-flag counterparts. Money spent by U.S.-flag operators to produce paperwork required by the FMC cannot be used for operating, maintaining or modernizing their fleets and saddle them with extra expenses at a time when they are already barely able to compete with low-wage foreign-flag competition.

• There should be centralized responsibility for administering the Cargo Preference laws. Also, the 50 percent minimum must be enforced for these cargoes as was intended, instead of the 50 percent minimum which has been practiced. Waivers of cargo preference requirements should be administered so that a minimum of foreign vessels are allowed to participate.

• To help the U.S.'s vital independent tankship industry the White House should issue a directive requiring that at least 25 percent of our crude oil and petroleum product imports must be carried in American-flag tankers built in American shipyards. The percentage should be set to meet our defense needs at all times. Other nations already have such directives. France for example, requires that 80 percent of its oil imports must be carried in French-flag tankers. If just a small percentage of U.S. oil imports were required by law to move on U.S.-flag ships it would provide enough cargoes to keep our independent tanker tonnage at work, provide jobs for American crews and remove the tankers from the grain trade to provide more jobs for dry cargo tramps and bulk carriers and their crews.

• The rehabilitation of the coastal and intercoastal fleets requires that the ICC be reorganized to provide for representation of a shipping point of view. The agency's strong leanings toward the railroads must be modified. Attempts to undermine the provisions of the Jones Act to allow foreign-flag vessels into the U.S. domestic trades must be stopped. As an immediate economic aid to this segment of the industry, the Panama Canal tolls for intercoastal operators should be reduced or eliminated. For vessels which shuttle constantly through the Canal, the tolls they must pay for each voyage mount to staggering proportions. Just as multiple-trip tickets can be bought at a discount by regular users of a toll highway, a way should be found to ease this burden for our intercoastal carriers.

All of this can't be done overnight. But a step in any of the recommended direction would bring immediate benefits and bring us a step closer to a healthy maritime.

Fish Industry Study Held By Advisory Board

BEVERLY, Mass.—The American Fisheries Advisory Committee held a three-day meeting here recently, Oct. 5, 6 and 7, to review national and international problems confronting the American fishing industry.

The committee also reviewed research and other programs sponsored by the Interior Department's Bureau of Commercial Fisheries.

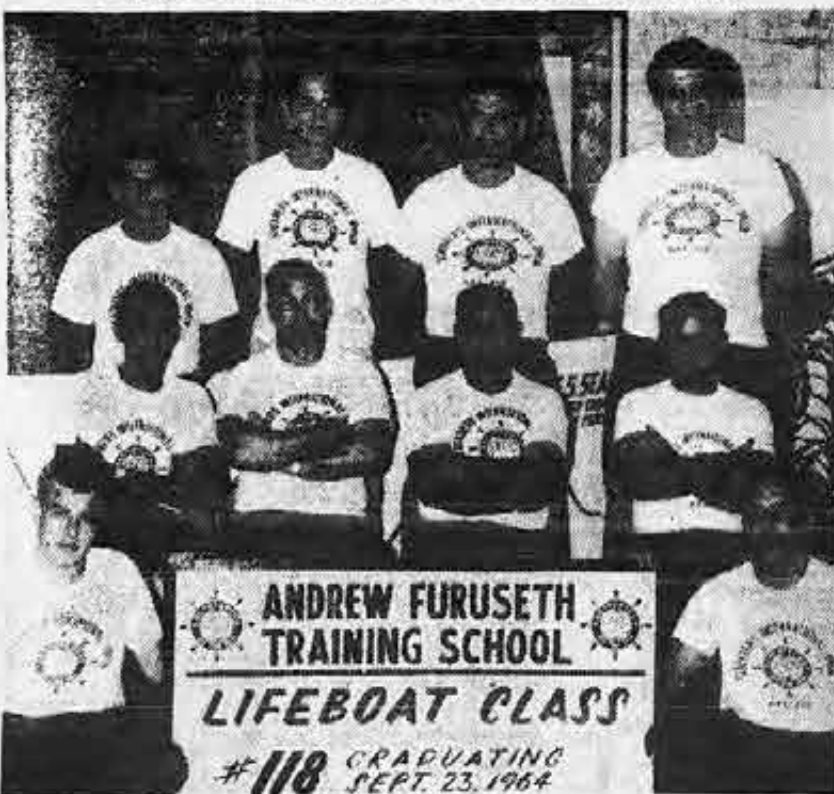
Fishery developments in the New England area, in addition, were also discussed at the committee's 18th meeting. The previous session was held in Hawaii last January.

Committee members include individuals actively engaged in the commercial fishing industry. They advise the Interior Secretary on matters pertaining to the industry.

The committee was set up in 1955 under terms of the Saltonstall-Kennedy Act which makes money available to the Interior Department for research on domestically produced fishery products and other programs.

The testing and tasting of irradiated fishing products also was a feature of the three-day Beverly meeting.

Lifeboat Class 118 Graduates



Members of Lifeboat Class 118 are all grins as they sit for their graduation picture after successfully meeting all requirements for their tickets at New York headquarters. The graduates are (front row, l-r) Michael Denise, Delvin Johnson; (middle) Luis A. Bonafort, James E. Travis, George Muzicca, Lewis Lamphere; (rear) German Rios, Mike Rimko, Neil Napolitano and instructor Arno Bjornsson.



By Fred Stewart & Ed Mooney
Headquarters Representatives

Good Feeding Takes Planning

Keeping a crew well-nourished and satisfied with tasty, well-prepared meals is the task of the steward department. It is an exacting job, and not at all an easy one. Seafarers have every right to demand good food prepared and served under the best possible sanitary conditions and every right to demand a clean ship where waste is properly disposed of. Under the Maritime Advancement Program, the SIU Food and Ship Sanitation Program has made great strides in upgrading the dining and sanitation facilities aboard all SIU ships.

The Food and Ship Sanitation Department has its headquarters in New York, and it also has Field Representatives in San Francisco, Mobile, New Orleans, Houston and Baltimore. It is the duty of all the representatives of this Program to assist all stewards and their departments in any way possible in enabling them to provide a better quality, and a better prepared and served meal to all of our SIU membership.

All of the representatives of the Food and Ship Sanitation Department are full book members of this Union, and each of them has also sailed as a chief steward on our SIU-contracted vessels for numerous years.

The main purpose of this department is simply this: "better food, prepared under more sanitary conditions for our membership, at a lower cost to the shipowner or operator."

This was an still is a new field that the SIU has challenged, but in order to accomplish the main purpose of this department, we believe the four following points to be the controlling factors: storing, inventory control, preparation and service.

STORING: The starting point of an effective feeding program is proper storing in three areas: quantity, quality and variety. The Food Program has developed a master storing list based on 30-day units for a crew of 50. Using this list as a take-off point, field representatives can check on the adequacy of stores and see that they are of proper quality. Short-storing results in items running out while en-route. Excess stores lead to spoilage and waste. Both drawbacks can come together, for without a master list, some items may run short and others may be in oversupply. Emphasis is also placed on use of top-quality, pre-cut and pre-packaged frozen meats and produce. Food supplies of this type are more uniform in quality, keep better and have very little waste.

INVENTORY CONTROL: Field representatives of the Food Program assist stewards in checking inventories while in port and in setting up effective controls of supplies while at sea. The port inventory check-up assures that the stores, as received, are of the quantity and type ordered and that all voyage needs are covered. The Food Program recommends that while at sea the chief steward issues stores at specific times each day. Two issues daily are desirable. At these daily issues, the steward can keep a running inventory, knowing exactly what is being withdrawn from the ship's stores, what these withdrawals are for and how much he has left in reserve. Without such a running inventory, shortages will occur as the voyage draws to a close; or as a rationing measure, menus will tend to get monotonous as the steward tries to use up items in oversupply.

PREPARATION: With adequate stores on board the ship and proper

control of inventories, the cooks have the raw materials out of which to prepare attractive, nourishing meals. The Food Program is out to do away with the old practice of cooking large quantities of food in advance and then letting the meal dry up on the steam table. Broiled and grilled foods are cooked as ordered, roasts are carved to order and individual servings of side items such as butter are substituted for "family-style" dishes which have been the source of much shipboard waste. The storing of pre-packaged, pre-cut frozen foods eliminates a great deal of trimming, butchering, washing and other preparatory work and makes it possible for cooks to prepare dishes to order on short notice.

SERVICES: The end-product of all the preparation should be an attractively-served meal. A clean, properly-set table, adequate silver and glassware, the use of clean mess jackets, ample side dishes for vegetables, bread, butter and other items all help make for pleasant feeding. In this area the SIU works closely with the Food Program in training waiters and messmen who are taught the basic elements of food service. Service of this kind goes hand in glove with the concept of "to order" feeding as in the better shoreside restaurants. The relatively small number of men fed on board ship at any one time is the ideal situation for individual service of this kind.

Since the inception of the program, with the membership's support and cooperation we have been able to get for you better quality (U.S. good meats), more variety (in frozen vegetables and fruits, three entree menus) and better service (individually cooked and served to order by trained waiters). Your Food Program was also instrumental in setting up and maintaining training for entry ratings in the Steward Department and will continue to be active in any future training for the betterment of this department.

An example of this is the Steward Department Recertification Program, which was begun by the Union in 1962. It features both classroom and field work in an attempt to upgrade the skills necessary for a chief steward's rating. Under the program, all men with class A seniority and who possess the necessary seafaring qualifications can register for the course, which leads to job preference allowances upon graduation.

The Food Program is another SIU benefit and with your continued support and cooperation, we are sure that this Program will be able to render a service to you, the membership.

Unemployment's Cost Looms Bigger Than Mere Numbers

LOS ANGELES—Unemployment has a dampening effect on the American economy far greater than the actual numbers of people out of work would indicate, a University of Michigan economist explained here.

Dr. Eva L. Mueller pointed out that national concern about work opportunities causes consumers to be cautious about spending and thus retards income and employment growth. She spoke to a section of the American Psychological Association.

Dr. Mueller, who participates in continuous studies of the national economy as a study director with the Survey Research Center of the U-M Institute for Social Research, said in summary:

"There is evidence of widespread concern about work opportunities among the American people. Worries stemming from the high unemployment rate are reinforced by reports and notions about the impact of automation. Analysis indicates that awareness of unsatisfactory employment conditions affects economic expectations. It also appears that the unfavorable impact on expectations is not limited to the relatively small group who have suffered unemployment or income declines in the past year."

She explained that whereas some 20 percent of family heads who are wage and salary earners have been unemployed at least once since 1960, a much larger

group has expressed concern about job security or has had direct contact with the unemployed. Among families who have not had unemployment experience since 1960, more than one-fourth report such experience during the last few years among friends, neighbors, or relatives.

Economic expectations, which have been shown to exert a strong influence on the level of consumer demand, also depend on a large number of other environmental factors which are more or less important at different times, she pointed out. The cold war for example, in recent years has loomed large in the minds of consumers.

The effect of employment conditions on expectations is of major interest because of the demon-

strated impact of consumers' expectations regarding business conditions on large discretionary expenditures, she said.

"If there are any fears or uncertainties regarding one's economic status in this affluent society," she continued, "they concern primarily the adequacy of work opportunities. It is not difficult to understand that, whenever these uncertainties grow, many consumers, even those who are not unemployed, spend more cautiously and delay some postponable purchases."

"The dampening of consumer optimism as a result of our high level of unemployment imposes some cautions and restraint on consumer spending which, in turn, reduces the demand for labor."

Scientist Invents 'Gill' For Humans

NEW YORK—A man-made rubber membrane that will allow humans to breathe under water as if they had the gills of a fish has been developed by scientists at the General Electric Company.

Made of silicone rubber one thousandth of an inch thick, the membrane was demonstrated here by Dr. Walter L. Robb, who led the development work. Using a container whose top, bottom and two sides were made of the membrane, Dr. Robb put a hamster into the container and lowered it into a tank of water. Had the container been made of any other substance, the hamster would have died as soon as its air supply was exhausted. But the membrane allowed the oxygen component of the water to filter in while keeping the wet part out, and the hamster continued contentedly at his eating.

The membrane also filters out the waste carbon dioxide exhaled by mammals. In operation then, it serves the same purpose as the gills of a fish, but could be brought into many other useful applications as well.

Included in these are artificial lungs for those suffering from respiratory diseases, a way of providing fresh water and air for submarines, a portable oxygen tent that would provide more enriched oxygen than present tents do, and providing ventilation for space vehicles.

All the proposed uses for the membrane—and there are others, too—depend on the solubility of various gases that pass through the membrane. Both oxygen and carbon dioxide pass rapidly through the membrane, and they are able to pass each other in the membrane if there is more of one gas on one side and more of the second gas on the other.

Though both oxygen and nitrogen pass through the membrane very quickly, water tends to pass through it slowly. It can turn sea water into sweet water because it does not allow the minerals that make the ocean salty to pass through at all.

Dr. Robb noted that there was now an excellent chance that a portable gill for use by humans under water could be developed with the membrane. The average man consumes about three-quar-

ters of a cubic foot of air each hour. To provide that amount, two and one half yards of the membrane would have to be used unless some way could be found to increase the pressure to force more air through the membrane. Another possibility would be to find some way of wrapping the quantity of membrane into a compact package.

The method for producing the membrane, which is flawless and contains no holes or pores, is a closely guarded secret of the General Electric.

Florida Plans To Construct 1st Inland Port

TALLAHASSEE, Fla.—The initial step will be taken soon toward the creation of Florida's first inland port.

The Florida Development Commission hopes that the building of a grain terminal for storage at Blountstown, on Florida's northwest coast, will lead to the setting up of a major terminal and port area in the rapidly-expanding trade region along the Apalachicola River.

In the first phase of the plan, a \$111,830 loan from the Area Redevelopment Administration will permit the storage, processing and export of increased quantities of locally-produced grains, such as corn, oats, wheat and soybeans. It will also allow the import of large quantities of feed grains needed for cattle and other farm stock.

Under present plans the grain produced in the area would be barged by water to many shipping and transfer points, including Mobile, for transfer to large ships. Substantial savings over present overland shipping costs are expected.

Equality Is Labor's Goal

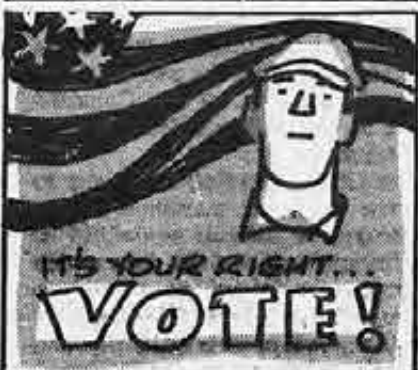
(Continued from page 2)

that the 13½ million members of AFL-CIO unions are without exception devoted to the cause of civil rights. They are a cross-section of America, and they reflect the diversity of the nation. But just as truly they reflect the American consensus. That consensus, expressed by AFL-CIO conventions and by conventions of the affiliated national and international unions, is the basis for the AFL-CIO's determination to abolish all forms of discrimination. It was the basis of our long and vigorous fight for enactment of the Civil Rights Act of 1964; and it is the basis of our continuing campaign for the full observance of that law, in letter and spirit.

"The AFL-CIO constitution invites (all workers, without regard to race, creed, color or national origin to share in the full benefits of union organization.) We are pledged in equal measure to see that all workers share fully in every other aspect of American life; for our cause is the brotherhood of workers and the brotherhood of man."

Quitting Ship? Notify Union

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



Morro Castle Disaster Taught Tragic Lesson

It was thirty years ago last month, when the luxury passenger liner Morro Castle turned from a happy cruise ship to a flaming hulk in the summer-warmed waters off the resort city of Asbury Park, New Jersey. Holiday crowds lined the beaches of the city that night, their faces lit up by the inferno just offshore, and watched the horrible spectacle. One hundred and twenty-five of the ship's 549 passengers and crew died in the blaze.

Last month, the SIU-contracted collier Globe Explorer (Maritime Overseas) caught fire in the mid-Atlantic (see story in Sept. 18 LOG), and though the blaze was a serious and quick-spreading one, none of her crew was either killed or injured. Fire onboard was the only similarity between the two disasters that occurred almost 30 years apart. For the Globe Explorer was a safe ship and the Morro Castle was not.

It was the Morro Castle disaster, in fact, that brought about the reforms, regulations and improvements in marine architecture that seafarers called for then,

and are constantly asking for improvements in now. The safety provisions written into SIU contracts are testaments to the lessons learned in the Morro Castle tragedy—lessons always known by sailors but not necessarily by the shipowners and regulatory agencies.

The Morro Castle fire brought about a thorough Senate investigation of safety conditions aboard merchant ships, and Senate report 184 is still considered in the industry as a turning point in ship safety procedures.

The ten big lessons learned from the Morro Castle have been incorporated in the set of merchant marine safety regulations. They are:

- Interior bulkheads should be of a fire-retardant nature.
- Compartment doors should be self-closing.
- Automatic fire alarms should be installed throughout a ship.
- Fire doors should be able to be closed by remote control.
- Stairwells should be completely enclosed and fitted with self-closing doors.
- Self-closing smokestop doors should divide all long passageways.
- Emergency generators should be carried aboard all ships.
- Crews should be trained in fire fighting procedures.
- What to do in case of fire should be spelled out clearly to both passengers and crew.
- All escape routes should be clearly marked.

Some of the other specific fire prevention rules now in effect ban the use of wood in vessels over 100 tons; provide for the use of special fire-retardant panels; call for an adequate number of escape ways from the lowest level of the vessels to the boat deck; provide for draft stops and other means to insure the controlled and effective zoning of a ship's ventilation system.

Control of combustible cargoes is also regulated now and proper and effective lifeboat drills and the good maintenance of lifeboats and their equipment by shipping companies is also a must.

The Morro Castle disaster was a turning point for the American merchant marine industry. For the first time, safety standards were given due attention and the voice of the seafarers, until then largely ignored, was heard by the powers that be. Today, according to the Coast Guard we have the safest merchant fleet in the world. The seafarer can, in a great part, thank his own efforts for it.



Thousands of holiday thrill-seekers gather on the famous beach of Asbury Park, N.J., to watch an uncontrolled blaze complete the destruction of the doomed pleasure ship Morro Castle on Sept. 8, 1934. Over 125 passengers and crewmembers lost their lives in the disaster which paved the way for major safety reforms and improvements in regulations governing the construction of merchant marine vessels.

SIU Lakes Ferry Being Modernized

DETROIT — The SIU Great Lakes district-contracted railroad carferry Ann Arbor No. 7 (Ann Arbor RR) is now undergoing a \$2.8 million modernization at a Superior, Wisconsin shipyard that will turn her into the most up-to-date vessel of her kind on the Lakes. At the completion of the rebuilding work the No. 7 will be renamed the MV Viking.

The announcement of the modernization was made by Charles L. Towle, vice-president for operations of the Detroit, Toledo and Ironton Railroad Company and the Ann Arbor Railroad Company.

The new Viking, when completely refitted from keel to masthead, will have the latest in safety devices and will be designed for faster, more efficient handling.

She will be repowered with four diesel-electro engines totaling 6,000 horsepower. A bow thruster will give her quicker and more dependable maneuverability, and a "flume" anti-roll system that will cut down considerably on the action of waves.

Her decks will be raised, permitting higher loads than were possible before reconversion. Stub masts will be installed and her two stacks will be removed in favor of a single, more efficient one.

Social Security Paying Out \$16 Billion In '64 Benefits

WASHINGTON—The social security system will pay out more than \$16 billion this year in cash benefits to some 20 million elderly or disabled persons and their dependents, as well as to survivors of covered workers who have died. These facts were revealed recently by Secretary of Health, Education and Welfare Anthony J. Celebrezze at the opening

session of the International Social Security Association triennial meeting in Washington.

The meeting, held in the International Conference Suite of the State Dept., drew more than 400 delegates from 89 countries. Most of them represented branches of government, the remainder private organizations including a number of trade union pension funds in other countries.

The association, which was founded in 1927 to promote the technical and administrative development of social security throughout the world, reported that 112 countries had social security programs of one kind or another at the start of 1964.

Celebrezze in his welcoming speech called the U.S. social security system "the mightiest bulwark of all against economic privation." It is being back-stopped, he said, by a continuing effort to identify and remove the causes of dependency.

Harlan Cleveland, assistant secretary of state for international organization affairs, said that for most Americans "social security is settled policy and the problem is where do we go from here." This generation has in it within its power to "satisfy the basic material needs of all our people—for the first time in the history of mankind," he said, adding a prediction that the war on poverty will be won.

A feature was the dedication of the issuance of a Social Security Commemorative Postal Card by Postmaster-General John A. Gronouski on Sept. 6, the 30th anniversary of President Roosevelt's request to Congress for social security legislation, called "equal in import to the original Social Security Act."

Ray Munts, AFL-CIO assistant

director of social security, was an observer at the meeting for the International Confederation of Free Trade Unions. Delegates were guests of the AFL-CIO on a boat trip down the Potomac River from Washington to Mt. Vernon.

Jobs Column

(Continued from page 10)

ulatory agency determine in rate cases which is the true low-cost carrier, rails or water.

Actually, Walrath's defensive cover-up was spurred by a stinging attack on the ICC made earlier in the conference by John L. Weller, president of SIU-contracted Seatrain Lines. Seatrain placed much of the blame for the decline of the domestic shipping industry right where it belongs, with the ICC itself.

The SIU has for a long time pointed out the favoritism for the railroads practiced by the ICC at the expense of U.S. domestic water carriers. The favorite railroad tactic involves drastic, sometimes below-cost cuts on railroad rates for shipping a few strategic items. These rate cuts are maintained just long enough to force the inherently more economical water carriers out of business, and then, free of any competition, the railroads raise the rate to any degree they wish, often much higher than the original rate.

The SIU has many times, most recently before the Maritime Advisory Committee, called for changes in the ICC to provide for representation by someone who knows the maritime industry and its problems. Up until now, the ICC has traditionally drawn its membership from the ranks of the railroad industry, so the Commission's strong railroad leanings are not surprising.

The SIU is leading the fight to remove the U.S. maritime industry from the hole of step-child of the transportation field, into which it has been forced, to the place of importance which it must hold for the good of the economy and the national interest.



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)

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From the Ships at Sea

The long-upheld tradition of SIU members extending their aid whenever and wherever needed, whether on the oceans or the nation's waterways, was reaffirmed recently by members of the Great Lakes district. Two crewmembers of the **David P. Thompson** (B&C) spotted a boat that had capsized not far from the ship in the Saginaw River near Zilwaukee, Mich. James Corbran, Arthur Dabbs and the 3rd mate not only rescued the two men that had been aboard the boat, but saved the boat itself, reports **Arnold Heatherly**, meeting chairman.

Waldo Banks, meeting chairman aboard the **Floridian** (South Atlantic & Caribbean) reports plenty of smooth sailing and lots of overtime. The outgoing ship's delegate was given a hearty vote of thanks from the crew and from the new ship's delegate, **Banks** reports.

Buttermilk became the main



Walter



Genco

topic of discussion during a recent shipboard meeting of the **Raphael Semmes** (Sea-Land) according to **Guy Walter**, meeting chairman. The crew has asked for more buttermilk to be stocked and the chief steward said he would go along with the request. However, he said, it would take a short time before the extra stocks were received and asked the brothers to be patient until the order came in.

Praise for the delegates of the **Chilore** (Vernon Transportation)

was handed out by a happy crew, says meeting secretary **Steve Kollna**. The crew voted special thanks to not only the ship's delegate during the good and welfare section of a shipboard meeting, but also to the engine, deck and steward department delegates.

The problem of natives aboard the ship in foreign ports is always a subject of discussion, this time aboard the **Del Sol** (Delta). The crew has decided to cooperate in keeping the native peddlers and beggars out of the ship's passageways and crew's quarters while in foreign ports. The natives keep getting in the way, according to **Louis J. Bollinger**, meeting chairman.

In the interest of remain cool, the engine department delegate on the **Thetis** (Rye Marine) warned the crew to be more careful of the air-conditioner. It seems that the crew has been using the controls too much, and they were told that this only helped the machinery to break down faster, says **Joseph O. Snyder**, ship's delegate.

Arrangements have been made aboard the **Wild Ranger** (Waterman) to put an end to the traffic jams at the washing machine, says ship's delegate **Arthur Beck**. It was arranged that the deck department use the washing machine on alternate weeks from the steward and engine departments. Everyone seemed satisfied, **Beck** reports.

The **Penn Challenger** (Penn Navigation) has shown its appreciation to the Master of the ship, reports

ship's delegate **I. K. Coats**. The crew voted a special thanks for the consideration and help the captain extended to the crew during the nine months of the trip. The crew also handed out kudos to the chief steward and the rest of the galley gang for a fine job during the voyage.

The Seafarers aboard the **Eagle Voyager** (United Maritime) are all smiles lately, since the company placed a television set in the crews lounge, reports **Vincent Genco**, meeting secretary. He also reports that the captain has promised the crew a movie projector if they will supply the money to buy films. The topic is still under discussion, **Genco** says.



Beck

more than ordinary anticipation. A \$60 arrival pool has been set up, the winner of which will get \$50. The other \$10 will go into the ship's fund reports **Charlie Mazure**, meeting chairman.

SIU crews appreciate the special efforts of the galley gang when the feeding aboard a ship is especially fine. Steward departments of the following ships have been awarded special recognition by happy crewmembers: **Wacosta** (Waterman); **Globe Progress** (Maritime Overseas); **Hastings** (Waterman); **Warrior** (Waterman); **Norina** (Marine Traders); **Long Lines** (Isthmian); **Beloit Victory** (Marine Managers); **Del Valle** (Delta).

The **Steel Designer** (Isthmian) crew is getting along very smoothly according to **Clarence L. White**, meeting secretary. The crew is happy with the captain, the captain is happy with the crew, and there is plenty of overtime, he reports. He also said their were no beefs and no logs during the entire trip.

Edward Cole, ship's delegate on the **Ocean Ulla** (Maritime Overseas) quotes shipmate **Charley Brown** as saying that "the flying fish are biting real good in the Pacific and the barbershop girls in Japan are out of this world." The rest of the crew seems to agree, **Cole** says.

Nite lunch, a topic of discussion on all ships, has become the target of the steward department on the **Choctaw** (Waterman). The chief steward said he will improve the lunch and the crew voted to stand behind him in any improvements that can be made, reports **Robert D. Smith**, meeting chairman.

elect to serve as ship's delegate. Everything is running smoothly with no beefs or disputed OT. Vote of thanks to the steward and entire department for a wonderful job.

STEEL VOYAGER (Isthmian), Sept. 27—Chairman, C. Nickerson; Secretary, V. Shlapin. All major repairs were taken care of. Vote of thanks to all delegates for their cooperation and job well done, and to the steward for his extra time and effort in supplying crew with mail addresses, and other favors. Some disputed OT in deck and engine department to be taken up with patrolman.

SEATRIN TEXAS (Seatrains), Aug. 27—Chairman, John Cole; Secretary, James Stickney. Brother John Cole was elected to serve as ship's delegate. No beefs reported by department delegates. Motion made that the Union officials give the membership a progress report on the contract negotiations which began June 15th—what the Union is asking for and what basic improvements we have reason to hope for, to justify this year's fifty percent raise in dues. The crew backed the Chief Cook to a man disputing the Captain's contention that he is not performing his duties adequately. Quality of meats and vegetables very poor, and mess-room services leave much to be desired.

WARM SPRINGS (Columbia), Aug. 26—Chairman, Ray H. Casanova; Secretary, J. W. Thomas. Everything running smoothly. Some disputed OT in deck department. Crew requested to be quiet in passageways so that the other brothers can sleep.

ALCOA TRADER (Alcoa), Sept. 14—Chairman, R. Campbell; Secretary, W. H. Rhone. Ship's delegate resigned and Brother Glass was elected to serve in his place. No beefs reported by department delegates. Vote of thanks to the steward department for a job well done.

PRODUCER (Marine Carriers), Sept. 13—Chairman, M. P. Cox; Secretary, I. J. Fry. No beefs reported by department delegates. Brother Vance "Red" Wells was elected to serve as

DIGEST of SIU SHIP MEETINGS

ship's delegate. Vote of thanks to former ship's delegate, Brother Dewey Fenton.

THETIS (Admanthos), Sept. 4—Chairman, Ray J. Kelly; Secretary, Donald L. Gore. Brother Joseph Snyder resigned as ship's delegate and Brother John Dellinger was elected to serve in his place. Delegate requested to have repairs lists ready before reaching Pearl Harbor. Minor beefs to be taken up with patrolman.

GLOBE PROGRESS (Maritime Overseas), Aug. 16—Chairman, Joseph Townsend; Secretary, Nicholas Hatzimistis. Brother Jiggs Jeffers was

Pensioners Sitting In The Sun



The two Seafarers shown above, **Julian Mineses** and **Alex Anapol** (l-r) are sitting in the sun on the steps of the bungalow they own in Houston, Texas, catching up with the activities of the union and the doings of their fellow Seafarers through reading the LOG. They have nothing but praise for the SIU pension which allows them to spend their golden years free of financial worries. The two Seafarers said they would not trade their bungalow in Houston for a palace anywhere else.

SIU Thanked For Sympathy

To the Editor: We, the family of **Anna Sorezza**, wish to express our thanks for the very comforting expression of sympathy offered by the Seafarers International

cause the newspapers do not want to lie, but the Department of Commerce's Maritime Administration gives figures without explaining the full impact of the figures released.

For instance, in the story above, the department did not report that these figures included the ships in mothballs and the ships which are no longer used, or obsolete, and are about to be scrapped. The total sum of the information, therefore, is misleading and causes the reader to believe these ships are all in operation.

For instance, it is known that the active fleet of the U.S. is only fourth in size in the ranks of the world's maritime fleets.

Alfred A. Kushe

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.

Union to us and our beloved family member. These kind words will be remembered with deepest gratitude.

The Sorezza Family

Marore Crew Gets Thanks

To the Editor: I would like to express my deepest appreciation and gratitude to my fellow crewmembers aboard the S. S. Marore for the countless expressions of sympathy and the kindness extended to me upon the death of my father.

I was notified by radiogram while at sea, and within three hours, a large donation for flowers and a message with the crew's expressions of sympathy had been sent to my mother.

I can not completely express my thanks and appreciation to the officials and members of the SIU for the way they treated both my mother and I. We both feel that they are the most wonderful people we have ever had the good fortune to know.

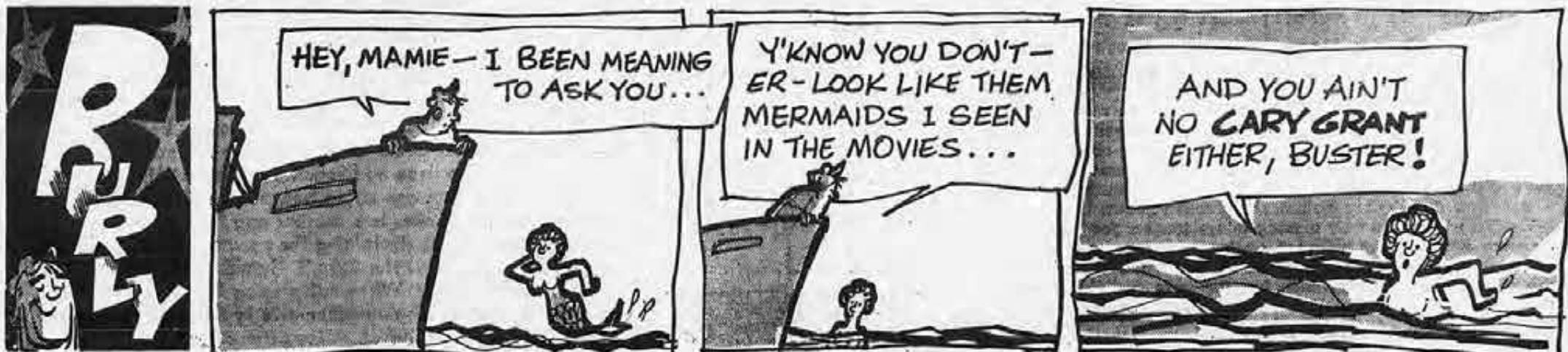
Bobby D. Mangold

Misleading Info Hit By Seafarer

To the Editor: Recently I was going through a newspaper here in my home town of Camden, N.J. and noticed a small story which read as follows:

"The U.S. merchant fleet, the world's biggest, had a capacity of 31,106,000 dead weight tons (2,240 lbs. each) as of Jan. 1, 1963, according to the U.S. Department of Commerce's Maritime Administration."

It is a perfect example of the misleading statements which appear continually in the newspapers and other publications of this country. The statements are not necessarily false, be-



Wait 'Til Next Year



Harry G. Schockney, 16, son of Seafarer Harry E. Schockney, knows what avid baseball fans his father and the other crewmembers aboard the Alcoa Commander are from listening to his father's descriptions of life aboard ship.

Seafarer's Ready Aid Wins Crew's Praises

Seafarers are well known for being always willing to risk their lives to help a shipmate in trouble. Rudy De Boissiere is one example of the typical seaman.

Three times this year he has been cited by the crew of three different ships for his quick action in an emergency.

The last example of De Boissiere's helpfulness was reported by the crew of the Transindia (Judson). Trained as a paramedic during his seven years in the U.S. Army, De Boissiere who is ship's delegate, used his first aid training when shipmate Maurice Schifani suffered a blood clot in his left leg.

The crew of the Transindia praised De Boissiere's quick action and credited him with saving Seafarer Schifani's life. In a shipboard meeting, they voted a special thanks to De Boissiere.

De Boissiere could not keep all the credit for himself, though. He praised the crew and the cooperation they gave in moving Schifani to a hospital and thanked them for making the trip so smooth.

This is not the first example in which De Boissiere stepped in to help when needed. In April this year, he was credited by the crew of the Transorient (Hudson) for saving the life of deck engineer C. D. Simmons, when he was injured on ship. De Boissiere was instrumental in treating the injury and seeing that Simmons was put ashore immediately.

Later, when De Boissiere

learned that Simmons was still in Bombay, India, and had not been expatriated back to the States, he went out of his way to find the reason. He was told that Simmons was at that time in no condition to be returned to the States, and was assured that Simmons would be flown back as soon as possible.

Just a short time later, De Boissiere was sailing the Midland (Clearwater) when it docked in Alexandria. He returned to the ship one night with his clothes tattered as though every cat in the city had chewed on him for awhile.

But De Boissiere did not reply to crews impatient questioning, about his condition and it wasn't until weeks later when the ship returned to Alexandria that they learned of De Boissiere's heroism. While walking through the streets, he had seen a house on fire, and dashing through the flames and smoke, emerged with three small children that had been cut off by the flames.

An avid Union man, De Boissiere sails in the steward department. He is acclaimed by his fellow crewmembers as being a small piece of the Waldorf, with his spotless white jacket and impeccable serving techniques.

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.

Photos Lured Seaman To Sea For First Time

Seafarers will give many reasons as to why they look to the sea for a livelihood in the first place. Some will say to see the world. Others were looking for a good job. Seafarer David Fair, however began sailing as a result of being shown some photographs.

In 1938, a friend of Fair's returned from a trip around the world with a pocketful of pictures he had taken of the foreign cities he visited. Fair decided he had to see these cities himself.

Fair discovered, while working his way to all ports of the world, that he enjoyed sailing and loved the sea. After 20 years, he still says, "sailing is a wonderful life, especially for a single man. I'm a bachelor and I like it very much."

When asked about the future, Fair said that there were "still two ports that I would like to see—Palestine and Yugoslavia." He said he was especially interested in seeing Palestine and the Arabian area because it was the birthplace of so many great religions. "There must be something about Palestine that exists nowhere else. Otherwise, there would not have been so much fighting over it, both in the time of the crusade and since the last war."

Fair is an avid baseball and football fan, keeping up with the sports news wherever he goes. He also likes to spend his off duty hours curled up with a good science book. "Science fiction can give a person a larger outlook on his present life," he said.

Fair also has praise for the SIU and the progress it has made since it was organized in 1938. "The SIU has provided many benefits for the sailor that make being at sea not only enjoyable, but gives a man pride in doing his job well, and makes the man realize he will be appreciated for it."



Fair

ALCOA RANGER (Alcoa), Sept. 27—Chairman, Jack Olsen; Secretary, A. G. Hall. Discussion held regarding keys for all men of the steward department as steward department toilets are locked in port. No beefs reported by department delegates.

OVERSEAS ROSE (Maritime Overseas), Sept. 13—Chairman, William Burke; Secretary, Stanley F. Schuyler. \$30.00 in ship's fund. No beefs reported by department delegates. Brother Strickland was elected to serve as ship's delegate. Crewmembers asked to cooperate and bring coffee cups back to the pantry. Also, while the vessel is in port, to keep

JEAN LA FITTE (Waterman), Sept. 2—Chairman, T. M. Wright; Secretary, H. G. Ridgway. No beefs reported by department delegates. Brother J. Fitzpatrick was elected to serve as ship's delegate. Crewmembers requested to keep pantry clean at night.

ROBIN GRAY (Robin Line), Sept. 20—Chairman, Thomas Fay; Secretary, E. W. Carter. \$16.17 in ship's fund. No beefs reported by department delegates. Election of delegates held. Brother T. J. Fay was elected to serve as ship's delegate. A. R. McCree as deck delegate. A. Oquendo as engine delegate and F. Bradley as steward delegate.

JOHN P. REISS (Reiss), Sept. 13—Chairman, Joseph Aris; Secretary, John Turnbull. \$14.50 in ship's fund. No beefs reported by department delegates.

J. L. REISS (Reiss), Sept. 20—Chairman, Tom Brown; Secretary, None. \$20.00 in ship's fund. No beefs reported by department delegates.

STEEL SEAFARER (Isthmian), Sept. 19—Chairman, Lucien E. Butts; Secretary, John Dunn. \$3.50 in ship's fund. Discussion held on equalizing OT.

DEL RIO (Delta), Sept. 13—Chairman, Abner Abrams; Secretary, A. Tolention. Ship's delegate reported that everything is O.K. Few hours disputed OT in deck department. Brother A. Abram was elected to serve as ship's delegate. All crewmembers requested to close and lock their doors. Also to keep crew pantry and crew lounge clean.

VENORE (Venore), Sept. 19—Chairman, Frank Rakas; Secretary, W. B. Yarbrough. Brother Frank Rakas was elected to serve as new ship's delegate. Everything is running smoothly. No beefs reported. Some disputed OT in deck department which will be taken care of in Baltimore. Vote of thanks extended to the steward department.

GLOBE PROGRESS (Maritime Overseas), Sept. 20—Chairman, Jiggs Jeffers; Secretary, Nicholas Hagimiklos. Ship's delegate reported that everything is O.K. Crew requested to turn in all books to the library. Vote of thanks extended to the steward and his department for the good food and service. Vote of thanks to Captain E. Chaki.

KENT (Corsair), Sept. 14—Chairman, Paul L. Hunt; Secretary, Earl Adams. No beefs and no disputed OT was reported. Crewmembers were requested to cooperate with messman.

FLORIDIAN (South Atlantic & Carib.), Sept. 29—Chairman, W. Banks; Secretary, A. Aronico. Chief Mate is working on repair list. Balance of repairs will be completed in the near future. Brother Guy Hughes resigned as ship's delegate and Brother V. Bryant was elected to serve in his place. No beefs were reported.

DEL NORTE (Delta), Sept. 27—Chairman, Edward C. Burton; Secretary, Bill Kaiser. No major beefs reported. Brother Robert Callahan was elected to serve as ship's delegate. \$154.00 in ship's fund and \$138.40 in movie fund. All crewmembers were asked not to throw anything out of portholes.

DIGEST of SIU SHIP MEETINGS

the natives out of the house. Patrolman to check the medicine aboard.

CHATHAM (Waterman), Sept. 27—Chairman, T. Liles; Secretary, J. Drewes. \$3.68 in ship's fund. Some disputed OT in deck department. Discussion on mail delivery.

FLOMAR (Calmar), Sept. 20—Chairman, H. Galicki; Secretary, K. V. Christensen. \$16.00 in ship's fund—donations accepted in order to keep TV set operating. No beefs and no disputed OT were reported.

ELIZABETHPORT (Sea-Land), Sept. 26—Chairman, Joseph Crowley; Secretary, Arlo H. Hill. Ship's delegate reported that everything is running smoothly. No beefs and no disputed OT reported.

DUVAL (Suwannee), Sept. 5—Chairman, R. Callahan; Secretary, J. Gouldman. Discussion held regarding launch service in Madras, India. Draws in foreign ports clarified. No beefs were reported by department delegates. Brother T. J. Forsberg was elected to serve as ship's delegate.

KENMAR (Calmar), Oct. 4—Chairman, J. C. Arnold; Secretary, V. Douglas. One man missed ship in Baltimore. Some disputed OT in deck department, otherwise no beefs reported by department delegates. Vote of thanks extended to the ship's delegate.

VOLUSIA (Suwannee), Sept. 2—Chairman, C. E. Mosley; Secretary, Wm. A. Walsh. Ship's delegate reported that everything is O.K. The steward reminded all crewmembers to bring linen to galley and not throw it on deck.

COMMANDER (Marine Carriers), Sept. 26—Chairman, Edmund Abulay; Secretary, Chester Makuch. Ship's delegate reported that all is running fairly smooth. All repairs were taken care of. No major beefs or disputed OT. \$7.95 in ship's fund. Ship's delegate is getting off ship and Brother Julian Dedicanturia was elected to serve and will take over at the end of the trip.

Lakes Music Makers

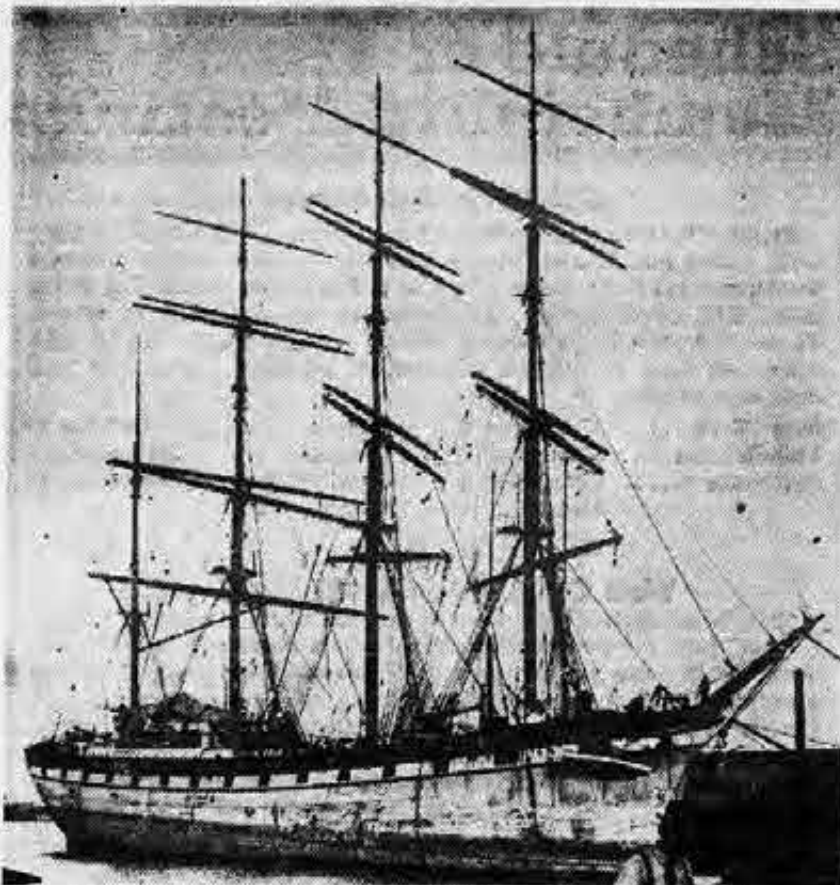


Herb Jacobs and Alex Lagarisak (l-r, above), both members of the SIU's Great Lakes District display the musical instruments they use to liven up life while on board ship. Jacobs, who plays the Japanese string bar, and Lagarisak, a guitar, teamed up in the Lakes two seasons ago for their own enjoyment and ended up entertaining the passengers on two of the ships they sailed, first the John T. Hutchinson, and then, this year, the Ishpeming. When not playing for their audiences, the two Seafarers display other arts in the galley. Jacobs is a 2d cook and Lagarisak sails as a messman.

PHOTOS LETTERS DRAWINGS ARTICLES POETRY are welcomed by your LOG

SIU Veteran Recalls Hardships Before Days Of Sea Unions

By Fred Harvey, Book H-120



Fred Harvey, an SIU oldtimer, sailed on the barque Palgrave, pictured above, out of Hamburg around the turn of the century. His story of the voyage around the Cape Horn to San Francisco; and the accounts of the trails and hardships of sailors in these days, emphasizes the advancements sea unions have made in the condition of the present day sailor.

Back in the days when we oldtimers shipped out on sailing ships, life was a rough, endless collection of starvation diets, miserable living conditions, crimps, boarding house masters and slave wages. Those were the days before the sailor had a strong maritime union to make sure he got a fair shake.

For those of who have been sailing since the turn of the century and lived through the worst of it, the only thing I can say is, "Thank the good Lord and men like Andy Furuseth, who started the sailor on a true course toward decent treatment on the ships they sail.

Back in September, 1904 I paid off the British barque Crown of Germany in Antwerp. Since I had about \$80 in my pocket, I figured the best place to keep it was in a seaman's mission since we sailors were apt to be taken for everything we had while on shore.

Back in those days Antwerp had many a trap for the unwary sailor, and the first boarding house I stopped at knew every trick in the book. Their favorite gimmick was to have the bartender tell you to drink all you wanted, and pay up tomorrow. The next morning when the hung-over seaman would come drooping down the stairs, he would find a huge collection of empty bottles on the table. Now, only a whale could have drunk what was on that table, but you can bet the befuddled seaman was going to end up paying for it.

After getting my fill of Antwerp, I took the advice of the British Consul and headed for Hamburg a couple of days later. In those days a sailor didn't have to lug a briefcase full of papers to satisfy every authority in creation when he felt like moving on. He was a free citizen of the world. When it came time to cross a border, he was never questioned, unless he was trying to get into Russia.

Looking back on my stay in Antwerp and Hamburg in 1904, it's easy to see that nothing much has changed for a seaman in a foreign city. No matter what language he speaks, it's easy to get along in any sailor town, as long as he has enough cash to pay the tab. Back in those days, though, if a seaman went broke, he knew the boarding house master would take care of

him and get him a ship. Naturally, the boarding master wasn't doing this out of generosity, since he grabbed the month's salary advance you got, and whatever you had when you landed at his door.

After spending a couple of weeks enjoying the sights, pleasures and girls of Hamburg, I decided it was once again time to ship out. I still had no intention of taking a job on a steamer, since sailing ships of all nations were to be had in Hamburg in those days. If they were good enough for Andy Furuseth in his sailing days, they were good enough for me.

I went around to the Board of Trade office at the British Consulate and got fixed up with a berth on a ship bound for Frisco. They gave me a month's advance of \$17.50, the prevailing rate. I got about half the money in cash, and half in gear which I would need on the ship.

Remember, this was in the days long before the seamen had strong maritime unions to represent them, and the operators furnished their ships with very little for the men they hired. We had to supply our own "Donkey's Breakfast," blankets, and even eating utensils.

So, I said goodbye to my friends in Hamburg and signed on HM four-masted barque Palgrave for a 36-month voyage to the U.S. West Coast and beyond. She carried a crew of about 37—22 sailors, 6 apprentices, and 3 mates. We had a new crew in the foc'sle, but the captain, who was a Scotchman, seemed to be a gentleman.

After an unusually good run to Cape Horn, living on the ordinary starvation diet that they fed us on a "limejuicer" back then, we made a fair passage of about 140 days to San Francisco. As far as feeding went, the usual practice was to have your next day's provision weighed out along with a ration of water at 4 P.M. every afternoon.

Can you imagine living on a ration that measured out to four quarts of water per man? This had to cover everything, including your coffee, tea, soup, drinking needs and personal washing, whenever you could. We had a big hogshead under the foc'sle head to store rainwater. We often drank from this barrel in hot weather,

and as long as the microbes weren't in sight, it went a long way toward relieving our thirst problems.

The Palgrave's crew was one of the hungriest I ever came across. The idea of a second helping was unheard of, and all a seaman could count on was what he had coming to him according to law. Today ships are always adequately provisioned, and a Seafarer can count on good chow when he ships out. Every seaman who signs on for a voyage today owes a big vote of thanks to unions like the SIU who made sure that their members get their proper share of everything.

We made San Francisco at the beginning of March in fine weather. As soon as we dropped anchor we were besieged with a huge army of crimps and boarding masters, but they didn't get any takers. Our ship started discharging cargo a couple of days later at the Howard Street wharf.

On Saturday night, every member of the crew was given a \$5 draw, and we all went ashore to enjoy ourselves. However, in the following days the ship began losing crewmembers, who also forfeited the wages they had earned up to that point.

Back in 1905 a ship's master could have a man who jumped ship arrested, if he could find him. On the other hand, the corrupt officials of the city government very often paid little attention to the protests which were lodged by masters of various sailing vessels. There wasn't too much sympathy for the captains, since everyone knew that when it came time to put a ship to sea, men were always to be had when the blood money started flowing.

As for me, well, I had enough of the bloody limejuicer I had rounded the Horn on. Up until the time the seamen won good wages and working conditions through the growth of strong maritime unions, the only way we could make sure that we were fed enough to keep us going along with a living wage was to find a new ship. And so I left the Palgrave and headed for the Barbary Coast to think about the possibility of abandoning those magnificent sailing ships and signing on steamer.



Harvey

NORTHWESTERN VICTORY (Victory Carriers), Sept. 27—Chairman, T. Kelsy; Secretary, E. Harris. \$3.71 in ship's fund. No beefs reported by department delegates.

TRANSORIENT (Hudson Waterways), Sept. 4—Chairman, Thomas J. Milburn; Secretary, Pete Triantafillos. No beefs reported by department delegates. Brother William McDonald was elected to serve as ship's delegate. Motion made that ship's delegate see the Chief Engineer about hose connection on washing machine. Suggestion made by several brothers that all new men get familiar with

George G. Glennon was elected to serve as ship's delegate. Vote of thanks extended to the steward department for the good food.

DEL CAMPO (Delta), Sept. 27—Chairman, H. Robert; Secretary, None. Brother Mahaffey was elected to serve as ship's delegate. All crewmembers requested to keep the messroom clean, and to return cups and glasses to messroom.

SANTA EMILLA (Liberty Navigation), Sept. 27—Chairman, George Hair; Secretary, J. M. Byers. Ship's delegate reported that all is running smoothly. Most of the repairs have been completed.

OVERSEAS EVA (Maritime Overseas), July 28—Chairman, Abe Handelman; Secretary, Eugene Boogly. No beefs reported by department delegates. No ship's fund.

STEEL WORKER (Isthmian), Sept. 27—Chairman, Joe Kramer; Secretary, R. Barsotti. All repairs taken care of. \$43.00 in ship's fund. Some disputed OT in engine department. Ship's should be fumigated for rats.

DETROIT (Sea-Land), Oct. 8—Chairman, B. Matarangolo; Secretary, E. R. Rosado. No beefs reported by department delegates. Everything is running smoothly.

OVERSEAS JOYCE (Maritime Overseas), Sept. 12—Chairman, O. Samdaly; Secretary, John W. Picou. \$9.55 in ship's fund. Some disputed OT in engine department. Suggestion made to see patrolman about water situation. Vote of thanks extended to the steward department and all department delegates.

ANTON BRUUN (Alpine), Sept. 27—Chairman, Henry M. Muranka; Secretary, Jack Dolan. Ship's library was received from SIU. Softball gloves, balls and bats were purchased in Durban for all hands to use. All beefs were settled satisfactorily. All repairs were taken care of. \$71 in ship's fund.

DIGEST of SIU SHIP MEETINGS

tunnel on port and starboard side of ship, and to use same in foul weather.

NATALIE (Maritime Overseas), Sept. 17—Chairman, C. Kempczynski; Secretary, M. Carlin. Brother Mike Carlin was elected to serve as ship's delegate. No beefs reported by department delegates.

ST. LAWRENCE (Destiny Carriers), Sept. 30—Chairman, B. G. Browning; Secretary, Gustav V. Thobe. Brother Filippo Carino was elected to serve as new ship's delegate. Discussion held about use of washing machine. Some disputed OT in engine department.

DEL AIRES (Delta), Sept. 4—Chairman, Robert W. McNay; Secretary, Ralph Collier. No beefs reported by department delegates. Brother

Where The Presidential Candidates Stand

(Continued from page 3)

EDUCATION

PRESIDENT JOHNSON—"I now call for a goal of higher education for every American with the desire and the capacity to learn. No one should be kept from knowledge because there is no room, or no teacher, or no library, or because he has no money.—Address, University of Texas, May 30, 1964.

SENATOR GOLDWATER—"The government has no right to educate children. The parents, you and I, have that responsibility. The child has no right to an education. In most cases, the children will get along very well without it."—Louisville, Ky., Courier-Journal, July 8, 1962.

HUMAN RIGHTS

PRESIDENT JOHNSON—"Today, Americans of all races stand side by side in Berlin and Viet Nam. They died side by side in Korea. Surely, they can work and eat and travel side by side in their own country."—State of the Union address, January 8, 1964.

SENATOR GOLDWATER—"If the Congress . . . enacts legislation to integrate department stores and restaurant facilities . . . we will have backed states' rights clear out of the Constitution."—Column under Goldwater by-line, June 27, 1963.

ROLE OF GOVERNMENT

PRESIDENT JOHNSON—"Does government subvert our freedom through the Social Security system, which guards our people against destitution when they are too old to work?

"Is freedom lessened by efforts to abate pollution in our streams, by efforts to gain knowledge of heart disease or cancer?

"Is freedom diminished by banning the sale of harmful drugs, by providing school lunches for our children . . . ?

"The truth is, far from crushing the individual, government at its best liberates him from the enslaving forces of his environment. For as Thomas Jefferson said, 'The care of human life and happiness is the first and only legitimate object of good government.'"—Address, Swarthmore College, June 8, 1964.

SENATOR GOLDWATER—"I fear Washington and centralized government more than I do Moscow."—Spartanburg, S. C., Herald, September 18, 1960.

"I have little interest in streamlining government or in making it more efficient, for I mean to reduce its size . . . My aim is not to pass laws, but to repeal them. It is not to inaugurate new programs, but to cancel old ones . . ."—Conscience of a Conservative.

"The government must begin to withdraw from a whole series of programs . . . from social welfare programs, education, public power, agriculture, public housing, urban renewal . . ."—Conscience of a Conservative

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:

Mark Joseph Sabatier, born May 29, 1963, to the Charles Sabatier's, Galveston, Texas.

Sean Patrick Heffernan, born May 2, 1964, to the Thomas P. Heffernan's, Buffalo, N.Y.

Darlene Fike, born August 24, 1964, to the Larry L. Fike's, San Pedro, Calif.

Joseph Benson Lujan, born March 5, 1964, to the Joe E. Lujan's, San Francisco, Calif.

Joan Marie Tamlyn, born June 21, 1964, to the Robert E. Tamlyn's, St. Ignace, Mich.

Mark & Michael Collins, born August 13, 1964, to the Neal T. Collins', Mobile, Alabama.

Sherlena Weaver, born July 4, 1964, to the Lloyd L. Weaver's, New Orleans, La.

Tammy McGee, born April 29, 1964, to the Jerry J. McGee's, Houston, Texas.

Michael Ruth, born July 9, 1964, to the William A. Ruth's, Baltimore, Maryland.

Wendy Burriss, born June 19, 1964, to the William Burriss', Wilmington, North Carolina.

Joseph Puglisi, born September 3, 1964, to the Joseph Puglisi's, Brooklyn, New York.

Karen Lee Oreo, born August 7, 1964, to the Anthony P. Oreo's, North Cape May, N.J.

Wayne Johnson, born August 21, 1964, to the Ronnie G. Johnson's, Alpena, Michigan.

Douglas Hovey, born September 6, 1964, to the Douglass P. Hovey's, Essexville, Mich.

Melissa Johnson, born July 15, 1964, to the Winston A. Johnson's, Superior, Wisc.

Leonard Gonzales, born August 12, 1964, to the Tommy R. Gonzales', Seattle, Washington.

Kelly Marie Vial, born September 8, 1964, to the Erwin H. Vial's, Sr., Westwego, La.

James Curley Baudoin, Jr., born July 10, 1964, to the James C. Baudoin's, Abbeville, La.

Todd Michael Werda, born August 20, 1964, to the Norbert S. Werda's, Alpena, Mich.

Michella Tamara Gibbons, born June 12, 1964, to the John L. Gibbons', Jr., B'klyn., N.Y.

Lyndon Dofredo, born March 16, 1964, to the Domingo A. Dofredo's, Seattle, Wash.

Richard Alan Wilson, born July 4, 1964, to the Russell T. Wilson's, Virginia Beach, Va.

Timothy Troy Elliott, born August 23, 1964, to the John W. Elliott's, Baytown, Texas.

Joseph Little, born September 10, 1964, to the John Little's, Jr., Bayonne, N.J.

Stephen N. Kelley, born September 7, 1964, to the Robert N. Kelley's, Jackson, Ala.

Shelly Cooley, born August 13, 1964, to the Alvin W. Cooley's, Leakesville, Miss.

Jeffrey Allan Bunker, born September 10, 1964, to the Lewis D. Bunker's, St. Ignace, Mich.

Kristopher Kirwin, born August 2, 1964, to the Kenneth R. Kirwin's, Oaklyn, N.J.

Kevin Hunger, born June 13, 1964, to the Charles W. Hunger's, New Orleans, La.

Arthur Salls, born August 22, 1964, to the Marion B. Salls', Jacksonville, Fla.

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):

Glenwood Anthony Masterson, 66: The victim of a head injury, Brother Masterson died in the USPHS Hospital in San Francisco, Cal., on March 19, 1964. A member of the engine department, he became a member of the SIU in 1941. He is survived by his wife, Mrs. Eva J. Masterson. Burial was in the Golden Gate National Cemetery, San Bruno, Cal.



Rubin I. Mins, 38: Brother Mins died on August 16, 1964, the victim of a drowning accident at Pontchartrain Beach, La. A member of the engine department, he joined the Union in 1960. He is survived by four brothers, a sister, his mother and Molly Mins, his former wife. Burial was in Metairie Cemetery, New Orleans, La.



Virgil R. Sautler, 46: Brother Sautler died of drowning when the tugboat Wales, on which he was working, overturned on April 25, 1964. A member of the IBU, he worked as a deck hand. He is survived by his wife, Annie Mae Sautler. Burial was in the Galveston Memorial Park Cemetery, Hitchcock, Texas.



Andres Posada Sanchez, 53: Heart failure was fatal to Brother Sanchez on April 28, 1964 while he was in Spain. A member of the deck department until he retired in 1963, he joined the SIU in 1943. He is survived by his wife Carmen Fernandez Posada. Burial was in the Cillero Graveyard, Cillero Vivers, Spain.



Clifford T. Wuertz, 63: Brother Wuertz died at his home in New Orleans of pneumonia on April 13, 1964. A member of the engine department until he retired in 1962, he joined the Union in 1956. He is survived by his brother Roger Wuertz. His place of burial is not known.



Schedule of Membership Meetings

SIU-AGLIWD Meetings

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

New York	November 2	Detroit	October 16
Philadelphia	November 3	Houston	November 9
Baltimore	November 4	New Orleans	November 10
Mobile	November 11		

West Coast SIU-AGLIWD Meetings

SIU headquarters has issued the following schedule through August, 1964 for the monthly informational meetings to be held in West Coast ports for the benefit of Seafarers shipping from Wilmington, San Francisco and Seattle, or who are due to return from the Far East. All Seafarers are expected to attend these meetings, in accord with an Executive Board resolution adopted in December, 1961. Meetings in Wilmington are on Monday, San Francisco on Wednesday and Seattle on Friday, starting at 2 PM local time.

The schedule is as follows:

Wilmington	San Francisco	Seattle
October 19	October 21	October 23
November 16	November 18	November 20

Great Lakes SIU Meetings

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

Detroit	Oct. 19—2 PM
Alpena, Buffalo, Chicago, Cleveland, Duluth, Frankfort, November 2—7 PM	

SIU Inland Boatmen's Union

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

Philadelphia	Nov. 3—5 PM
Baltimore (licensed and unlicensed)	Nov. 4—5 PM
Houston	Nov. 9—5 PM
Norfolk	Nov. 5—7 PM
N'Orleans	Nov. 10—5 PM
Mobile	Nov. 11—5 PM

RAILWAY MARINE REGION

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

Jersey City	Nov. 9
Philadelphia	Nov. 10
Baltimore	Nov. 11
*Norfolk	Nov. 12

GREAT LAKES TUG AND DREDGE REGION

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

Detroit	Nov. 9—2 PM
Milwaukee	Nov. 9
Chicago	Nov. 10
Buffalo	Nov. 11
†Sault Ste. Marie	Nov. 12
Duluth	Oct. 16
Lorain	Oct. 16

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

Cleveland	Oct. 16
Toledo	Oct. 16
Ashtabula	Oct. 13

(For meeting place, contact John Mero, 1644 West 3rd Street, Ashtabula, Ohio).

United Industrial Workers

Regular membership meetings for UIW members are scheduled each month at 7 PM in various ports. The next meetings will be:

New York	November 2
Baltimore	November 4
Philadelphia	November 3
†Houston	November 9
Mobile	November 11
New Orleans	November 10

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

PERSONALS and NOTICES

Gene Stark
Your mother has asked that you contact her at Box 736, Baker, Mont., or telephone 778-2691.

Charles Dahlhouse
Contact Thelma Treadway at 1427 Polymnia St., New Orleans about a very important matter.

S.S. Warrior Crews
Will the gangway watch on the night of July 12, 1963 in Galveston, Texas, who was on duty when Jack Strahan broke his ankle write Mr. W. Jiles Roberts, 617 Americana Bldg., Houston 2, Texas, at once.

Raymond Tilley
You are asked to contact Thomas Sullivan, P.O. Box 185, Ludington, Michigan 49431.

Odel Powell
Mr. George Pitour asks that you contact him at 27-34 14th Street, Long Island City, New York 11102.

Ponderosa Crewmembers
Personal baggage of former crewmembers is being held in the Baltimore Hall for the men listed below. The men are asked to make arrangements to have the baggage picked up as soon as possible.

Robert I. Fagan, Frank Ridrighs, Anthony W. Stafford, Robert Doyle, Steve Marconis, Blanton Jackson, Gettes Lightfoot, Howard Flynn.

George B. Rohan (Rowan)
Betty Heiser Atkins desires that you or anyone knowing your whereabouts contact her at 403 Cedar Hill Ave., Baltimore, Md.

Francis Joseph McGarry
Contact the Welfare Plan Office at Union Headquarters, 675 Fourth Ave., Brooklyn, N.Y., at your earliest convenience.

A. Korsak
The number of Mrs. Louis Qualtiere has been changed to UN 6-7320.

Rudy P. De Boissiere
Contact the Welfare Plan Office at Union Headquarters, 675 Fourth Ave., Brooklyn, N.Y., at your earliest convenience.

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

Vasco Barros, Margarito Borja, Orla S. Bushold, Eugene L. Castano Jr., Winfred S. Daniel, Fortunato Drilon, Donald J. Hampton, Eighl E. Hjelm, Willard Layton, Sheffield Nerkitt, Robert W. Oslin, Arthur D. Payton, Jorgen G. Pederson, Champ C. Smith, Charles E. Switzer (3), Bernardo Tombocon, Grover Turner, Ding H. Woo.

FOR SIU PENSIONERS: \$150 MONTHLY PLUS*

Seafarers who retire, either on the standard pension at age 65 or at an earlier age on the disability pension, receive \$150 a month. This, of course, is in addition to their Social Security benefits.

Perhaps even more important today is the additional benefit pensioned Seafarers receive in the form of unlimited medical expenses. And at the same time, the wives and dependents of pensioned Seafarers continue to be covered under the dependent benefit schedule just as they were while the Seafarer was still working.

The unlimited medical expense feature of the Seafarers Pension Plan is most important because of the continuing increases in medical expenses over the past years. Statistics compiled by the American Hospital Association show that the cost of hospital care has risen to almost four times what it was in 1946 and is continuing to rise.

Retired Seafarer O. C. (name withheld), who went on pension in 1961 recently required surgery to save his life. The unlimited medical expense feature of the Seafarers Plan paid the \$1,200 bill in full.

With the unlimited medical expenses available to him, the pensioned Seafarer can use his pension money for living expenses, without worrying about being unable to pay for medical treatment and care.

Retired Seafarer C. B., on SIU pension since 1956 requires treatment for a heart condition at costs averaging \$30 monthly for medicine and \$15 monthly for treatment—\$45 every month. The SIU Plan takes care of the bills.

The unlimited medical expense benefit is available to the pensioned Seafarer at a time when medical expenses can be expected to occur more frequently and to be more costly. Statistics show that people over 65 use three times as much hospital care as people under 65 and spend over twice as much for medical care as the rest of the population.

Retired Seafarer F. M., who went on pension in 1958, became unable to take care of himself and had to enter a nursing home nine months ago. The SIU Pension Plan pays the \$250 monthly costs.

* **UNLIMITED MEDICAL CARE**

SEAFARERS LOG

1964 ELECTION SUPPLEMENT

SIU

ATLANTIC, GULF, LAKES & INLAND WATERS DISTRICT

ELECTION

Election Procedures

Qualified Candidates

with photos and records submitted by candidates

Sections of SIU Constitution

Sample Ballot



Election Procedures: SIU Executive Board Minutes, Sept. 9, 1964

(The following executive board minutes were acted on and approved by the membership at port meetings held on October 9, 1964.)

The meeting was called to order at 3:00 P.M. by Paul Hall, President.

PRESENT: Paul Hall, President; Robert A. Matthews, Vice-President; Earl Shepard, Vice-President; Al Kerr, Secretary-Treasurer; Lindsey Williams, Vice-President.

ABSENT: Carl Tanner, Executive Vice-President; Al Tanner, Vice-President.

ALSO PRESENT: Herb Brand, Director of Organizing & Publications; Howard Schulman, SIU General Counsel.

The President announced that a quorum was present.

He then stated that the purpose of the meeting was to discuss the 1964 general election, review the steps taken so far, and to determine whether the Executive Board wished to recommend any additional steps which would, in its collective judgment, be desirable to comply not merely with the letter, but also, with the intent, of the Constitution, the Secretary-Treasurer "additions to the Voting Procedures" as has been concurred in by the membership, applicable law, and this Union's policy of full and fair treatment for all candidates.

The President next stated that the General Counsel was present at his request. He asked the General Counsel if he was aware of the election steps taken to date. The General Counsel replied in the affirmative, that he and other members of his staff had checked the Credentials Committee report and supporting records, and the election material prepared and distributed. The General Counsel stated that, in his opinion, the Union was in strict compliance with the Constitution and applicable law, including, in particular, the Landrum-Griffin Act, and that he now so formally advised the Executive Board. He stated further that, so far as law was concerned, one last affirmative step remained to be taken, that is, the mailing of the 15 day notice required by law, that the Union was aware of this, and was, in fact, in the process of preparing the same for mailing. He pointed out that this would have to be completed on or prior to October 15, 1964. The Secretary-Treasurer stated that this would be accomplished.

The President then called for an open general discussion dealing with the purpose of the meeting, after which, the following was decided upon:

RE: UNION GENERAL ELECTIONS, 1964

The Executive Board wishes to make the following report and recommendations to the membership, for the purpose of keeping the membership informed, effectuating the Union's policy of completely equal and fair treatment to all candidates, and rounding out the Union's compliance with law, including the Landrum-Griffin Act.

A. All steps required up to now to comply with Landrum-Griffin have been taken. There remains one step, the mailing of notices to the members, and recommend this step be taken, in accordance with law, on or prior to October 15, 1964. It need hardly be noted, of course, that, both at regular meetings of the membership,

and through the Seafarers Log, all details of the election have already been communicated. Insofar as our Constitutional requirements regarding elections are concerned, not only are copies of the Constitution available at all ports, but also, the LOG prints the Constitution verbatim every six months. Every member, therefore, should be aware of these requirements.

B. 1. The policy of the Union has been, and is, equal electioneering limits and facilities for all candidates. As usual, the Seafarers Log will contain an election supplement, which includes the biographical sketches of each candidate and his photo, together with a sample ballot with voting instructions. The usual distribution pattern will be followed. That is, it is sent to all contracted vessels, is made available in substantial quantities, in all Union halls, and is otherwise distributed. Candidates and members will, therefore, have available to them those materials for electioneering, or any other purpose. In addition to that, the Executive Board recommends the printing of this election supplement in enough copies so that there will be available to each candidate, at his request, 100 copies thereof, to be used for such purposes as the candidate may choose. It is felt that 100 copies for each candidate is reasonable. There must be obviously be some limit to the Union's expenditures in this regard. To insure equal treatment for each candidate, copies of this special material shall be made available in each Union hall. The Port Agent shall deliver the amount requested (up to 100) to each candidate, obtain a receipt therefor, keep a record of the same, and notify the Secretary-Treasurer, Al Kerr immediately. It will be the Secretary-Treasurer's duty to keep a central tally, and to replenish stocks of this material when, as, and if needed.

2. To insure good order and to further preserve the secrecy of the ballot, electioneering must not take place within 25 feet of the polling place. In any event, the Union continues to insist on good order and decorum, which must be preserved. Any member whose ballot has been solicited within the prohibited area is required to make this fact known to the Polls Committee, which shall record the complaint in its report, as well as its findings and recommendations thereon. In addition, the member is required to notify the Secretary-Treasurer, Al Kerr, at Headquarters, within 24 hours of the occurrence by registered mail, return receipt requested, of the facts, which notification must be signed by the complainant, together with his book number.

In that connection, the Executive Board recommends that the membership also adopt the rule that, in any case any member has a complaint that any of the election and balloting procedures of this Union have been violated, the same procedure as above set forth shall be followed. While the members have already been notified, through the Log, as to notifications to the President in case of a claimed violation of any rights, it is recommended that the rule set forth herein be adopted with reference to the balloting and election procedures in this election, since the Secretary-Treasurer, under the Constitution, is charged with specific administrative duties in connection with elections and referendums. The member's duty to report

violations in this manner should be emphasized. If situations exist which call for corrective action, that action ought to be taken. It can't be taken if the responsible parties under the Constitution are not made aware of the facts.

3. Obviously, nothing in these recommendations is to be deemed to deprive any candidate or member of his constitutional right to observe the conduct of the election, the tallying of ballots, and so on, provided he maintains proper decorum.

4. In accordance with established policy, the Union, its officers, the Log, and, indeed, the entire membership, should continue to encourage the utmost interest in the election. The Executive Board urges the largest possible vote, and encourages the use of proper electioneering to further stimulate interest in the exercise of this important right.

C. The Secretary-Treasurer states that, in compliance with law he has prepared a membership list, to be available for inspection by any and all candidates. Again in accordance with law, the list is, and will be kept, available at Headquarters. While this is a valuable record, we recommend that the Secretary-Treasurer not be required to sit with whoever is inspecting the list, but that arrangements be made for a rank and file committee of three (3) to be elected for that purpose. We further recommend that a proper receipt be obtained from the inspecting candidate. Finally, since many members object to the Union releasing their names and addresses, and since it has been a long term policy of the Union to respect these feelings on the part of the membership, we recommend that, while each candidate may have his inspection, no candidate shall be allowed to make copies of the list or any part thereof.

D. Without regard to the Executive Board's power under Article VII of the Constitution, the Executive Board specifically requests that the matters herein be brought to the attention of the membership and acted upon by them, by special meetings held in all ports, subject to the requirements of the Constitution, commencing on Friday, October 9, 1964, at 9:00 A.M. It is also recommended that these minutes if approved as aforesaid, be included in the Seafarers Log election supplement of 1964, be included in the notice, referred to above, to be mailed to the membership in accordance with law, and, in addition, be prominently posted in the Union halls for the duration of the balloting.

The Secretary-Treasurer was unanimously directed to take all steps necessary to effectuate the foregoing.

ADJOURNMENT: Paul Hall, Chairman, then asked those assembled if there was any further business to come before the Board. There being no further business to be transacted, it was then moved by Lindsey Williams and seconded by Earl Shepard that this Board meeting stand adjourned. Carried by a unanimous vote of the Board.

Meeting was then adjourned at 5:20 P.M.

Fraternally submitted,

By:

AL KERR, Secretary-Treasurer

Candidates For SIU Elective Posts

For: President

(Vote For One)

JOHN COLE—Book No. C-8— No. 1 On Ballot



Defeated Power Elite's Kangaroo Court expulsion and free speech suppression attempts. Holds members' interests should be leaders' interests; yet, typically, Executive Board capriciously cancelled New Orleans vote for essential shipping-board; showcasing sculpture instead. Similarly, heaviest-bleed unionists, hopelessly trailing industry. Conditionwise, were administratively denied overdue living cost raise while supporting longshore strikers twelve dollars weekly boost. Resent Union levying directly from earnings to assume following management functions: physical examinations, legislative lobbying, safety, lifeboat school, belly-robbing plan. Opposes: ruinous waterfront wars as organizing excuse; pampering shoestring operators at cost of family allotments; skeletonizing manning scales to maritime's lowest.

PAUL HALL—Book No. H-1— No. 2 On Ballot



Original member of SIU. Hold all strike clearances. Elected secretary-treasurer 1948. Participated in all SIU organizing campaigns and major beefs since earliest days. Served on all SIU negotiating committees since 1948. Helped initiate Welfare, Vacation and Pension Plans. Participated in drive for SIU seniority hiring system to save Union hiring hall. Now serving as SIU president.

WILLIAM JOHN SMITH—Book No. S-60—No. 3 On Ballot



Started sailing in 1944 as member of the SIU Pacific District. Transferred to Atlantic and Gulf District in April, 1947. Was picket captain in Philadelphia during 1946 General Strike. Was doorman in Philadelphia for short while in 1947. Active during Isthmian strike in 1947. Have sailed many newly organized ships as deck and ship's delegate. Assisted in negotiating working rules for vacuumator machines aboard the SS Producer in 1958. Am a member of the deck department sailing as boatswain, deck maintenance or able-bodied seaman. Am at present sailing as AB aboard SS Portmar.

For: Executive Vice-President

(Vote For One)

CAL TANNER—Book No. T-1— No. 4 On Ballot



Charter member of the SIU since the beginning. Sailed actively during the war, seeing service in most combat zones. Active in Isthmian organizing drive both on ship and ashore as organizer. Elected Mobile agent from 1947 to 1960. Participated in various A&G District organizing drives of past years. Active in all SIU beefs and holds clearances for all strikes the Union has engaged in since it was first organized. Now serving as executive vice-president, to which I was elected in 1960.

For: Secretary-Treasurer

(Vote For One)

AL KERR—Book No. K-7— No. 5 On Ballot



Joined the SIU on November 6, 1943, in Port of New York. Sailed in all ratings in the deck department. Holds a clear record on all Union beefs and picketing actions since he joined the SIU. Has served the Union in many official capacities since 1945, including organizer, dispatcher, patrolman, assistant administrator of the SIU Welfare and Vacation Plans, as well as secretary-treasurer of all the Union's corporations. At present serves as secretary-treasurer of Union and its corporations.

For: Vice-President in Charge of Contracts and Contract Enforcement

(Vote For One)

ROBERT A. MATTHEWS—Book No. M-1— No. 6 On Ballot



Joined SIU when it was chartered. Served as patrolman and port agent in Mobile and later as agent in Jacksonville and San Francisco. Assigned in 1946 to NY as hq representative. Served on every Union negotiating committee from 1946 to 1954. Elected assistant secretary-treasurer 1948, 1949 and 1950; hq representative for 1951-'52. Assistant secretary-treasurer 1953-'54, 1955-'56, 1957-'58. Houston agent from 1958 to 1962, when assumed post of vice-president in charge of contracts and contract enforcement. Participated in all SIU strikes and beefs.

For: Vice-President in Charge of the Atlantic Coast

(Vote For One)

EARL (Bull) SHEPARD—Book No. S-2—No. 7 On Ballot



One of SIU's original members. Active in P&O strike and other early Union actions. Directed field work in Isthmian organizing drive. Participated in Great Lakes organizing. Directed N.Y. waterfront activities in 1946 general strike. Appointed New Orleans port agent in 1947. Elected New Orleans agent for 1948, 1949, 1950. Elected assistant secretary-treasurer for 1951. Appointed Baltimore agent in 1951. Elected Baltimore agent in every election since 1952, and elected vice-president in charge of Atlantic Coast in 1960.

For: Vice-President in Charge of the Gulf Coast

(Vote For One)

JAMES L. TUCKER—Book No. T-22— No. 8 On Ballot



Transferred from the old AFL Seaman's Union in 1938 in Port of Baltimore when the SIU was formed. Have sailed regularly since then in all ratings in the deck department. Have been both deck and ship's delegate on many ships. Participated in various Union beefs and have a clear strike record. Have served as patrolman and agent appointed in Baltimore, Charleston and Mobile. At present am employed on the SS DEL NORTE as AB maintenance.

LINDSEY WILLIAMS—Book No. W-1—No. 9 On Ballot



Joined SIU in January, 1942, in New Orleans. Sailed in the deck department during the war in practically every war zone. Served as Gulf area organizer during Union drive to organize Isthmian. Director of organization for Cities Service drive and was responsible for bringing many other new companies under contact. Elected New Orleans port agent in each election from 1950 to 1960, when elected vice-president in charge of Gulf Coast.

For: Vice-President in Charge of the Lakes and Inland Waters

(Vote For One)

AL TANNER—Book No. T-12— No. 10 On Ballot



Sailed steward department ratings on SIU ships for many years. Became SIU member December, 1951. Came off ship to manage Baltimore Port O'Call when new hall opened. Participated in Baltimore HIWD and MAWD organizing including successful drive for harbor tugs. Active in aid to Westinghouse strikers. Also in N.Y. Marine Allied Workers organizing and as Welfare Services representative. Now coordinator of Great Lakes organizing for the Maritime Trades Dept. Elected vice-president in charge of Lakes and Inland Waters in 1960.

For: Headquarters Representative

(Vote For Three)

WILLIAM (Bill) HALL—Book No. H-272— No. 11 On Ballot



Joined SIU, A&G District, in 1944, in the Port of New York. Served actively in many of the Union's major strikes and beefs, including the 1946 general strike, the 1947 Isthmian strike, the Wall Street strike and the Canadian beef. Was elected deck delegate and ship's delegate on most of the ships I sailed. Holds clearances for all Union actions. Elected assistant secretary-treasurer for 1953-54. Re-elected 1955-'56, 1957-'58. Serving as headquarters representative since 1960.

THOMAS (Curley) LILES, JR.—Book No. L-230— No. 12 On Ballot



Joined SIU in the Port of New Orleans in 1950. Previously had served in U.S. Navy from 1942-1945. Sails in the steward department and has steward's and cook's ratings. Participated in 1946 general strike and the Isthmian strike, and has strike clearance for both.



**EDWARD (Eddie) MOONEY—Book No. M-7—
No. 18 On Ballot**

Joined SIU in 1945. Served as ship's delegate or steward delegate on majority of ships. Member of Food and Housing Committee for 1946 general strike. Assisted during Canadian beef, and represented Union in various beefs in Puerto Rico. Participated in Wall Street strike. Appointed New York patrolman in 1952. Elected NY joint patrolman 1953-'54. Served as headquarters representative since 1955. Played major role in Robin Line beef.



FREDDIE STEWART—Book No. S-8—No. 14 On Ballot

Was volunteer organizer for SIU when it was founded. Participated in all major strikes including bonus strike, Isthmian, 1946 general strike and other actions. Was leader of direct action to secure milk, good provisions and decent shipboard conditions for all Seafarers. Served as steward patrolman in N.Y. in 1947 and joint patrolman in 1948 and 1949. Elected steward or joint patrolman for all years, 1950-1960, and as headquarters representative in 1960. Assisted in drawing up many of the Union's past contracts.



**LUIGI IOVINO—Book No. I-11—
No. 21 On Ballot**

First started sailing with the SIU in 1946, and has shipped in both steward and deck departments since that time. Took part in 1946 general strike, the Wall Street strike and was active in the Isthmian organizing campaign. Also helped organize Government workers. On many occasions during the past fourteen years, has taken role in shipboard responsibility by serving as a delegate. Now serving as Joint Patrolman in New York.



**PASQUALE (Pat) MARINELLI—Book No. M-462—
No. 22 On Ballot**

Have been sailing in the SIU since 1950 when I joined in the Port of New York. Sailed in the deck department as AB and carpenter. Have active Union record and have participated in all major Union beefs and organizing activities since joining the Union. Took part in many successful organizing campaigns in Puerto Rico. Now serving as patrolman in the Port of New York.



**FRANK MONGELLI—Book No. M-1111—
No. 23 On Ballot**

Started sailing in 1938 in the deck department. Came ashore to work for SIU in 1952. Has served in numerous capacities including building superintendent for five years. In charge of SIU training school activities including responsibility for lifeboat class, entry training and upgrading. Active in all SIU beefs since coming ashore including longshore, American Coal, Bull Line strike, Robin Line and SS Cleopatra. Has a clear record on all Union beefs. Elected New York joint patrolman in 1960.



E. B. (Mac) McAULEY—Book No. M-20—No. 24 On Ballot

Have been member of the SIU since 1943. Sailed all zones during World War II in both steward and engine departments. Was an official SIU observer during 1946 Isthmian election. Was acting Savannah agent in 1946. Have been ship's delegate and engine delegate on numerous ships. Was patrolman-dispatcher in Savannah during 1952-53. Served as headquarters organizer in 1953-54. New York Dispatcher in 1954. New York Joint patrolman 1955-56. Elected Savannah Agent 1957-58. Part of 1958-61 worked on headquarters staff. Was West Coast representative in 1962-64.



**GEORGE McCARTNEY—Book No. M-948—
No. 25 On Ballot**

Started sailing in 1949. Have sailed in all departments at one time or another aboard freighters, tankers and passenger vessels. Have been departmental or ship's delegate aboard most ships on which I sailed. Came ashore in 1961 to serve as patrolman in New York and Philadelphia. Served as agent in the Port of Wilmington, California, for 2 years. Was reassigned to headquarters in January of this year where I am presently serving as patrolman. If elected, will represent the membership to the best of my ability and will at all times abide by the Constitution and policies of this Union.



FRED G. OESTMAN—Book No. O-41—No. 26 On Ballot

I have been an active member of the Union, in good standing, since 1946. My book was retired from 1954 to 1956, during which time I was inducted into the Army for two years. I returned to sailing upon my discharge. I am 36 years old. My organizational record shall show I have taken part in several actions over the years.



**GEORGE (Frenchy) RUF—Book No. R-1—
No. 27 On Ballot**

Have been a member of the Union in good standing for over 20 years. Have all strike clearances. Worked as a Union official in various jobs since 1946. Have sailed on all types of SIU ships. Helped on several organizing jobs, both as ship and shoreside organizer.



CHARLES SCOFIELD—Book No. S-186—No. 28 On Ballot

Joined the SIU in the Port of Norfolk in 1942. Sailed all during World War II and Korean War. Sailed in the engine department and served on many ships as engine department and ship's delegate. Appointed as joint patrolman for the Port of New York in October 1959. Elected by the membership as joint patrolman port of New York 1961-1964.



CHARLES STAMBUL—Book No. S-578—No. 29 On Ballot

I believe that I can do a good job for the Union and its membership. As a member for many years, I have participated in many Union beefs which include organizing Isthmian, Wall Street beef, longshoremen's dispute and others. I was on the financial committee many times and was also on the balloting committee. I was the engine room delegate and ship's delegate on many ships.

For: New York Agent

(Vote For One)



**JOSEPH (Joe Di George) DI GIORGIO—
Book No. D-2—No. 15 On Ballot**

Joined the Atlantic & Gulf District in 1951 in New Orleans. Served actively in many of the Union's major beefs and strikes in the years since then, including the 1946 general strike, the Isthmian strike, the Wall Street beef and numerous others. Elected Baltimore patrolman 1955-1956. Served on numerous rank and file committees and elected ship's delegate and steward delegate on many occasions. Was elected New York joint patrolman 1958-60 and reelected in 1960. Now serving as acting port agent.

For: New York Joint Patrolman

(Vote For Ten)



**THEODORE (Ted) BABKOWSKI—Book No. B-1—
No. 16 On Ballot**

Joined SIU in 1941 and sailed in all combat zones during World War II. Was volunteer organizer in Isthmian drive and various tanker drives. Served on NY Isthmian strike committee. Active in 1946 strike, Coos Bay and shipyard beefs. Served on Baltimore committee aiding shipyard and telephone workers. Elected engine or joint patrolman at each election since 1949. Currently Seattle agent.



**ANGUS (Red) CAMPBELL—Book No. C-217—
No. 17 On Ballot**

I have been a member of the Union since 1943, sailing in the deck department. I served as a voluntary organizer in the successful Isthmian organizing campaign and the Cities Service organizing campaign. I have been active in practically all Union strikes and have strike clearance in all major beefs. On most ships that I have sailed I have served as department and ship's delegate. Throughout the years I have been elected and served in various constitutional committees such as Union financial committee, balloting committee. In 1960-63 I served as joint patrolman in the Port of New York. Since 1963 I have been serving as acting agent in San Juan, Puerto Rico.



**WARREN H. CASSIDY—Book No. C-724—
No. 18 On Ballot**

I am presently an active member of the Union and have been since 1947. Presently I sail in the Stewards Department. I have been taking part in all major beefs of this Union since 1947, the only exception being when I was at sea. My home town is Boston, but for the past several years I have made Brooklyn my home, and New York is my "home" shipping port. I would appreciate any and all support from the membership, and if elected will do my best to serve the members in the best way I can.



**JOHN FAY—Book No. F-363—
No. 19 On Ballot**

I sailed in both the steward and deck departments before coming ashore in 1957. Since then have been employed by the Seafarers International Union in various capacities. I served as dispatcher, patrolman and welfare representative. I have been active in various beefs and organizing drives such as the American coal beef, Bull beef, Robin Line and most recently the Puerto Rican organizing drive. Have served as Boston Port Agent, and New York patrolman.



**VINCENT GENCO—Book No. G-79—
No. 20 On Ballot**

I have been an SIU book member since March, 1945. I retired my book in December, 1945, and reactivated it again in August 1949. Since then I have had delegates' jobs almost continuously and I also served as committeeman during the coal beef in the Port of Baltimore and various other beefs when on the beach. At the present time, I am a crewmember and AB in deck department on the tanker SS Eagle Voyager. I joined the ship on June 28, 1964, in the Port of New York.



LORENCE E. TAYLOR—Book No. T-79—No. 30 on Ballot

I became a member of the SIU in 1945 though I have more than 28 years seetime. I have always sailed in the Engine room. My strike clearance record is perfect, have supported the Union in all its actions. I have been active in organizing particularly Dry Trans and Seatrader Co., I made physical contributions to the Wall Street, Wage Stabilization Board and Isthmian Beefs. If elected, I promise to serve the membership loyally and conscientiously.



KEITH TERPE—Book No. T-3— No. 31 On Ballot

Sailed throughout World War II. Was headquarters organizer during 1949-51, active in winning successful Cities Service drive. Also served as acting port agent in Lake Charles during 1950-51. Helped organize several other non-union companies. Was New York patrolman, contract negotiator and headquarters representative 1951-1952. Elected N.Y. joint patrolman 1955-56, also 1958-60, and again in 1960. Have been serving Union in Puerto Rico.



BERNARD TONER—Book No. T-28— No. 32 On Ballot

I have been in the SIU ever since I began sailing. I ship in the deck department as bosun, carpenter or deck maintenance, and have had my share of deck and ship's delegate jobs.



STEVEN (Steve) ZUBOVICH—Book No. Z-13— No. 33 On Ballot

First sailed on Seafarers International Union ships in 1944. Received full book in 1945. Have clearance for all major beefs while shipping. Was in US Navy in 1946. Then returned to sea. Sail in deck department. Elected ship's delegate or deck delegate on majority of ships I sailed on. Elected joint patrolman in 1960, and have been serving in port of New York.

For: Philadelphia Agent
(Vote For One)



FRANK DROZAK—Book No. D-22— No. 34 On Ballot

Joined SIU in 1944 from port of Mobile. Sailed boatswain. Elected ships Delegate on most of contracted vessels. Active in all major beef: Cities Service, Isthmian, Moore-McCormack, NMU, Railroad Strike, SS Atlantic Beef, Teamster beefs in Puerto Rico and Philadelphia. Acting Port Agent in New York from 1959 to 1961. Port Agent Philadelphia since 1962 and Secretary-Treasurer of Maritime Port Council in Philadelphia.

For: Philadelphia Joint Patrolman
(Vote For Two)



WILLIAM R. DAVIES—Book No. D-178— No. 35 On Ballot

I have been an active member of the Seafarers Union for 22 years, helped organize on many occasions, and served the Union when needed in many ports, and also as Delegate on many ships. I have always believed in Unions and what they stand for, and will, always will respond to the responsibility of being a Union brother.



BELARMINO (Benny) GONZALEZ—Book No. G-4— No. 36 On Ballot

Joined the SIU in 1938, in Tampa. Active in organizing P&O Line and in subsequent P&O strike. Helped organize Florida East Coast Carferry in 1940. Was New York dispatcher in 1946-47, steward department patrolman in 1948. Elected Baltimore steward patrolman in 1949. Served as AFL organizer in Florida. Was patrolman in Tampa, patrolman and dispatcher in New York during 1953-54. Elected Tampa joint patrolman in 1955-56. Now serving as Miami agent.



LEON HALL, JR.—Book No. H-125—No. 37 On Ballot

Joined Union in 1939. Sailed continuously until 1942 when I went into service of U.S. Army, serving until 1946. Returned to sailing on leaving Army. Served as delegate aboard many vessels. Participated in 1946 general strike, Wall Street strike, the Isthmian beef and practically all other major Union beefs. Have worked as patrolman in the ports of San Francisco, Philadelphia and New York.



EDWARD KRESZ—Book No. K-315—No. 38 On Ballot

Since receiving my book in 1953, I believe I've done my utmost to uphold the Union and our Constitution. Serving mostly as deck and ship's delegate, I also believe I'm capable of upholding any Union activities ashore as well as at sea. Hoping you, the membership, will give me the chance to prove this.

For: Baltimore Agent
(Vote For One)



REXFORD (Rex) DICKEY—Book No. D-6— No. 39 On Ballot

Elected deck patrolman for the Port of Baltimore for ten terms from 1938-48. Sailed actively on a leave of absence in the war years, 1942-43. Served as patrolman-organizer during the Isthmian drive and returned to this position on appointment in May, 1952. Was active in the 1946 general strike. Sailed as AB between 1948 and 1952. Elected Baltimore joint patrolman 1955 to present. Elected as Baltimore Port Agent in 1960. Has been clear in all Union strikes.

For: Baltimore Joint Patrolman
(Vote For Four)



W. PAUL GONSORCHIK—Book No. G-2— No. 40 On Ballot

I joined the SIU on its inception, 1938. Became dispatcher in New York, 1940, served until 1948. In 1948 became patrolman in New York until 1960. In 1960 appointed agent Port of Norfolk, Va. Beginning in 1962 served as patrolman for the Port of Baltimore, Md., for two-and-a-half years. As of January 1964, appointed agent pro tem till present date. Participated in all the major strikes for the time in New York, Baltimore and Norfolk.



ELI HANOVER—Book No. H-313— No. 41 On Ballot

Joined the Seafarers International Union on July 23, 1941, in the port of New York. Sails in the deck department. Served on numerous ships as ship's delegate and department delegate. Participated in many major Union actions and is strike-clear on all strikes. Served as dispatcher part of 1953 and 1954 and again in 1956. Elected patrolman in 1956 and 1958. Have been an active SIU member for almost 20 years. Elected in 1960 as Baltimore joint patrolman.



ANTHONY (Tony) KASTINA—Book No. K-5— No. 42 On Ballot

Have been serving the Seafarers International Union of North America, Atlantic and Gulf District, since June 9, 1950. During that time has served as dispatcher, patrolman and also have handled the Union's Welfare Plan for a number of years. Also have been active in the organizational programs in the Baltimore area, including the American Coal Beef. Have all strike clearances since joining SIU. Elected Baltimore joint patrolman in 1960.



BENJAMIN WILSON—Book No. W-217—No. 43 On Ballot

I started sailing with the SIU in 1943. Served as Delegate on various ships, was active in all strikes and in the Isthmian drive. I also worked in the Baltimore hall since 1957. In May, 1962, to the present date, have been working as patrolman and welfare representative for the Union.

For: Mobile Agent
(Vote For One)



FREDERICK H. JOHNSON—Book No. J-44— No. 44 On Ballot

Have been a member of the Union since joining in the Port of New York in June 1942. Active seaman all during war and ever since. Have participated in all Union beefs and am clear for all strikes and beefs. Have been ship and deck delegate on many ships and also ship and shop steward in Mobile. Know what beefs we have on our ships as I have been sailing them. Am at present on SS DEL NORTE and have been for several months.



LOUIS (Blackie) NEIRA—Book No. N-1— No. 45 On Ballot

Joined the SIU in the Port of NY in 1943. Sailed in the engine department. Appointed organizer in Mobile in 1945. Organized Mobile Towing Co. and other towboat companies in Mobile and Gulf area. Chairman of strike committee in Mobile for 1946 general strike. Active in 1947 Isthmian strike and numerous other Union beefs. Served as acting SIU agent, patrolman and organizer in Mobile and other ports. Appointed Miami port agent 1958. Elected Tampa agent for 1959-'60. In 1960 was elected as Mobile agent

For: Mobile Joint Patrolman

(Vote For Four)



HAROLD J. FISCHER—Book No. F-1— No. 46 On Ballot

Have been a member of the SIU since 1938. Sailed steadily in the engine department during the war until December 1943 when appointed Mobile dispatcher. Was drafted into the U.S. Army in 1944 and discharged in 1946. Returned to sea. Served again in Mobile as patrolman-dispatcher for four years from 1946 until 1950. Served as SIU West Coast representative and San Francisco agent from 1950 to 1953. Elected Mobile joint patrolman 1953 to 1964. Served in, and have clear strike record on, all beefs.



ROBERT JORDAN—Book No. J-1— No. 47 On Ballot

Sailed as a member in the engine department since 1938. Was organizer in the Gulf area for Isthmian ships and tugboats from September 1945, and on. Served as Mobile engine department patrolman in February 1946. Was acting dispatcher and organizer in that Port. Was elected engine patrolman in Mobile in each election from the year 1949 to 1956. Elected point patrolman from 1956 to 1964. Active in all SIU beefs and picketing actions for many years. Have strike clearance records.



LEO P. MARSH—Book No. M-9— No. 48 On Ballot

I have been a member of the SIU since its inception and have always sailed in the steward's department, in all ratings and on almost all types of vessels under Union contract. Have clearances for all SIU strikes and beefs since the Union was organized and have taken active part in all of them. Was appointed steward patrolman for the Port of Mobile in December 1951. Elected Mobile steward patrolman 1953-1956. Elected Mobile joint patrolman 1957 through 1964.



WILLIAM J. (Red) MORRIS—Book No. M-4— No. 49 On Ballot

Have sailed since 1939 and through World War II. Appointed acting agent for Jacksonville in March 1945. Later assigned to New York and then to Norfolk as patrolman. Served as acting agent at Charleston, SC. Appointed patrolman for Mobile 1947, served as deck patrolman in Mobile in 1948, joint patrolman in 1949, deck patrolman 1953 to 1956, and 1958 to 1960 and served as such until Savannah Hall closed. Elected as joint patrolman in Mobile 1961-1964 but was assigned Jacksonville Port Agent. Have taken part in Union beefs and strikes and hold strike clearance records.

For: New Orleans Agent

(Vote For One)



C. J. (Buck) STEPHENS—Book No. S-4— No. 50 On Ballot

One of the early members of the SIU, joining in December, 1938. Active in 1939 Isthmian strike, 1939 bonus strike, 1946 general strike and 1947 Isthmian strike when company signed. Served A&G District in many capacities from dispatcher to agent in New Orleans. Sailed in all combat zones during WW II. Elected New Orleans engine or joint patrolman since 1947 in every election up to 1960 when I was elected as Port Agent. Have participated in many Union beefs.

For: New Orleans Joint Patrolman

(Vote For Four)



A. E. (Jerry) CUNNINGHAM—Book No. 718— No. 51 On Ballot

Served in World War II as member of 101st Air Borne Division. Started sailing with SIU in 1947 from Port of Galveston, Texas, after transferring from SUP. Hold every unlicensed rating in Engine Department and have sailed in all of them. Have very good knowledge of Union contracts and agreements. Clear record in all strikes and beefs in which SIU has been involved. Served as Ship and Departmental Delegate whenever called upon. Now makes home in New Orleans, and have sailed mainly from this Port, but have sailed from all other ports and has many friends up and down coast.



HENRY B. DONNELLY—Book No. D-324— No. 52 On Ballot

Joined SIU in 1947, sailed in Steward Department in almost all capacities on freighters, tankers, passenger vessels. Have approximately 15 years seetime. Have clearances for all strikes and organizing beefs, one-time editor of the SS Puerto Rico "Advocate" and SS Del Norte "Navigator." Understand working conditions in galley, messrooms, topside and below on passenger vessels, having worked them all, and reasons for disputed overtime. If elected New Orleans joint patrolman I will try to change saying we have in Gulf about disputed overtime from "Write it down but you ain't going to get it" to "Write it down we'll try to get it for you."



THOMAS (Tom) GOULD—Book No. G-267— No. 53 On Ballot

Joined SIU in Port of New Orleans on December 23, 1942. Sailed regularly throughout the war years. Active in Union's post war organizing campaigns in the Isthmian and Cities Service fleets. Took part in 1946 general strike and other major beefs through the years. Elected to various rank and file committees. Served as welfare services representative, dispatcher and patrolman in New York. Also served in Seattle. Elected New York deck patrolman in 1955-1956. Elected joint patrolman in New Orleans in 1956-1958. Presently serving as joint patrolman in New Orleans.



LUIS GUARINO—Book No. G-520— No. 54 On Ballot

Have been sailing since 1946, in the deck department the majority of the time. Last ship was the SS Del Norte in the capacity of boat-swains mate. Participated in various beefs and picket lines in and around the Port of New Orleans for the SIU and other unions. Acted as delegate on various ships. Was appointed joint patrolman in the Port of New Orleans in July of 1961 and have been joint patrolman in the Port of New Orleans since July of 1961. Presently joint patrolman in the Port of New Orleans.



ANDREW A. G. McCLOSKEY—Book No. M-950— No. 55 On Ballot

Have all necessary seetime to qualify. Joined in 1947 and shipping steadily since. Have sailed in black gang particularly all my life, with exception of three years in steward department. Know all problems confronting seamen and can cope with their beefs. Have long been associated with organized labor, dating back to 1939 when I organized and was president of Local 276 Amalgamated Meat Cutters Union. Delegate to slate convention in 1940. Organizer for CIO Shipyard Workers. Was on negotiating committee in 1947 in regards T. Smith and some tugboat contracts, Algiers, La. Have served many times as departmental and ships' delegate. Have always done utmost for my Brother members.



HERMAN TROXCLAIR—Book No. T-4—No. 56 On Ballot

Joined SIU in March, 1941, and has been active in Union since that date in all strikes, beefs and organizational campaigns, serving on many committees. During World War II sailed widely in many combat areas. Always sailed in steward department. Was first elected steward department patrolman for New Orleans in 1948. Was re-elected for 1949 and 1950. Elected steward patrolman in same port for '52, '53, '54. Elected joint patrolman in 1960. Strike clearances for all beefs.



PAUL WARREN—Book No. W-3— No. 57 On Ballot

Joined the SIU in 1938. Sailed in the deck department with all deck department ratings. Sailed during World War II in all theaters of operation. Participated and took an active part in all SIU beefs since the inception of the Union as an active member. Appointed to various jobs in the Union including Great Lakes organizer, Cities Service and Isthmian organizer and patrolman. Worked as joint patrolman in the Port of New Orleans for the past 15 years. Presently joint patrolman in the Port of New Orleans.

For: Houston Agent

(Vote For One)



PAUL DROZAK—Book No. D-180— No. 58 On Ballot

Became SIU member in 1945 in Mobile. Active in many major Union strikes and beefs from 1946 general strike down to present. Served as Seattle and San Francisco patrolman from 1951 to 1954. Served a two-year hitch in the US Army, 1954 to 1956, and then was assigned as New York patrolman. Major assignment was on Robin Line beef where I was active for full year from time the ships were sold until SIU won the beef. Has clear Union record. Elected New York joint patrolman in 1958, and Agent in 1960.

For: Houston Joint Patrolman

(Vote For Four)



MARTIN (Marty) BREITHOFF—Book No. B-2 No. 59 On Ballot

Started sailing with SIU in 1942 and sailed during World War II in the combat zones in both engine and steward departments. Served on grievance committee in Tampa during 1946 general strike. Was shipboard organizer at start of Cities Service drive in 1946. Served as chief dispatcher, Port of New York, in 1951 and 1952. Elected NY joint patrolman 1953 to 1956. San Francisco agent for four years. Now serving as Houston Joint patrolman.

**WILLIAM J. DOAK—Book No. D-262—No. 60 On Ballot**

Have been with SIU since 1945 when I joined in the Port of New York. Sailed in the deck department. Have been active in all major beefs since then, including the Isthmian beef. Served as instructor in the Union's training programs, and on the waterfront in the Port of New York. Have worked as joint patrolman in the Port of Houston since 1961.

**ROAN LIGHTFOOT—Book No. L-562—No. 61 On Ballot**

Began sailing for the SIU in 1952, after serving six and one-half years in the U.S. Marine Corps. Sailed in the deck department and have bosun's rating. Have been active in all organizing campaigns and Union beefs since coming into the Union. Served in various capacities in the Port of Houston and have participated in all major Union beefs since joining the Union. Am now serving as patrolman in the Port of Houston.

**OSCAR M. RAYNOR—Book No. R-520—No. 62 On Ballot**

Having started with the SIU in 1947 at the port of New Orleans, I have sailed steady from all Ports. I received my full book in 1954 in the port of New York. I have always been in good standing with the Union, as far as money goes. Have served as department delegate and/or ship's delegate on most all the ships I have been on. Have always brought in a clean ship for payoff. Also I lost the last election. I hope I can qualify for this one.

**R. F. (Mickey) WILBURN—Book No. W-6—
No. 63 On Ballot**

Joined the SIU in the Port of New Orleans on August 8, 1944. Sailed in the deck department and have AB's rating. Have served in all major Union beefs and organizing campaigns. Participated in the 1946 general strike and have strike clearance. Was active in a great many successful organizing campaigns in behalf of the Union in the tug boat and other inland fields. Presently serving as agent in Port Arthur, Texas.

For: Detroit Agent

(Vote For One)

**E. (Scottie) AUBUSSON—Book No. A-8—No. 64 On Ballot**

Joined the SIU, A&G District, in 1942 and sailed with the Union during World War II. Active in numerous major strikes and beefs of the Union, including the 1946 general strike, the 1947 Isthmian strike and many other beefs since then. Served as dispatcher at headquarters in 1955-60 and also as headquarters patrolman. Served as organizer and patrolman on Great Lakes.

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Article XIII

Section 3. Balloting Procedure

(a) The Secretary-Treasurer shall insure the proper and timely preparation of ballots, without partiality as to candidates or ports. The ballots may contain general information and instructive comments not inconsistent with the provisions of this Constitution. All qualified candidates shall be listed thereon alphabetically within each category. The listing of the ports shall follow a geographical pattern, commencing with the most northerly port on the Atlantic coast, following the Atlantic coast down to the most southerly port on that coast, then westerly along the Gulf of Mexico and so on, until the list of ports is exhausted. Any port outside the Continental United States shall then be added. There shall be allotted write-in space, on each ballot, sufficient to permit each member voting to write in as many names as there are offices and jobs to be voted upon. Each ballot shall be so prepared as to have the number thereon placed at the top thereof and shall be so perforated as to enable that portion containing the said number to be easily removed to insure secrecy of the ballot. On this removable portion shall also be placed a short statement indicating the nature of the ballot and the voting date thereof.

(b) The ballots so prepared at the direction of the Secretary-Treasurer shall be the only official ballots. No others may be used. Each ballot shall be numbered as indicated in the preceding paragraph and shall be numbered consecutively, commencing with number 1. A sufficient amount shall be printed and distributed to each Port. A record of the ballots, both by serial numbers and amount, sent thereto shall be maintained by the Secretary-Treasurer, who shall also send each Port Agent a verification list indicating the amount and serial numbers of the ballots sent. Each Port Agent shall maintain separate records of the ballots sent him and shall inspect and count the ballots, when received, to insure that the amount sent, as well as the numbers thereon, conform to the amount and numbers listed by the Secretary-Treasurer as having been sent to that port. The Port Agent shall immediately execute and return to the Secretary-Treasurer a receipt acknowledging the correctness of the amount and numbers of the ballots sent, or shall notify the Secretary-Treasurer of any discrepancy. Discrepancies shall be corrected as soon as possible prior to the voting period. In any event, receipts shall be forwarded for ballots actually received. The Secretary-Treasurer shall prepare a file in which shall be kept memoranda and correspondence dealing with the election. This file shall at all times be available to any member for inspection of the same at the office of the Secretary-Treasurer.

(c) Balloting shall take place in person, at port offices, and shall be secret. No signatures of any voter, or other distinguishing mark, shall appear on the ballot, except that any member may write in the name or names of any member or members, as appropriate, for any office, or the job of Headquarters Representative, Port Agent or Patrolman.

(d) Only full book members may vote. However, immediately prior thereto they must present their books to the Polls Committee of the port in which they are voting. The voter's book number shall be placed upon the roster sheet (which shall be kept in duplicate) in the space opposite the proper ballot number, and

the member shall sign his name. The portion of the ballot on which the ballot number is printed shall then be removed, placed near the roster sheet, and the member shall proceed to the voting site with the ballot. An appropriate notation of the date and of the fact of voting shall be placed in the member's Union book.

(e) Each Port Agent shall be responsible for the establishment of a booth or other voting site where each member may vote in privacy.

(f) Upon completion of voting the member shall fold the ballot so that no part of the printed or written portion is visible. He shall then drop the ballot into a narrow-slotted ballot box, which shall be provided for that purpose by the Port Agent and kept locked and sealed except as hereinafter set forth.

(g) Voting shall commence on November 1st of the election year and shall continue through December 31st, exclusive of Sundays and (for each individual Port) holidays legally recognized in the city in which the port affected is located. If November 1st or December 31st falls on a holiday legally recognized in a port in the city in which that port is located, the balloting period in such port shall commence or terminate, as the case may be, on the next succeeding business day. Subject to the foregoing, voting in all ports shall commence at 9:00 A.M., and continue until 5:00 P.M., except that, on Saturdays, voting shall commence at 9:00 A.M. and continue until 12 noon.

Section 4. Polls Committees

(a) Each port shall elect, prior to the beginning of the voting on each voting day, a Polls Committee, consisting of three full book members none of whom shall be a candidate, officer or an elected or appointed job holder. For the purpose of holding a meeting for the election of a Polls Committee only, and notwithstanding the provisions of Article XXIII, Section 2, or any other provision of this Constitution, five (5) members shall constitute a quorum for each port, with the said meeting to be held between 8:00 A.M. and 9:00 A.M. with no notice thereof required. It shall be the obligation of each member wishing to serve on a Polls Committee, or to observe the election thereof, to be present during this time period. It shall be the responsibility of the Port Agent to see that the meeting for the purpose of electing the said Polls Committee is called, and that the minutes of the said meeting are sent daily to the Secretary-Treasurer. In no case shall voting take place unless a duly elected Polls Committee is functioning.

(b) The duly elected Polls Committee shall collect all unused ballots, the voting rosters, the numbered stubs of those ballots already used, the ballot box or boxes and the ballot records and files kept by the Port Agent. It shall then proceed to compare the serial numbers and amounts of stubs with the number of names and corresponding serial numbers on the roster, and then compare the serial number and amounts of ballots used with the verification

list, as corrected, and ascertain whether the unused ballots, both serial numbers and amount, represent the difference between what appears on the verification list, as corrected, and the ballots used. If any discrepancies are found, a detailed report thereon shall be drawn by the Polls Committee finding such discrepancies, which report shall be in duplicate, and signed by all the members of such Polls Committee. Each member of the Committee may make what separate comments thereon he desires, provided they are signed and dated by him. A copy of this report shall be given the Port Agent, to be presented at the next regular meeting. A copy shall also be simultaneously sent to the Secretary-Treasurer, who shall cause an investigation to be made forthwith. The results of such investigation shall be reported to the membership as soon as completed, with recommendations by the Secretary-Treasurer. A majority vote of the membership shall determine what action, if any, shall be taken thereon. Notwithstanding anything to the contrary contained in this Constitution, the Executive Board shall not make any determination in these matters.

(c) The Polls Committee shall also insure that the ballot box is locked and sealed, which lock and seal shall not be opened except in the manner hereinafter set forth. The same procedure as is set forth in the preceding paragraph with regard to discrepancies shall be utilized in the event the Polls Committee has reason to believe the lock and seal have been illegally tampered with.

(d) The Polls Committee shall permit full book members only to vote. Prior thereto, it shall stamp their book with the word "voted" and the date, issue ballots to voters, insure that proper registration on the roster takes place, collect stubs, and keep them in numerical order. It shall preserve good order and decorum at the voting site and vicinity thereof. All members and others affiliated with the Union are charged with the duty of assisting the Polls Committee, when called upon, in the preservation of order and decorum.

(e) In order to maintain the secrecy and accuracy of the ballot, and to eliminate the possibility of errors or irregularities in any one day's balloting affecting all the balloting in any port, the following procedure shall be observed:

At the end of each day's voting, the Polls Committee, in the presence of any member desiring to attend, provided he observes proper decorum, shall open the ballot box or boxes, and place all of that day's ballots therein in an envelope, as required, which shall then be sealed. The members of the Polls Committee shall thereupon sign their names across the flap of the said envelope or envelopes, with their book numbers next to their signatures. The committee shall also place the date and name of the Port on the said envelopes, and shall certify, on the envelope or envelopes, that the ballot box or boxes were opened publicly, that all ballots for that day only were removed, and that all of those ballots are enclosed in the envelope or envelopes dated for that day and voted in that Port. The Polls Committee shall check the rosters, and any other records they deem appropriate, to insure the foregoing. At the discretion of the Executive Board, official envelopes may be prepared for the purpose of enclosing the ballots and the making of the aforesaid certification, with wording embodying the foregoing inscribed thereon, in which event these envelopes shall be used by the Polls Committee for the aforesaid purpose. Nothing contained herein shall prevent any member of a Polls Committee from adding such comments to the certificate as are appropriate, provided the comments are signed and dated by the member making them. The envelope or envelopes shall then be placed in a wrapper or envelope, which, at the discretion of the Executive Board, may be furnished for that purpose. The wrapper or envelope shall then be securely sealed and either delivered, or sent by certified or registered mail, by the said Polls Committee, to the depository named in the pre-election report adopted by the membership. The Polls Committee shall not be discharged from its duties until this mailing is accomplished and evidence of mailing or delivery is furnished the Port Agent, which evidence shall be noted and kept in the Port Agent's election records or files.

The Polls Committee shall also insure that the ballot box or boxes are locked and sealed before handing them back to the Port Agent, and shall place the key or keys to the boxes in an envelope, across the flap of which the members of the committee shall sign their names, book numbers, and the date, after sealing the envelope securely. In addition to delivering the key and ballot box or boxes as aforesaid, the Polls Committee shall deliver to the Port Agent one copy of each of the roster sheets for the day, the unused ballots, any reports called for by this Section 4, any files that they may have received, and all the stubs collected both for the day and those turned over to it. The Port Agent shall be responsible for the proper safeguarding of all the aforesaid material, shall not release any of it until duly called for, and shall insure that no one illegally tampers with the material placed in his custody. The remaining copy of each roster sheet used for the day shall be mailed by the Polls Committee to the Secretary-Treasurer, by certified or registered mail or delivered in person.

(f) Members of the Polls Committee shall serve without compensation, except that the Port Agent shall compensate each Polls Committee member with a reasonable sum for meals while serving or provide meals in lieu of cash.

Section 5. Ballot Collection, Tallying Procedure, Protests, And Special Votes

(a) On the day the balloting in each port is to terminate, the Polls Committee elected for that day shall, in addition to their other duties hereinbefore set forth, deliver to headquarters, or mail to

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(continued)

headquarters (by certified or registered mail), all the unused ballots, together with a certification, signed and dated by all members of the Committee that all ballots sent to the port and not used are enclosed therewith, subject to the right of each member of the Committee to make separate comments under his signature and date. The certification shall specifically identify, by serial number and amount, the unused ballots so forwarded. In the same package, but bound separately, the committee shall forward to headquarters all stubs collected during the period of voting, together with a certification, signed by all members of the committee, that all the stubs collected by the committee are enclosed therewith subject to the right of each member of the committee to make separate comments under his signature and date. The said Polls Committee members shall not be discharged from their duties until the forwarding called for hereunder is accomplished and evidence of mailing or delivery is furnished the Port Agent, which evidence shall be noted and kept in the Port Agent's election records or files.

(b) All forwarding to headquarters called for under this Section 5, shall be to the Union Tallying Committee, at the address of headquarters. In the event a Polls Committee cannot be elected or cannot act on the day the balloting in each Port is to terminate, the Port Agent shall have the duty to forward the material specifically set forth in Section 5(a) (unused ballots and stubs) to the Union Tallying Committee, which will then carry out the functions in regard thereto of the said Polls Committee. In such event, the Port Agent shall also forward all other material deemed necessary by the Union Tallying Committee to execute those functions.

All certifications called for under this Article XIII shall be deemed made according to the best knowledge, and belief of those required to make such certification.

(c) The Union Tallying Committee shall consist of 14 full book members. Two shall be elected from each of the seven ports of New York, Philadelphia, Baltimore, Mobile, New Orleans, Houston, and Detroit. The election shall be held at the regular meeting in December of the election year, or if the Executive Board otherwise determines prior thereto, at a special meeting held in the aforesaid ports on the first business day of the last week of said month. No Officer, Headquarters Representative, Port Agent, Patrolman, or candidate for office, or the job of Headquarters Representative, Port Agent or Patrolman, shall be eligible for election to this Committee, except as provided for in Article X, Section 4. In addition to its duties hereinbefore set forth, the Union Tallying Committee shall be charged with the tallying of all the ballots and the preparation of a closing report setting forth, in complete detail, the results of the election, including a complete accounting of all ballots and stubs, and reconciliation of the same with the rosters, verification lists, and receipts of the Port Agents, all with detailed reference to serial numbers and amounts and with each total broken down into port totals. The Tallying Committee shall be permitted access to the election records and files of all ports, which they may require to be forwarded for inspection at its discretion. The report shall clearly detail all discrepancies discovered, and shall contain recommendations for the treatment of these discrepancies. All members of the Committee shall sign the report, without prejudice, however, to the right of any member thereof to submit a dissenting report as to the accuracy of the count and the validity of the ballots, with pertinent details.

The Tallying Committee is also charged with the receipt and evaluation of written protests by any member who claims an illegal denial of the right to vote. If it finds the protests invalid, it shall dismiss the protest and so inform the protesting member, by wire, on the day of dismissal. If it finds the protest valid, the committee shall order a special vote, to be had no later than within the period of its proceedings, on such terms as are practical, effective, and just, but which terms, in any event, shall include the provisions of Section 3(c) of this Article and the designation of the voting site of the port most convenient to the protesting member. Where a special vote is ordered in accordance with this Section 5(c), these terms shall apply, notwithstanding any provision to the contrary contained in this Article. Protests may be made only in writing and must be received by the Union Tallying Committee during the period of its proceedings. The reports of this committee shall include a brief summary of each protest received, the name and book number of the protesting member, and a summary of the disposition of the said protest. The committee shall take all reason-

able measures to adjust the course of its proceedings so as to enable the special vote set forth in this Section 5(c) to be completed within the time herein specified. No closing report shall be made by it unless and until the special votes referred to in this Section 5(c) shall have been duly completed and tallied.

(d) The members of the Union Tallying Committee shall proceed to the port in which headquarters is located, as soon as possible after their election but, in any event, shall arrive at that port prior to the first business day after December 31 of the election year. Each member of the committee not elected from the port in which headquarters is located shall be reimbursed for transportation, meals, and lodging expense occasioned by their traveling to and returning from that Port. All members of the committee shall also be paid at the prevailing standby rate of pay from the day subsequent to their election to the day they return, in normal course, to the Port from which they were elected.

The Union Tallying Committee shall elect a chairman from among themselves and, subject to the express terms of this Constitution, adopt its own procedures. Decision as to special votes, protests, and the contents of the final report shall be valid if made by a majority vote, provided there be a quorum in attendance, which quorum is hereby fixed at nine (9). The Union Tallying Committee, but not less than a quorum thereof, shall have the sole right and duty to obtain the ballots from the depository immediately after the termination of balloting and to insure their safe custody during the course of the committee's proceedings. The proceedings of this committee, except for the actual preparation of the closing report and dissents therefrom, if any, shall be open to any member, provided he observes decorum. In no event, shall the issuance of the hereinbefore referred to closing report of the Tallying Committee be delayed beyond the January 15th immediately subsequent to the close of voting. The Union Tallying Committee shall be discharged upon the completion of the issuance and dispatch of its reports as required in this Article. In the event a recheck and recount is ordered pursuant to Section 5(g) of this Article, the committee shall be reconstituted except that if any member thereof is not available, a substitute therefore shall be elected from the appropriate port, at a special meeting held for that purpose as soon as possible.

(e) The report of the Committee shall be made up in sufficient copies to comply with the following requirements: two copies shall be sent by the committee to each Port Agent and the Secretary-Treasurer prior to the first regular meeting scheduled to take place subsequent to the close of the committee's proceedings or, in the event such meeting is scheduled to take place four days or less from the close of this committee's proceedings, then at least five days prior to the next regular meeting. Whichever meeting applies shall be designated, by date, in the report and shall be referred to as the "Election Report Meeting." As soon as these copies are received, each Port Agent shall post one copy of the report on the bulletin board, in a conspicuous manner. This copy shall be kept posted for a period of two months. At the Election Report Meeting, the other copy of the report shall be read verbatim.

(f) At the Election Report meeting, there shall be taken up the discrepancies, if any, referred to in Section 5(c) of this Article and the recommendations of the Tallying Committee submitted therewith. A majority vote of the membership shall decide what action, if any, in accordance with the Constitution, shall be taken thereon, which action, however, shall not include the ordering of a special vote unless the reported discrepancies affect the results of the vote for any office or job, in which event, the special vote shall be restricted thereto. A majority of the membership, at the Election Report Meeting, may order a recheck and a recount when a dissent to the closing report has been issued by three or more members of the Union Tallying Committee. Except for the contingencies provided for in this Section 5(f) the closing report shall be accepted as final.

(g) A special vote ordered pursuant to Section 5(f) must take place and be completed within seven (7) days after the Election Report Meeting, at each port where the discrepancies so acted upon took place. Subject to the foregoing, and to the limits of the vote set by the membership, as aforesaid, the Port Agents in each such port shall have the functions of the Tallying Committee as set forth in Section 5(c), insofar as that Section deals with the

terms of such special vote. The Secretary-Treasurer shall make a sufficient amount of the usual balloting material immediately available to Port Agents, for the purpose of such special vote. Immediately after the close thereof, the Port Agent shall summarize the results and communicate them to the Secretary-Treasurer. The ballots, stubs, roster sheets, and unused ballots pertaining to the special vote shall be forwarded to the Secretary-Treasurer, all in the same package, but bound separately, by the most rapid means practicable, but, in any case, so as to reach the Secretary-Treasurer in time to enable him to prepare his report as required by this Section 5(g). An accounting and certification, made by the Port Agent, similar to those required of Polls Committees, shall be enclosed therewith. The Secretary-Treasurer shall then prepare a report containing a combined summary of the results, together with a schedule indicating in detail how they affect the Union Tallying Committee's results, as set forth in its closing report. The form of the latter's report shall be followed as closely as possible. Two (2) copies shall be sent to each port, one copy of which shall be posted. The other copy shall be presented at the next regular meeting after the Election Report Meeting. If a majority vote of the membership decides to accept the Secretary-Treasurer's report, the numerical results set forth in the pertinent segments of the Tallying Committee's closing report shall be deemed accepted and final without modification.

If ordered, a recheck and recount, and the report thereon by the Union Tallying Committee, shall be similarly disposed of and deemed accepted and final, by majority vote of the membership at the regular meeting following the Election Report Meeting. If such recheck and recount is ordered, the Union Tallying Committee shall be required to continue its proceedings correspondingly.

Section 6. Installation Into Office And The Job Of Headquarters Representative, Port Agent And Patrolman

(a) The person elected shall be that person having the largest number of votes cast for the particular office or job involved. Where more than one person is to be elected for a particular office or job, the proper number of candidates receiving the successively highest number of votes shall be declared elected. These determinations shall be made only from the results deemed final and accepted as provided in this Article. It shall be the duty of the President to notify each individual elected.

(b) The duly elected officers and other job holders shall take over their respective offices and jobs, and assume the duties thereof, at midnight of the night of the Election Report Meeting, or the next regular meeting, depending upon which meeting the results as to each of the foregoing are deemed final and accepted, as provided in this Article. The term of their predecessors shall continue up to, and expire at, that time, notwithstanding anything to the contrary contained in Article XI, Section 1. This shall not apply where the successful candidate cannot assume his office because he is at sea.

In such event, a majority vote of the membership may grant additional time for the assumption of the office or job. In the event of the failure of the newly-elected President to assume office the provisions of Article X, Section 2, as to succession shall apply until the expiration of the term. All other cases of failure to assume office shall be dealt with as decided by a majority vote of the membership.

Section 7. The Secretary-Treasurer is specifically charged with the preservation and retention of all election records, including the ballots, as required by law, and is directed and authorized to issue such other and further directives as to the election procedures as are required by law which directives shall be part of the election procedures of this Union.

ADDITION TO VOTING PROCEDURES IN FORTHCOMING ELECTION OF OFFICERS

(Under Article XIII, Section 7, of the union's Constitution, the Secretary-Treasurer of the union, Al Kerr, presented the following "Addition To The Voting Procedures In The Forthcoming Election of Officers." These procedures were adopted by the membership in the April and May membership meetings and are now a part of the election procedures of the union.)

President's Pre-Balloting Report.

Article X, Section 1, "The President," Sub-Section (e), provides that the President's Pre-Balloting Report shall be submitted to the membership at the regular meeting in July of every election year. It is recommended that the membership in this connection that such Pre-Balloting Report be made both at the June and July meetings so as to give more than adequate notice to any prospective nominee for office.

Provision for Nomination by Others.

Article XIII, Section 1, "Nominations," provides for self-nomination to office. In order to square any ambiguity as to the meaning of this section, it is recommended that a member may place his name in nomination or have his name placed in nomination by any other member and further, that in either event, such member nominated must comply with the provisions of the constitution, as they are set forth, relating to the submission of credentials. This change is an amplification of the existing pro-

visions of the constitution and should not be construed to be an alteration of same.

Absentee Ballot.

Article XIII, Sections 3 and 4, "Balloting Procedures" and "Polls Committee," of the constitution, provide that balloting shall be manual in nature. It is now recommended that the following absentee ballot procedure be presented to the membership upon advice of counsel as an amplification of such provisions:

Full book members may request an absentee ballot under the following circumstances, only. While such member is employed on an American-flag merchant vessel which vessel's schedule does not provide for it to touch a port in which voting is to take place during the voting period provided in Section 3 (g) of our constitution, in that event, the member shall make a request for an absentee ballot by Registered or Certified Mail or the equivalent mailing device at the location from which such request is made, if such be the case. Such request must contain a designation as to the address to which such member wishes his absentee ballot returned. Such request shall be received no later than 12:00 P.M. on the fifteenth day of November of the election year and shall be directed to the Secretary-Treasurer at 675 Fourth Avenue, Brooklyn, New York, 11232. Upon receipt of such request, the procedures as established in Section 3 (d) of our constitution, shall not apply.

The Secretary-Treasurer shall be responsible for deter-

mining whether such member is a member in good standing and further whether such member has, in fact, voted previously. He shall send the processed ballot by Registered Mail-Return Receipt Requested to the address designated by such member in his absentee ballot request. The Secretary-Treasurer shall send to such member with his ballot, instructions for returning the ballot, which instructions must be complied with exactly. The Secretary-Treasurer shall further maintain a record showing the name, book number of the member, his ballot number and the date upon which such ballot was sent, which information shall be turned over to the Union Tallying Committee, when elected, in accordance with Article XIII, Section 5 (c) of the constitution. The member, after voting, shall return his absentee ballot by Registered or Certified Mail, or the equivalent mailing device at the location from which such absentee ballot is returned, if such be the case, to the depository named in the President's Pre-Balloting Report.

These absentee ballots must be post-marked prior to midnight of December 31, 1964, and must be received by the depository named in the President's Pre-Balloting Report, prior to January 10, 1965, regardless of when post-marked, for them to be counted as eligible votes. Such ballots will be maintained separately by such depository and shall then be turned over to the Union Tallying Committee, as provided in Section 5 (d) of Article XIII of the constitution.



OFFICIAL BALLOT

For Election of 1965-1968 Officers

SEAFARERS INTERNATIONAL UNION OF NORTH AMERICA
Atlantic, Gulf, Lakes and Inland Waters District

VOTING PERIOD NOVEMBER 2nd, 1964 THROUGH DECEMBER 31st, 1964

INSTRUCTIONS TO VOTERS—In order to vote for a candidate, mark a cross (X) in voting square to the left of name. If you vote for more candidates for office than specified herein your vote for such office will be invalid.

YOU MAY WRITE THE NAME OF ANY MEMBER WHOSE NAME DOES NOT APPEAR ON THE BALLOT IN THE BLANK SPACE PROVIDED FOR THAT PURPOSE UNDER EACH OFFICE.

Do not use a lead pencil in marking the ballot. Ballots marked with lead pencil will not be counted.

MARK YOUR BALLOT WITH PEN AND INK OR INDELIBLE PENCIL.

PRESIDENT

Vote for One

- 1 John Cole, C-8
- 2 Paul Hall, H-1
- 3 William John Smith, S-60

EXECUTIVE VICE-PRESIDENT

Vote for One

- 4 Cal Tanner, T-1

SECRETARY-TREASURER

Vote for One

- 5 Al Kerr, K-7

VICE-PRESIDENT IN CHARGE OF CONTRACTS AND CONTRACT ENFORCEMENT

Vote for One

- 6 Robert A. Matthews, M-1

VICE-PRESIDENT IN CHARGE OF THE ATLANTIC COAST

Vote for One

- 7 Earl (Bull) Shepard, S-2

VICE-PRESIDENT IN CHARGE OF THE GULF COAST

Vote for One

- 8 James L. (Jimmie) Tucker, T-22
- 9 Lindsey J. Williams, W-1

VICE-PRESIDENT IN CHARGE OF THE LAKES AND INLAND WATERS

Vote for One

- 10 Al Tanner, T-12

HEADQUARTERS REPRESENTATIVES

Vote for Three

- 11 William Hall, H-272
- 12 Thomas (Curley) Liles, Jr., L-230
- 13 Edward (Eddie) Mooney, M-7
- 14 Frederick (Freddie) Stewart, S-8

NEW YORK PORT AGENT

Vote for One

- 15 Joseph (Joe) Di Giorgio, D-2

NEW YORK JOINT PATROLMAN

Vote for Ten

- 16 Theodore (Ted) Babkowski, B-1
- 17 Angus (Red) Campbell, C-217
- 18 Warren H. Cassidy, C-724
- 19 John Fay, F-363
- 20 Vincent Genca, G-79
- 21 Luigi Iovino, I-11
- 22 Pasquale (Pat) Marinelli, M-462
- 23 Frank Mongelli, M-1111
- 24 E. B. (Mac) McAuley, M-20
- 25 George McCartney, M-948
- 26 Fred George Oestman, O-41
- 27 George (Frenchy) Ruf, R-1
- 28 Charles J. Scofield, S-186
- 29 Charles Stambul, S-578
- 30 Lorence E. Taylor, T-79
- 31 Keith Terpe, T-3
- 32 Bernard Toner, T-28
- 33 Steven (Steve) Zubovich, Z-13

PHILADELPHIA AGENT

Vote for One

- 34 Frank Drozak, D-22

PHILADELPHIA JOINT PATROLMAN

Vote for Two

- 35 William R. Davies, D-178
- 36 Belarmino (Bennie) Gonzalez, G-4
- 37 Leon Hall, Jr., H-125
- 38 Edward Kresz, K-315

BALTIMORE AGENT

Vote for One

- 39 Rexford (Rex) Dickey, D-6

BALTIMORE JOINT PATROLMAN

Vote for Four

- 40 W. Paul Gonsorchik, G-2
- 41 Eli Hanover, H-313
- 42 Tony Kastina, K-5
- 43 Benjamin Wilson, W-217

MOBILE AGENT

Vote for One

- 44 Frederick H. Johnson, J-44
- 45 Louis (Blackie) Neira, N-1

MOBILE JOINT PATROLMAN

Vote for Four

- 46 Harold J. Fischer, F-1
- 47 Robert Jordan, J-1
- 48 Leo P. Marsh, M-9
- 49 William J. (Red) Morris, M-4

NEW ORLEANS AGENT

Vote for One

- 50 C. J. (Buck) Stephens, S-4

NEW ORLEANS JOINT PATROLMAN

Vote for Four

- 51 A. E. (Jerry) Cunningham, C-718
- 52 Henry B. Donnelly, D-324
- 53 Thomas E. Gould, G-267
- 54 Louis Guarino, G-520
- 55 Andrew A. G. McCloskey, M-950
- 56 Herman M. Troxclair, T-4
- 57 Paul Warren, W-3

HOUSTON AGENT

Vote for One

- 58 Paul Drozak, D-180

HOUSTON JOINT PATROLMAN

Vote for Four

- 59 Martin J. (Marty) Breithoff, B-2
- 60 William J. Daak, D-262
- 61 Roan Lightfoot, L-562
- 62 Oscar M. Raynor, R-520
- 63 R. F. (Mickey) Wilburn, W-6

DETROIT AGENT

Vote for One

- 64 Frank (Scottie) Aubusson, A-8