

**Steel Fabricator.** SIU Inland Boatmen's Union tugs, team up with Coast Guard tugs above to hold the listing Steel Fabricator against Norfolk dock after last month's fire aboard the SIU-manned vessel. The Fabricator is presently at Jacksonville for repairs. (See Page 2.)

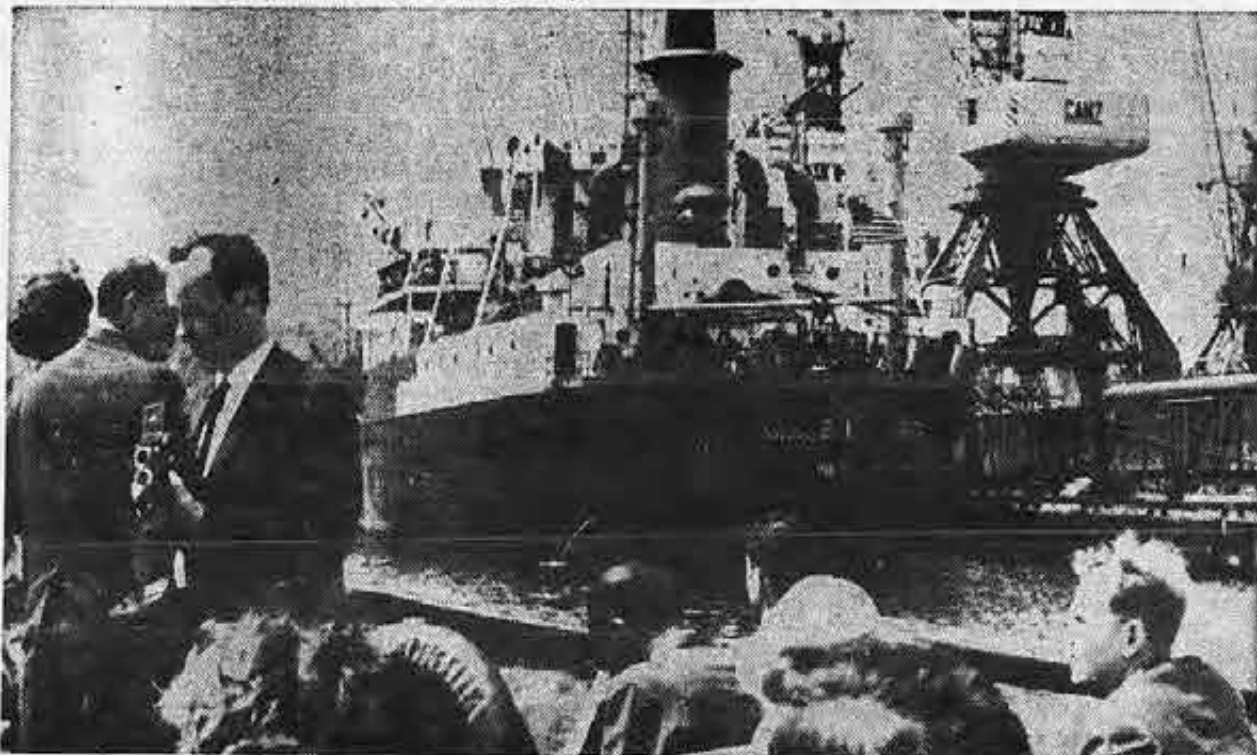
## Union Urges Congressmen To Act

# SIU HITS RENEWAL OF SCHEME TO END PHS FIT-FOR-DUTY SLIPS FOR SEAMEN

Story On Page 3



**Pier Fire.** Aerial photo shows smoke still pouring from piers of the SIU-contracted Pennsylvania RR in Jersey City. SIU Railway Marine Region members gained praise for heroic action during the blaze which gutted piers and equipment. (See Page 2.)



**Russian Wheat.** Newsmen from all over the world turned out in force when the SIU-manned Globe Explorer arrived at Odessa, Russia recently with a cargo of 23,000 tons of U.S. wheat for the Soviet as part of the U.S.-Russian wheat deal. For an account of a trip to Moscow by a Seafarer aboard another SIU vessel which called at Russia with grain, see page 20.

## US Charges Price Rigs By Cargill

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## Union Action Settles Ship Beefs; \$25,258 Gained For Seafarers

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## 2,400 WC Seamen Come Under Banner Of SIUNA-MSTU

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Pre-Balloting Report

See Page 4



Some of the SIU crewmembers who won praise for heroism during the Steel Fabricator fire are shown here on deck. They are (kneeling, l-r) Charles Johnson, AB; John Ohannasian, AB; Emmanouil Halkias, MM; Andrew Kinney, OS; Charles Wilson, MM. Standing (l-r) are Hans Schroder, 3rd mate; Jay Street, 3rd mate; Manfred Leuschner, AB; Henry Moffett, OS; Alfred Hsnydyvedt, bosun; Lysle Fuertado, AB; Lawrence Chrisinger, cook and Clarence Pryor, AB.

## SIU Supports ILA Picketing

MORRISVILLE, Pa.—Seafarers aboard the SIU-contracted tanker Columbia are respecting picketlines set up here by the International Longshoremen's Association. The ILA is protesting the use of Steelworkers instead of Longshoremen in loading products aboard the ship here.

The Columbia was returning from San Francisco Bay on the final phase of its maiden voyage as a steel products carrier for United States Steel when the ILA established picketlines at the company's facilities here. SIU members on the vessel then refused to work behind the ILA picketlines and paid off the vessel.

The Columbia, a converted T-2 tanker, is the first of two tankers which have been converted for carrying steel products from the East Coast to the Pacific.

## Job Raid Fails; NMU Sues SIU For \$40 Million

Having failed in an attempt to raid SIU-contracted jobs by picketline and other pressure moves, the NMU changed its tactics and instituted a \$40 million damage suit and unfair labor practice charges against the SIU and two shipping companies.

The NMU raid attempt was aimed at tanker jobs which have been under SIU contract since 1952—first under the Colonial Steamship Corporation and then under its successor, the Western Tankers Corporation, which purchased the vessels last year.

When the NMU was unable to force Western Tankers to replace SIU crewmen with NMU men, the NMU refused to sign on aboard vessels of American Export-Isbrandtsen Lines, with which it has contracts, maintaining that American Export-Isbrandtsen was the owner of the SIU-contracted tankers.

After tying up 11 of their own contracted vessels, the NMU decided to halt the tactic, and release the vessels and announced that it was filing the law suit and unfair labor charges.

## NLRB Certifies Lakes SIU Win

DETROIT—The National Labor Relations Board certified the Seafarers International Union Great Lakes District as the exclusive bargaining agent for the Pringle Barge and Towing Company last week.

The SIU had won an earlier election at the company on April 16. Pringle represented one of the last unorganized companies on the Great Lakes prior to the election.

NLRB hearings arose when the company filed nine separate unfair labor practice charges against the SIU. After more than 50 days of investigation, the NLRB threw out all the charges.

The election was won by the SIU on a 20-14 count, with one vote void and one challenged. Pringle Barge operates two tugs and two barges and employs about 40 unlicensed seamen.

## President's Report

By Paul Hall



This week your Union, the SIU, found it necessary to urge the appropriate committees of Congress to take a look at a situation which threatens to affect American Seamen. I am referring to the behind-the-scenes campaign which is being revived by the insurance companies and other vested interests who are anxious to see the Public Health Service cease its practice of issuing fit-for-duty slips.

As Seafarers well know, this has been a traditional function of the Public Health Service Hospitals, which are universally respected in the maritime industry for their fairness, objectively and professional competence.

Because of these qualities of the Public Health Service, both labor and management in maritime have come to abide by the decisions of the Public Health Service, when questions arise concerning a seaman's fitness for duty. Most certainly, the Union would not necessarily accept a company doctor's decision in such cases. In fact, the SIU contract provides that in the event of a dispute over the fitness of a Seafarer for employment, the determination of the Public Health Service shall be binding.

This system has worked effectively and satisfactorily. But now we find that there are those who have a special interest and who are determined to put a halt to the issuance of fit-for-duty slips by Public Health Service Hospitals.

Obviously, the Union will not permit any group with a narrow, selfish interest in this matter arbitrarily to decide that a seaman is medically unfit for employment. We have fought too long and too hard to win a fair and equitable method of determining the seamen's fitness for employment.

We will not revert to any system under which Seafarers could be made the victims of an insurance company's selfish objective.

Although this proposal to halt issuance of fit-for-duty slips was suspended as a result of Union opposition, the interests who initiated this scheme have not given up in their efforts to bring it about.

We will, however, maintain the same vigilance with respect to this attempt, as we have with respect to other attempts to whittle down services of the Public Health Service Hospitals.

The Public Health Service Hospitals and their vital services are issues over which the Union has fought throughout its industry. Almost with clock-work regularity, there have been attempts to close hospitals, reduce and curtail services and otherwise diminish the effectiveness of these important institutions.

It is reasonable to expect, in this day and age, that an institution such as the Public Health Service, with such a high degree of professional competence, and the technical and scientific skills so valuable to the health and well-being of the community, would be in the process of expansion of its services. But such is not the case. Instead, we find ourselves having to fight for the maintenance of these services. It is unfortunate that we must do it, but we will continue to do just that.

## SIU Rail Tugmen Star In Pier Fire

JERSEY CITY—Rail tugmen from the SIU-Railway Marine Region played a major role in saving equipment worth millions of dollars recently in a disastrous fire which destroyed two piers of the Penn-

sylvania Railroad in Jersey City. The fire, said to be the "greatest" waterfront blaze in the city's history, raged over a quarter-mile of the waterfront here on May 27.

**\$5 Million Damage**  
The fire caused damage to the Pennsylvania's equipment tentatively estimated at \$5 million, company officials said. Nineteen fireboats worked to control the blaze which broke out shortly before 10 PM. The fire was declared under control five hours later.

RMR crewmembers who were working on the middle and last watches on the Pennsylvania's tugs Pittsburgh, Jersey City, Indianapolis, New York, Altoona, Cincinnati and Harrisburg all provided invaluable help as they responded to the emergency. The railroad's tug Trenton, which is berthed in Greenville, NJ, was brought to the scene of the fire by an urgent call to provide help.

The chief job of the tug crews was to pull every piece of floating equipment they could reach out of the path of the fire and into the harbor where it could be docked safely. The crews were instrumental in saving carfloats and tugs moored at the blazing piers worth millions of dollars. Bridgemen and motormen working on number eight and nine bridge were singled out for special praise for the role they played in the operation. The crews on numbers five, six and seven bridges also were cited for their admirable performance.

The assistance provided by the SIU tug crews has received high praise from the Pennsylvania Railroad. In a letter to the tugmen, W. C. Rockey, assistant superintendent of the road's marine department, said, "I wish to express my personal thanks to all of our employees who participated in combating the disastrous fire at Harsimus Cove last week. The successful control of that serious situation without a personal injury being sustained to any of our employees was, indeed, most gratifying and you should feel proud of having done an exceptional job."

"The assistance and cooperation I received while directing the operation, under extenuating circumstances, makes me real proud to be part of an organization of men such as we have in our Marine Department."

In addition to the destruction of two piers, the fire also destroyed three float bridges used to carry railroad cars between barges and tracks on land as well as three freight cars. Piers L and M, both coal docks, suffered complete destruction, while Piers H and K were severely damaged.

## Steel Fabricator Under Repairs

JACKSONVILLE—The Steel Fabricator (Isthmian), which suffered severe damage during a fire in Norfolk on May 15-16, has been transferred here for repair work by Jacksonville Shipyards, Inc. Isthmian Line officials expect the repair job will keep the Fabricator in layup until July 6th.

The fire, which started during cargo unloading operations, caused heavy damage in number 3 hold. Company officials estimate that the complete repair job will cost between \$340,000 to \$350,000.

### Needs Plates

The main part of the repair work will consist of renewing plates, restoring the bulkheads in the hold, and installing new wiring from the winches to the engine room. Following completion of the repairs on July 6th, Isthmian officials have scheduled the Fabricator to begin loading cargo in Galveston on July 10th.

Sixteen SIU members in the ship's crew won high praise during the fire when they courageously volunteered to enter the 'tween decks area of the burning hold to unload smoldering rolls of Hessian cloth. The teamwork and skill displayed by the Seafarers as they performed this risky work was lauded both by company officials and Norfolk firefighters.

The successful unloading operation allowed city firemen to uncover a hatch where the core of the fire continued to burn. Utilizing the skills they learned in Union training programs, the volunteers worked with gas masks and oxy-

gen breathing apparatus.

Going into the hold for short periods of time, the volunteers unloaded 104 rolls of cloth from the smoky hold. They began the job at 9:30 PM Saturday evening and continued until 6 AM the following morning.

Firefighting operations on the ship were hindered by an eight-degree list.

## RMR Vote June 15-19

JERSEY CITY—Election of officers for the SIU Railway Marine Region under procedures set forth in the Union constitution will take place during this coming week from June 15 to June 19th.

The 12 offices which will be filled in the election are those of regional director, assistant regional director in Norfolk and Jersey City, as well as nine chairmen for each of the railroads covered by RMR contracts. Candidates elected to regional offices will serve three-year terms.

The election will take place over a two-day period in each of the four cities which have an RMR office. Balloting will take place on the following dates: Jersey City, June 15-16; Philadelphia, June 16-17; Baltimore, June 17-18; and Norfolk, June 18-19.

Hours of voting on the first day will run from 6:00 PM to 7:30 PM and from 9: AM to 5: PM on the second day. Members who are present to cast their ballots before the closing hours of the voting, will be eligible to vote.

A special meeting will be called in each city between the hours of 3:00 PM and 5:00 PM on the day when voting commences to select an election committee. The committee will be chosen by majority vote of those members present.

Notice of the election procedures have been mailed to each RMR member.

## SEAFARERS LOG

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## SIU Settles Beefs, Nets Crews \$25,258

NEW YORK—The SIU Contract Department has settled a number of outstanding beefs with ship operators that will benefit the Seafarers involved to the tune of \$25,258. The ships involved in the beefs were the Steel Fabricator (Isthmian), Taddel Village (Consolidated), and the Niagara (Oriental Exporters).

The dispute on the Steel Fabricator arose as a result of the fire which blazed in her hold on May 15-16 while she was docked in Norfolk. Even though longshoremen were offered the premium rate to unload the cargo, they refused to go down into the hold. The unloading work was then performed by a group of 16 Seafarers who volunteered to do the job.

The contract provides that if sailors are required to work cargo, they are entitled to be paid at the longshore rate. Since longshoremen would have been paid \$9.21 per hour for performing this work, the crew claimed this rate of pay.

After discussion with the SIU Contract Department, company officials agreed to pay the crewmembers who worked the smouldering cargo at the rate of \$9.21 per hour. The 16 SIU men put in a total of 200 hours which brings the total amount of money the crew received to \$1,842.

The Contract Department also reports that it has settled two beefs resulting from the loss of the Taddel Village. The ship has been declared a total loss after hitting a reef off the coast of Japan. Since the wreck occurred without any loss of life, the entire crew was repatriated to Los Angeles on a tourist class jet flight.

The first beef on the wreck involved the difference between tourist class and first class jet fare. Since the ship was considered a total loss, the Union was able to collect \$265 per man, the amount of the difference. The total for the 30 seamen involved came to \$7,940.

The second dispute involving the ship's loss dealt with the contract requirement that the company pay \$500 per man as a clothing allowance for personal possessions lost in the accident. The company has settled this claim which totaled \$15,000.

The majority of the crewmembers have already collected their clothing allowance checks, but the Contract Department is still holding checks for the following men: William H. Hutchinson, Manuel Silva, Claude B. Jessup, Walker E. Ward, William Essler, Charles Kieczynski and Peter Krupinski.

The third beef which has been settled by the Contract Department this month deals with a dispute about overtime for tank cleaning aboard the Niagara. The company agreed to pay a total of \$465.84 to the men involved, and the Contract Department is holding checks for the following men:

Christo T. Anastasiou, \$24.50; Richard Anderson, \$73.54; Robert C. Brjan, \$22.73; John W. Gibson, \$32.04; James L. Grant, \$104.20; Francis M. Greenwell, \$5.63; Richard Heckman, \$27.38; Herbert Mills, \$54.68; Jose A. Paz, \$58.96; Albin Samoska, \$30.14; and John J. Wynne, \$32.04.

Anyone knowing the whereabouts of these men is urged to have them contact the contract department to pick up their checks.

# SIU FIGHTS REVIVAL OF MOVE TO END PHS FIT-FOR-DUTY SLIPS

The SIU has called on the appropriate Senate and House committees to prevent the pressures of groups with vested interests from achieving abandonment of the issuance of fit-for-duty slips by US Public Health Service hospitals.

Although plans to drop this service have been temporarily postponed, the SIU held that immediate action is necessary in light of

"the revival of pressures to effect the change."

In a communication to members of the Senate Committee on Labor and Public Welfare and the

House Committee on Education and Labor, SIU President Paul Hall said, "I do not believe that the narrow, selfish interests of those who are seeking a cessation of the issuance of the slips should in any way be permitted to interfere with or cause the abandonment of a valuable and necessary service by a highly respected and competent government agency."

The SIU communication stressed that the traditional functions which have been performed by USPHS include "that of providing reports on seamen patients indicating whether or not they are fit for duty aboard US merchant vessels."

Hall pointed out that because of the impartiality and integrity of the USPHS personnel, both maritime labor and management have accepted the USPHS decisions with respect to seamen's fitness for duty where disputes have arisen over this question.

The SIU President's message said that a move is under way by groups with vested interests such as insurance companies and others, to have the USPHS cease issuance of the fit-for-duty slips.

Hall said that the SIU and other sections of maritime labor "were absolutely opposed to the scrapping of so vital a service. Implementation," Hall said, "of this change was then postponed. However, we understand that the pressures originally responsible for the proposed change are being revived."

In bringing this issue to the attention of the legislators, Hall said "we are calling this matter to your attention as a member of a Congressional committee with an interest and concern in such matters."

The SIU President urged that the committee members use their

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## SIU Moves To Safeguard Crew Wages On 3 Ships

The SIU has filed liens and taken other actions to protect the wages of Seafarers on three vessels operated by the Pacific Seafarers company. The Union's actions were taken against the Jian Baltimore,

the A and J Faith in Cleveland and the A and J Mercury in Port Colborne, Canada.

The company has filed a petition for reorganization in the New York courts.

Arrangements were made by the Union to return the crews to their ports of sign-on and the SIU has advanced funds to the crewmembers pending the payment of wages as determined by the court.

Liens in behalf of their members were also placed against the vessels by the MEBA, ROU and MM&P.

The Seafarers Welfare and Vacation Plans have also placed

liens against the three ships to protect welfare, pension and vacation payments.

The controlling interests in the Pacific Seafarers company also operate three other ships—the A and J Mid-America, the Anji and the A and J Doctor Max.

Through arrangements made by the Union, the crew of the Mid-America was repatriated from Saigon, Viet Nam, where the vessel is currently being protected by the US Government after being looted by a roving mob. The Union has advanced money to these crewmen and taken steps to process their claims against the vessel.

Also as a result of the Union's efforts, the State Department has agreed to guarantee the wages and allotments of the Anji crewmembers if they agree to remain aboard the vessel when it arrives in Saigon and to continue the voyage.

In the case of the A and J Doctor Max, which is under time charter from Waterman, the Union has obtained assurances that Waterman will guarantee the wages and allotments of the crewmen.

## US Says Cargill Rigs Wheat Prices

Cargill, Inc., a major US grain shipper, has been cited in a complaint issued by the Commodity Exchange Authority in Washington on a charge of manipulating wheat prices.

Cargill was one of the firms handling the huge sale of US wheat to the Soviet Union and was a center of the dispute arising out of insistence

by the SIU and other unions that 50 percent of the cargoes go in American ships. Cargill sought to bypass the use of US vessels despite President Kennedy's pronouncement that half of these cargoes would go in US ships. The Commodity Exchange Au-

thority complaint charged Cargill with "attempted manipulation and manipulation" of wheat prices on the Chicago Board of Trade in May, 1963.

Cargill has frequently been the object of Government charges regarding price manipulation, illegal trading and other malpractices. At

the height of the dispute over the Soviet wheat shipments, SIU President Paul Hall cited the company's long record of irregularities in grain dealing, dating from 1940 up to the present time.

### Denied Trading Privileges

Hall noted that the company had only been reinstated as a member of the Chicago Board of Trade on October 24, 1962, after having been out since 1940, when it was denied trading privileges.

Hall's reference to Cargill's record were made after the company had attempted to justify its bypassing American ships in the grain trades by saying it was doing so in the national interest. Hall said that the company was "waving the flag in order to mask its gluttony for greater profits at the expense of this nation's interests in the carriage of grain products to the Soviet bloc."

The complaint lodged this week by the Government agency alleges that Cargill demanded and received prices that were "arbitrary and artificial" and that, as a result, cash wheat was traded at artificial prices in violation of the Commodity Exchange Act. A hearing before a referee has been set for August 19 in Minneapolis.

The Government agency's complaint came on the heels of Cargill's latest attempt to manipulate

(Continued on page 17)

## Certify SIU-MSTU For 2,400 Seamen

SAN FRANCISCO—The SIUNA-affiliated Military Sea Transport Union has been certified as the exclusive bargaining agent for 2,400 West Coast seamen on Military Sea Transport Service ships.

Notice of the certification was received by SIUNA Executive Vice-President Morris Weisberger, who is acting administrator of the SIU-Military Sea Transport Union.

The certification covers all civilian marine personnel employed by the Military Sea Transportation Service, Pacific Area, in the non-officer ratings. It culminates a campaign that began two years ago when SIUNA President Paul Hall and Executive Vice-President

Weisberger authorized an organizing drive among MSTU seamen on the Pacific Coast, and appointed William Handelsman to direct the campaign.

The MSTU-SIU also represents all unlicensed personnel in the MSTU Hawaiian Command, and holds exclusive recognition for all chief stewards, second stewards, troop and third stewards in the four MSTU passenger vessels, and all chief stewards in the MSTU freight vessels in the Pacific Command.

## SIU Tops Teamsters In Detroit Cab Vote

DETROIT—The SIU's Transportation Services and Allied Workers rolled up a decisive 3-2 vote margin over the Teamsters in an NLRB election among Checker Cab drivers here June 8-9. However, the Board announced that there were 312 challenged votes which could affect the final results of the election. The challenges will be disposed of after a five-day voting period, the Board said.

Virtually all of the 312 challenges were made by the company, the Teamsters and the NLRB.

Hailing the election turnout by Checker drivers, despite the efforts of the company to discourage voting, SIU TS&AW representatives are advising all Checker drivers whose votes were challenged that their votes will remain secret. They pointed out that the challenges by the company and the Teamsters were designed to reduce the total vote and to discourage drivers from voting.

Although the Teamsters have a taxi local in Detroit, they never made any effort to organize the Checker cabs or get them an election. The NLRB vote was the result of the efforts of a group of Checker cab drivers who came to the SIU TS&AW two years ago for assistance.

During the two years which followed, the company used every device to prevent an election, including the claim of multi-ownership of the cabs. The Board ordered the election after a Supreme Court decision that multi-ownership systems are not a bar to an election.

# Russia Quietly Seeking Further Grain Purchases

WASHINGTON — Another disappointing wheat crop in the Soviet Union has led Russian officials to begin new but quiet negotiations to buy a large additional quantity of Canadian wheat to be shipped later this year and during the first half of 1965.

Word of the Russian desire to buy is being received with great satisfaction in Washington as well as Ottawa. Wheat purchases from Canada by Russia bolster world grain markets and strengthen the balance of payments position of both Canada and the US, because Canada is the largest single customer of the US, and she pays for American goods with money received from the Soviet Union.

Although the Russians have not indicated the size of this year's desired purchase, it is believed that it will again be substantial.

Russia has reportedly started a better harvest this year, but it is still not expected to come up to the Soviet's consumption.

Because of last year's failure, the Russians were forced to purchase close to 12 million tons from Canada and the US. They contracted for \$500 million of grain in Canada, then pieced out their requirements by placing \$138 million of orders in this country.

Administration officials expressed hope that some of the wheat purchases again will be

made in this country, but they anticipate that any such sales will be in small amounts.

The grain transactions are contributing to a reduction in the critical US balance of payments deficit. The USSR has to sell gold to get the necessary currency to pay for the Canadian and American wheat. The bulk of the gold sales are made to the free world gold pool in London, and the US collects part of the gold as a member of the group.

The pool transferred \$178 million of metal to the US treasury in April.

While the Soviets have come under considerable pressure to boost exports to earn money to pay for the food she must buy abroad, Canada and the US are receiving a powerful, unexpected boost in bolstering their own payments positions.

There is mounting European interest in granting credit to the Russians. American officials are not quite so afraid of selling "strategic" goods to the Communists, and a slow growth in trade could be underway.

However, a sharp rise in US-Soviet trade is unlikely because there are few US export items the Russians can sell to earn the currency that they must have to pay for American goods.

Battery Place, Suite 1930, New York 4, N.Y.

Members of the SAB Seniority Upgrading Committee include Shepard for the Atlantic Area; Lindsey Williams, Gulf Area; Al Tanner, Great Lakes Area; and E. B. McAuley, West Coast Area.

## New Group Starts SIU Upgrading Class

NEW YORK—The SIU Seniority Upgrading Program was sailing at full speed ahead this week when the latest group of class B Seafarers began participation June 8 in the program inaugurated this past February by the Seafarers Appeals Board.

Twenty-six Seafarers are enrolled in this fourth group of class B men to take part in the program.

Announcement of the upgrading program was made in February by the SAB, a joint Union-management panel governing the shipping rules set up under the contracts for SIU vessels, following a Union-shipowner survey of manpower needs in all ports and the number of men shipped to fill SIU-contracted vessels in 1963.

The action was a move to assure the availability of qualified Seafarers to meet current manning needs.

The third group of 25 men to participate in the seniority upgrading completed the program May 29.

All participants received certificates verifying their new class A seniority under the rules established by the SAB.

Applications for the seniority upgrading program are open to qualified Seafarers. Class B men who wish to apply for an upgrading application, or who wish further information on the program, should write Earl Shepard, Chairman, Seafarers Appeals Board, 17

## Local 1814 10 Years Old

NEW YORK—Local 1814 of the International Longshoremen's Association recently celebrated its tenth anniversary with a dinner-dance at the Americana Hotel.

Mayor Wagner recently honored the local, the largest in the ILA, by proclaiming June 6th as "Local 1814, ILA Day" in New York. Over 2,000 guests attended the dinner-dance, including SIU officials.

Anthony Scotto, president of the 8,000 member longshore local, compared its strong present condition with its modest beginnings ten years ago when a small group of members met in a dilapidated storefront in a Brooklyn slum. In those days, Scotto said, Brooklyn longshoremen earned an average annual wage of \$2,500.

## The Gulf Coast



By Lindsey Williams, Vice-President, Gulf Area

### Gulf Shipping Outlook Bright

The last two-week period has been a profitable one along the Gulf Coast from the viewpoint of Seafarers. Jobs have been plentiful in Mobile, Houston and New Orleans and the outlook for the immediate future is bright.

With seven payoffs, four sign-ons and six ships in transit, the membership enjoyed what amounted to a shipping boom in Mobile which at times has had its lean days in recent years.

Progress was being made in the SIU Inland Boatmen's Union too. Bargaining began at Orange, Texas, on a first contract for the employees of the newly organized Slade, Inc., and Southern Towing Company. These companies are best known to Seafarers from that area as Higman Towing Co. About 150 new members are involved in this fleet.

From Mobile comes news that R. L. "Lucky" Fritchett is asking his friends to change his nickname as a result of his recent experiences. He got off the *Alice Brown* after making several trips as chief electrician to do some work on some land he has acquired at Mobile. This turned out to be his first mistake because he stepped in a hole and broke his ankle. Despite advice from the Mobile staff that it wasn't necessary for him to come to the Mobile SIU hall to bring in his

medical reports, he insisted on doing so. This wasn't such a good idea, either. He fell on the stairs and fractured an arm. Now, he has both an arm and a leg in a cast. At last reports he was playing it safe and both breaks were healing normally.

Some of the oldtimers on the beach in Mobile include H. M. Gilmore, who is taking a rest with his family after getting off the *Del Oro*, on which he was second cook. William R. Stone came ashore from the *Ocean Ulla* after sailing as first cook for about a year. He went into the hospital to have a hernia repaired and is looking forward to a "fit for duty" slip soon. C. H. Williams, on the *Alcoa Ranger* in an AB's job for about two years, got off to study for a mate's license under the upgrading program of the joint SIU-management administered Maritime Advancement Programs. He lives in Mobile, with his wife and children.

H. H. Hurlstone, who has been shipping out of the Gulf for 20 years, got off the *Monarch of the Seas* and registered in Group 1 of the Deck Department. He came ashore to help his mother get settled in this country after he was able, with the help of the Union, to get her admitted from the Grand Cayman Islands. Bowman P. McNulty left the chief electrician's job on the *A. & J. Faith* to spend some time with his family.

In New Orleans it looked like old home week with such familiar faces as Stan Zeagler, Andrew Mir, John Luther, Leo Crawford, Bill Tank, Bernie Guarino, John Picou and John Mina being seen around the hall.

#### Payoffs

W. G. Trice went to Houston to register after paying off as night cook and baker from the *Council Grove* in Mobile. The ship laid-up temporarily after a trip to Russia with grain. Arthur Sulla decided to hit the beach in Houston for a rest after several trips on the *Walter Rice*, Reynolds Aluminum ore carrier. Bob Lambert got off the *Inger*, sister ship to the *Walter Rice*, to recuperate from an illness. He is now fit for duty and looking for a long trip.

Jimmy Foster paid off the *Yaka* and says he will be ready to go soon. He is another one looking for a long voyage. Steve Crawford, one of the Pearl River boys, paid off the newly-contracted SIU ship *Ridgefield Victory* and went over to Houston to register. He says he plans to rest awhile before he starts pitching for a fireman's job.



By Cal Tanner, Executive Vice-President

### US Ships Aid Balance Of Payments

In a recent exchange of letters between President Johnson and the head of the Federal Maritime Commission, Adm. John Harlee, a matter of great importance to everyone in the shipping business was discussed. The balance of payments of the United States is in a very precarious position at this time, and one of the most thorough ways of bringing about a better balance is to insure that more goods for export from the US travel in US-flag ships.

Specifically, the balance of payments is the measure of payments into and out of the country by government, business and individuals. In the recent past, the payments out of the country have reached an alarming figure over the amount this country is taking in.

In his letter, Johnson appealed to the FMC to step up its activities which would help to wipe out the nation's adverse balance of trade position. Johnson said that while "we have recorded substantial progress" since the late President Kennedy announced such a program in July of last year, "it is imperative that we restore equilibrium in our international accounts."

"I am sure," President Johnson continued, "that you are entirely aware of the national importance of achieving balance-of-payments equilibrium. I ask you fully to take into account this urgent national problem in carrying out your mandate as head of an independent regulatory agency of the United States."

Economists realize the importance of the American merchant fleet as a major contributor toward efforts to effect an equilibrium between outgoing and incoming funds. Revenues earned by American ships for carrying foreign passengers and freight came to about \$600 million on the favorable side of accounts in 1963.

The Federal Maritime Commission "regards that goal as perhaps its most important responsibility," Harlee replied in a return letter to the President. To that goal, he said, his agency is engaged in an intensive effort, involving informal and fact-finding investigations and formal hearings to ensure that there are

no unwarranted discriminations against this nation's exports.

"The most important program being undertaken by the commission is an investigation into ocean freight rate disparities; in our most important export trades, the export freight rates are substantially higher than the import rates on the same or similar commodities," Harlee said.

"As pointed out by the Joint Economic Committee of the Congress such disparities can have a profound and detrimental effect on this nation's export capacity and, consequently, upon its balance of payments situation."

There has been an improvement in the balance of payments since the beginning of this year, but it is not enough, and it is not

(Continued on page 14)

## Group Seeks Standard Of Cargo Container Size

HAMBURG, Germany—A technical committee of the International Organization for Standardization is meeting here to decide on a world-wide common size for cargo containers.

Concerns under contract to the SIU which have container-ships are Sea-Land Service and the South Atlantic and Caribbean Lines. Sea-Land has six such ships, while South Atlantic has one.

Recommended dimensions for eight container sizes—five American and three European—are being considered at the meeting. Basically, the American sizes are eight feet wide and eight feet high, and range in length from five to 30 feet. The three European sizes are in metric measurements, and are four to nine feet in length.

#### US Favored

Most countries at the conference have given at least tentative approval to the American sizes, but the European sizes have yet to be worked out by the committee. The proposed container sizes have the votes, already cast, of the US, Belgium, France, Germany and Switzerland. Australia, Portugal and Sweden have endorsed only the American sizes,

and are said to be reluctant to approve the metric series.

No votes have yet been cast by Czechoslovakia, Great Britain, Israel, Italy, the Netherlands, Norway, Poland and the Soviet Union.

Delegates to the meeting, however, are optimistic about the chances of at least a compromise version of the container issue prior to adjournment. The recommendation would then go before the 50-nation ISO for final consideration.

That means that final acceptance of the global standard is at least a year away.

The committee meeting here plans to consider not only the actual sizes to be approved, but also the definition of "containers" itself, and methods of marking, testing and lifting them.

The committee was appointed because of a request by US industry leaders and the American Standards Association of the ISO to consider world wide standards for containers.

**Vacation Bonanza**



Those happy smiles are all for Seafarer Frank S. Bosmente who is seen accepting a whopping \$848.22 vacation check from SIU rep. John Dwyer. Posing for the check presentation are (l-r) Dwyer, Bosmente and his wife, Ramona. Bosmente was at sea for more than a year, most of the time as a night cook and baker on the Hercules Victory (Sea-Tramp).

**Two More Seafarers Get Pension Benefits**

Two more Seafarer oldtimers have been added to the ever-growing number of Union members who are collecting monthly pension checks. The joint Union - shipowner trustee panel announced its approval of \$150 disability pensions for Carl McCranie and Fred Murphy.

The action of the trustees brings the number of SIU members who can spend a secure retirement, supported by a regular pension check, to a total nearing 600. Carl McCranie, 70, became a member of the SIU when he signed up in New Orleans. He sailed as a messman in the steward department. McCranie ended his career as a Seafarer when he made his last trip on the Transeire (Hudson Waterways). Prior to becoming



McCranie



Murphy

a seaman, he worked as a railroad switchman. He makes his home in Port Arthur, Texas where he lives with his family.

Fred Murphy, 65, joined the

**Group Studies English Channel Traffic Rules**

For the first time in history, open-sea traffic control for ships was recommended at a conference in London in order to cut down the excessive amount of ship collisions between Dover, England and Cap Gris Nez, France. Representatives from 14 maritime nations at the five-day conference considered a set of rules to alleviate the dangers involved in the 21-mile-wide English Channel crossing. Statistics compiled by Britain showed that 53 collisions occurred in the area in a 21-month period.

**Operators Rap Mid-Sale Rule Change**

**MA Sticks To Revised C-4 Evaluation Ruling**

WASHINGTON — The Maritime Administration has affirmed its method of evaluating Government reserve fleet C-4s used in exchange for older ships from private shipowners. The decision announced by MA Administrator Nicholas Johnson came after the shipowners had blasted the MA's evaluation method.

Johnson, in rendering his decision said that he is satisfied that the valuation policy of the C-4 military type vessels is fully supported by the statutory language of the Ship Exchange Act, its legislative history, and the intent of Congress.

Of the 18 C-4s released by the Navy from the reserve fleet last year, the MA allocated 13 to SIU-contracted companies. Of these, Waterman drew six, Calmar five, and Oceanic Petroleum and Penn-

trans, received one apiece.

Maritime Administrator Nicholas Johnson, following the shipowners prodding, agreed to consider the complaint.

The shipowners asked for a review of the evaluation method because after the bids for the vessels were in and the allocations announced, the MA dropped a bombshell by announcing that it had changed the manner in which the value of the C-4s was to be judged. The new system could add an estimated \$250,000 to the cost of each of the ships.

**Exchange Called 'Sale'**

Under the MA's new interpretation, the ship exchanges under the Ship Exchange Act is considered a "sale" in which the traded out ship must be assigned a value "at least equal to the value of the ship to be traded-in." This, the ship owners charged, is subverting the entire program which Congress intended as a means to upgrade the non-subsidized US fleet.

Under the old interpretation of the Vessel Exchange Act, a shipowner could receive a ship virtually free if the cost of converting the vessel amounted to more than \$1.2 million. Under the new interpretation, the MA has set a fixed price ranging from \$400,000

to \$500,000 on the C-4s on an "as is, where is" basis. Credit is given on any ship turned in under the provisions of the plan, but the shipowner must pay the difference.

The shipowner's association is seeking to make the government rescind the new policy and revert to the older formula which was used in the past, and charging that the MA should certainly not be permitted to change the rules for this program after bids have been tendered on the old policy.

The Maritime Administrator also said in his decision that the five applicants for the 11 uncommitted C-4's will have 15 days within which time to advise MA whether it accepts the values placed on the C-4's and the ships they intend to turn in. Those agreeing will have a further 30 days to negotiate exchange contracts.

Calmar Steamship, has already begun conversion of one of the C-4c at Baltimore along with SIU Pacific District-contracted Matson Navigation. The rules change by the MA did not affect Calmar and Matson because the value of the trade-in vessels was equal to the price of the C-4s.

Calmar was allocated five of the newer type vessels, for which it plans to trade-in the Pennmar, Marymar, Yorkmar and Portmar.

**Work Begun For 2nd APL Mariner Type**

SAN FRANCISCO — Construction was begun last month on the second of three Master Mariner cargo liners for SIU Pacific District-contracted American President Line when the keel for the President Monroe was laid at the National Steel and Shipbuilding Company's San Diego shipyard.

The 23,000-ton American President Lines freighters will not be ordinary cargo freighters. Special innovations and design features will be built into the ships, and the three vessels will rank among the largest, fastest, and most highly-automated cargo-liners in the American merchant marine.

The President Monroe is scheduled to be launched in February and delivered to the company in August of next year. A keel for the third ship, the President Harrison, will be laid in November of this year at which time the first ship, now under construction, the President Polk, will be launched. All three liners are expected to be in American President's trans-Pacific service by early 1968.

The ships will incorporate an engine room central control system so that one officer may check the entire plant for general performance and safety without leaving the central control console.

The new freighters, under construction at a cost of more than \$37 million, are part of American President's fleet replacement program, and will bring to 13 the number of cargo liners that have entered service with the company in the last decade. Eight additional cargo liners are in the planning stages and are expected to enter service by early 1968.

**Moving? Notify SIU, Welfare**

Seafarers and SIU families who apply for maternity, hospital or surgical benefits from the Welfare Plan are urged to keep the Union or the Welfare Plan advised of any changes of address while their applications are being processed. Although payments are often made by return mail, changes of address (or illegible return addresses) delay them when checks or "baby bonds" are returned. Those who are moving are advised to notify SIU headquarters or the Welfare Plan, at 17 Battery Place, New York 4, NY.

SIU A&G District in Norfolk Sailing as a member of the engine department, he ended his days as a seaman with a trip on the Malden Creek (Waterman). Murphy makes his home in Norfolk and intends to spend some of the coming months traveling to visit members of his family who live in Oklahoma.

**Labor Urges Conservation Legislation**

WASHINGTON — The AFL-CIO has urged the House Interior Committee to approve a wilderness preservation bill which the Senate passed more than 13 months ago.

AFL-CIO legislative director Andrew J. Blemiller, in letters to Chairman Wayne N. Aspinall (D-Colorado) and other committee members, termed the Senate-passed bill the "best" of the wilderness protection bills pending in the committee.

The Senate bill, backed by the Administration and conservation groups, would place 8.2 million acres of undeveloped national forest land permanently in the wilderness system and add an additional 57.2 million acres of public land conditionally to the system, subject to review. Over a 10-year period, other "primitive" areas could be added on the recommendation of the President, subject to a veto by either house or Congress.

He urged that mineral leasing in wilderness areas be restricted to those situations where the President has ruled that a special need exists for mineral development.

Labor's position, he emphasized, is that any legislation enacted should include "adequate protections to assure preservation of our wilderness heritage for the benefit of future generations of American citizens."

*Your Union Benefits*

By Al Kerr, Secretary-Treasurer

**SIU Welfare Plan Makes Life Easier**

Many a Seafarer can recall clearly that it wasn't too many years ago when the only thing he could count on from a job was a month's pay. The idea of monetary assistance for himself or his family in time of sickness or old age when he could no longer work was virtually unknown.

Today's Seafarer, on the other hand, faces completely different conditions. He knows he can perform his job secure in the knowledge that his Union has provided a vast welfare plan which will help both he and his family in time of sickness and old age, but also will assist his loved ones after he has passed on.

SIU members have shown time and again that they are aware of their improved benefits situation. One of the major indications of this is that 60 percent of our Union members are married and supporting families. Figures coming into our department show that the number of our brothers who are getting married is increasing every day.

This is obviously a good trend. It means that the professional seaman is a man who will make a career out of sailing, rather than taking a trip and then quitting until his money runs out.

Not only has the Union built up a welfare plan to provide for the married seaman and his children,

but it has also provided proportionate benefits for our single members. While SIU men who are married may get more in benefits than our single brothers, it should be recognized that they have accepted more responsibilities since they must think in terms of providing for the needs of two, three, four or more people. There can be little argument with the fact that the married man's dollar must go a great deal further than that of a single member. We should all remember that the single Seafarer also has his responsibilities. He may be responsible for taking care of dependent parents, younger members of his family or step or foster parents. The Union welfare plan also provides assistance for these dependents.

Among the typical benefits provided by the SIU welfare plan which a Seafarer and his family may depend on are hospital expenses, which include room and board, the inevitable extras, blood transfusions, doctor calls, surgical and maternity expenses. Other forms of assistance include medical examinations, optical benefits, sickness and accident, special disability, maintenance and cure and special equipment to aid in recuperation from an illness or accident. In addition to the \$4,000 death benefit and regular monthly pension, special scholarships are awarded to both Seafarers and their children each year. From this brief survey it can be readily seen that an SIU member has more at stake in his job than his monthly wages. While many of our brothers sometimes take these extensive benefits for granted, it should never be forgotten that they are the result of many hard-fought battles which were waged by you and your Union.



# SF Authorities Planning Dock Redevelopment

**SAN FRANCISCO** — The Port Authority here has announced plans for the redevelopment of the abandoned Ferry Building slips.

Cyril Magnin, the Authority chairman, said that in addition to the dock redevelopment, the surplus property area north of Ferry Building is to be rebuilt.

"We still need the good piers yet," he said, noting that Piers 1, 15, 17, 29, 31, 33, 35 and 45 still have a long life ahead of them. The natural trend is to the south of Market, Magnin said, explaining that the Authority is spending most of its development money in that area. In addition to the new Army Street Terminal now under construction, another giant new terminal will be needed in that area and Pier 50 needs expansion, Magnin declared.

The biggest problem facing the port is finance, the Authority chief said. "At best we're happy to break even, since ours is the only local facility in the United States that doesn't receive a subsidy." He pointed out that the Authority has cut expenses by \$1 million for the past four years and that the Army Street bonds will be paid for out of the increased revenues.

Although the new facilities will increase revenue, Magnin does not foresee the port regaining the status it held in the bay area back in the 1920s because of the number of subsidized ports in the area.

It has been Magnin's belief that the City of San Francisco should take over the port. "But there are problems here. The city would have to take over the bonded indebtedness or the legislature would have to pay for it from general fees" he said.

# Defer Action On Bloomfield Subsidy Bid

**WASHINGTON** — Secretary of Commerce Luther Hodges has approved a Maritime Subsidy Board decision deferring action on the SIU-contracted Bloomfield Steamship Company's request for a 20 year agreement on an operating differential subsidy on trade route 21.

Bloomfield had requested the Secretary of Commerce to review and reverse the Subsidy Board decision handed down in February, which extended Bloomfield's subsidy operation on Trade Route 21 for only one year. Bloomfield had sought a 20-year pact for operations on the US Gulf-United Kingdom/European Continent route. At the time of its decision, the Subsidy Board had stated that the subsidy extension was granted so that the Board could study in greater detail its present subsidy contract with Bloomfield.

The Subsidy Board action was the first time that the board had deferred a decision on renewal of a subsidy contract in order to grant an opportunity for comment and possible public hearing.

Bloomfield has already advised the Maritime Administration that it wishes to withdraw its application for an operating differential subsidy to operate on TR 13, which covers an operation from the US Gulf to the Mediterranean, and on TR 12 from the US Gulf to the Far East.

# Baltimore SIU To Get Lifeboat Training Program

**BALTIMORE**—Plans are underway for the extension of the SIU Lifeboat Training Program to this port in the near future. The SIU already offers a Lifeboat Training Program in New York.

The purpose of the school is to prepare SIU members for the Coast Guard's examination in lifeboat handling. The program here is expected to get started in the summer and will be patterned after the course now being conducted in New York.

The SIU Lifeboat School in New York is the only school of its kind on the Atlantic and Gulf Coasts and it provides a minimum of 15 hours of classroom work and 30 hours of actual experience in the water. Films, booklets and charts plus dry runs in rigging, boat-handling, procedures and commands provide background for the actual testing and work in the water.

Experience in the boat is designed to weld the trainees into a crew of Seafarers able to give and execute the commands that may, one day, save lives. The program was expanded several years ago to include instruction covering inflated lifeboats, which are now Coast Guard approved.

The SIU's Lifeboat Training Program is fully accredited by the CG, and trainees need only three months' seetime for a lifeboat endorsement instead of the usual year. Seafarers make up the largest group of seamen passing, due to the effectiveness of the training they receive.

Classroom work for the Baltimore Training Program will take place in the Baltimore SIU Hall and work in the water will be conducted at a site still to be determined.

# House Committee To Act

# Dual Rate Hearings Set For Early July

**WASHINGTON**—Hearings by the House Merchant Marine and Fisheries Committee on the Federal Maritime Commission's implementation of 1961 dual rate legislation has been set by chairman Herbert C. Bonner (D-NC). The long awaited action will begin on July 7.

Both US and foreign maritime circles have been hoping for a new look at the dual rate amendments to the 1916 Shipping Act which were enacted into law by Congress in 1961. The FMC announced the form that dual rate contracts were to take to be used in US foreign trade in April this year and immediately elicited an outcry from 10 leading European maritime nations and Japan, all members of steamship conferences.

A steamship conference is a voluntary association made up of American and foreign lines serving on the same trade route and interested in maintaining the same rates and practices.

# Still Not Happy

A meeting here in mid-May between Commission Chairman John Harlee and foreign shipping attaches resulted in a compromise of sorts in which the FMC agreed to remove "jurisdictional" language from the contracts which was objectionable to the foreign nations.

The foreigners are still far from satisfied, seeing US dual rate regulations as yet another attempt of the FMC unilaterally to police international ocean shipping. The foreign shipping officials hope that Bonner's hearing will give them a chance to go on record against such US policies.

The countries involved are Belgium, Holland, the United Kingdom, Italy, Sweden, Norway, Denmark, West Germany, France, Greece and Japan.

Because not all shippers are conference members, a dual system of rates exists and it is these dual rates on which the FMC is attempting to fix its regulatory eye.

With the FMC still seeking "voluntary compliance" with its regulatory orders, the foreign shippers continue to drive a hard bargain. Consequently, under the recently reached "tentative agreement," much language which stresses the control of the FMC and the 1916 Shipping Act, which

protects US shipping, is to be eliminated completely from the dual rate contracts.

Even at this, it was made clear that the foreign steamship companies and shipowners may not accept the agreement once it is outlined to them by their government spokesmen that they still retain the right to object to any interference by the US with the freedom of their shipowners and shipping.

# Boat-Trains To Run On West Coast

**SAN FRANCISCO** — The colorful boat-trains of the late 1920s and 1930s, which carried Hawaii-bound passengers to dockside to board the SIU-Pacific District contracted Matson liners, will run again between Los Angeles and San Francisco next fall.

Matson Lines has arranged with Southern Pacific Railway to run special trains from the Los Angeles Union Station right to Matson's Pier 35, passing over the tracks of the State Belt Railroad, which serves the San Francisco Embarcadero.

The special cruise-boat train will pick up Lurline passengers at Glendale, Santa Barbara, San Luis Obispo, Salinas and San Jose en route to shipside. It is scheduled to arrive at dockside at 7 PM, in time for cruise passengers to have dinner aboard the ship, which sails for Honolulu at 10 PM. The Lurline will visit each port at the peak of Makahiki festivities, including the colorful whaling spree at Lahaina on Maui.

After visiting the Islands of Oahu, Hawaii, Kauai and Maui, the Lurline will sail to Los Angeles to arrive Nov. 13. The boat-train will be alongside Matson's terminal at Wilmington, waiting to carry San Francisco bound passengers and their baggage up the coast.

The entire Makahiki Festival cruise is scheduled for 15 days.



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

# East Coast Shipping Looks Good

The shipping situation in New York has been extremely good in the first part of June. During the last two weeks there were 20 pay-offs, six sign-ons and 22 ships in transit.

Kenny Singh was on the beach for a short time in New York after paying off the Detroit. However, the big city evidently doesn't impress him since he didn't waste much time before he signed on the Elizabethport as ship's electrician. C. Gauthier who recently paid off the Thetis where he sailed as a BR, came around to the New York Hall the other day to say a few words of greeting. Taking it easy while he enjoys a couple of weeks with his family is A. Scaturnie, who just got off the Afoundria.

The shipping picture in Boston has been shaping up fairly slow for the past few weeks, although the warm weather is expected to perk things up in the near future. Summer boats should start making their crew calls in the next two weeks, and this should clear a good number of our Beantown brothers off the beach.

Joe Garello dropped around the Boston hall to say how glad he is to be back home after paying off the Chilore. Joe is looking for a steward's job on a coastwise ship, since he wants to stay close to the mainland for the summer. Bill Connerly who just got back from Russia on the Fort Hoskins, says

he is really happy about getting back home to see his family. He plans to get a ship bound for Europe as an FWT. John Roblee is also getting re-acquainted with his family after a voyage to Russia. John has big plans for the summer and wants to ship out when the fall rolls around. John Kulas has been telling his friends in the Boston hall how sorry he was to leave the Mt. Washington which he claims is just like a hotel. He expects to sign on one of the summer boats making the Provincetown runs.

Shipping down Baltimore way looks very good after slowing down a bit for a few weeks. A total of 89 men shipped out and there were six pay-offs, four sign ons and 14 in transit visits. The shipping outlook for the next few weeks is expected to continue good.

Some Seafarers just can't seem to get enough of a ship. Mike Angino who has just spent six months on the Bethex is in town for a short vacation. He has been passing the word around the hall that he's going to try and get the same run again. Dan Cherry is another familiar face that has shown up in Baltimore lately. Dan reports that chief engineer Fisher on the Alcoa Voyager was the best chief that he ever sailed with. He sailed on the Voyager as second electrician.

Shipping fell off in Philadelphia during the past month with a total of 34 jobs being filled off the board. The port recorded a total of two pay-offs, three sign ons and 11 in transits in the last two-week period. Delmar Missimer took a few weeks' vacation to make a scientific survey of the situation at neighboring tracks. It seems that science couldn't provide him with the answers he was looking for since he says, "I fed the horses at Garden State and Delaware. So now I have to ship to get more oats."

P. Dorrian says that he enjoys sitting around the air conditioned hall in Philadelphia. He says that he'll ship on the first air conditioned ship that comes along, and until then, he'll keep on rooting for the first place Phillies. Charles Palmer reports he picked up his pumpman's card during this stretch on the beach. Charles declares that he's looking forward to using his new rating at the very first opportunity. Frank Pasaluk who is taking a while on the beach after finishing eight months on the St. Christopher as an AB, has these timely words of advice for his SIU brothers. "Support the union label in everything you buy."

The shipping situation in Norfolk has taken a decided turn for the better. There are job openings

for all ratings in every department, and in some cases there haven't been enough men available to answer the calls. Norfolk has seen two pay-offs, two sign ons and eight in transit visits during the past two weeks. The job situation for the future continues to look very good.

Seafarers around the Norfolk hall have been listening to Ferlton Mears tell about his big vacation plans. After paying off the Jean LaFitte, he picked up a whopping \$500 check which was compensation for losing his gear when the Tadel Village went on the rocks off the coast of Japan.

# Back From Russia

Edward Blevins is another Seafarer who is happy to be back in the States after returning from Russia on the Marore where he shipped as quartermaster. Jack Mauldin has turned up in Norfolk to look for a good BR job. Jack usually ships out of Baltimore, but has decided to try his luck further south. Walter Butterton is also on the beach looking for a bosun's job to come through. He has recovered from an ailment which laid him up when he was sailing on the Morning Light.

Shipping in Puerto Rico is moving along in the same steady fashion. Twelve men shipped out in the past week and there appears to be a shortage of wipers to fill engine department calls. Island officials have been studying a plan with officers from Sea-Land to make Puerto Rico into a huge shipping hub which would include Europe, Latin America, the Caribbean and the mainland.

Luis Carbone came down for a couple of weeks of relaxation after spending almost a year on the New Orleans. He reports he is about ready to ship again. Enrique Rosado, who spent the last six months as a steward on the Detroit is also taking a vacation in San Juan for a while.



# Text of President's Pre-Balloting Report

The President's pre-balloting report, submitted in advance of this year's union elections in accordance with the requirement of the SIU Constitution, is in the process of submission to the membership for its action at the July regular membership meetings in all constitutional ports. The report, which specifies the number of union officers that are to appear on the ballot, the requirements for candidate eligibility and other balloting details, was adopted at the headquarters meeting of June 8, as recommended in the Secretary-Treasurer's report below. The report will be submitted and acted on at the other regular membership meetings to be held this month.

The text of the report follows:

## PRESIDENT'S PRE-BALLOTING REPORT

Under the Constitution of our Union, the Seafarers International Union of North America-Atlantic, Gulf, Lakes and Inland Waters District, Article X, Section 1 (e), the President shall submit a pre-balloting report at the regular meeting in July of every election year. The Constitution of our Union also calls for seven (7) Constitutional ports of the Union, which are; New York, Philadelphia, Baltimore, Mobile, New Orleans, Houston and Detroit.

As your President, in consultation along with the Executive Board of the Union, a careful appraisal has been made as to what we feel will be the needs of the organization in all the Constitutional ports, including the port of New York and Headquarters, for the coming term of office of the officers and other elected representatives of our Union. Since the Constitution provides for seven (7) Constitutional Ports it was felt that it was advisable to place on the ballot the elective jobs of those ports. Where necessary, the personnel for other than the Constitutional Ports may be assigned as needed from those Constitutional Ports, where possible. As the membership is aware, it is necessary for the Union to keep abreast of the changes in the shifting of the job requirements of the companies with whom we have contracts, as well as in being prepared to meet the opportunities for expansion through the means of organizing. This will enable the Union to maintain maximum services to the membership, and to meet the needs of the organization resulting from the changing character of the industry.

As a result of the foregoing, it is the recommendation of your President, in this, the Pre-Balloting Report, re-

quired under Article X, Section 1 (e) of our Constitution, that the following offices be placed on the next referendum ballot of the Union for the election of the officers and other elected representatives of the Seafarers International Union of North America-Atlantic, Gulf, Lakes and Inland Waters Districts.

### HEADQUARTERS:

- 1 President
- 1 Executive Vice-President
- 1 Secretary-Treasurer
- 1 Vice-President in Charge of Contracts and Contract Enforcement
- 1 Vice-President in Charge of the Atlantic Coast
- 1 Vice-President in Charge of the Gulf Coast
- 1 Vice-President in Charge of the Lakes and Inland Waters
- 3 Headquarters Representatives

### NEW YORK:

- 1 Agent
- 10 Joint Patrolmen

### PHILADELPHIA:

- 1 Agent
- 2 Joint Patrolmen

### BALTIMORE:

- 1 Agent
- 4 Joint Patrolmen

### MOBILE:

- 1 Agent
- 4 Joint Patrolmen

### NEW ORLEANS:

- 1 Agent
- 4 Joint Patrolmen

### HOUSTON:

- 1 Agent
- 4 Joint Patrolmen

### DETROIT:

- 1 Agent

Your President also recommends, pursuant to Article X, Section 1 (e) and Article XIII, Section 4 (e) of the Union's Constitution, the depository to which the Polls Committee's shall deliver, or mail, by certified or registered mail, the ballots after the close of each days voting in the coming Union election, be as follows:

Mr. Harold Bach, Executive Vice-President  
Commercial Bank of North America  
1400 Broadway  
New York City, New York

It will be the function of the depository to receive all the envelopes delivered, or mailed in, as aforesaid, to safeguard them properly, in the bank, and to surrender them only to the duly authorized Union Tallying Committee in accordance with Article XIII, Section 8 (d), of our Union Constitution, on or about the first business day in January, 1965. Proof of authorization shall be a certification by the Vice-President in charge of the Minutes, Robert Matthews. The Union Tallying Committee shall be authorized to sign a receipt for the said envelopes. The depository shall be requested to certify that all the envelopes received by the depository have been properly safeguarded, have been surrendered only to the said Tallying Committee, and that no one, other than appropriate bank personnel have had access to them.

The Polls Committee is especially urged to insure that, whether delivered or mailed, the envelopes are properly addressed, properly stamped if mailed, and certified as per the Constitution.

It is the further recommendation of your President that, in addition to the regular Constitutional requirements, each candidate for office be requested to furnish a regulation passport picture of recent taking as well as a statement of not more than one hundred (100) words, giving a brief summary of his Union record and activities, such picture and statement to be run in the Seafarers Log just prior to the commencement of voting. This is to be done in accordance with previous membership action to familiarize the membership with the names, faces, and records of all candidates for office.

As provided for in Article XIII, Section 1, nominations open on July 15th, 1964 and close August 15th, 1964. All documents required for eligibility of candidates for Union office must reach Headquarters no earlier than July 15th, 1964 and no later than August 15th, 1964.

Your President wishes to point out that this Pre-Balloting Report provides for one of the largest number of elective posts to be placed on the ballot since the inception of the Union. It is strongly recommended that the maximum number of qualified members, who feel they can be of assistance to the Union in an official capacity, should submit their credentials. In this connection, the membership is reminded that the Secretary-Treasurer, Al Kerr, is available to assist them in properly filing their credentials for nomination to Union office, if they desire such assistance.

Fraternally submitted, Paul Hall

## Secretary-Treasurer's Report To The Membership:

# FORTHCOMING ELECTION OF OFFICERS-ADDITIONS TO VOTING PROCEDURES

(The following is the text of an excerpt from the Secretary-Treasurer's report to the regular membership meeting at SIU headquarters on April 6 and again on May 4 entitled, "Forthcoming Election Of Officers—Additions To Voting Procedures." The report was also forwarded to other constitutional ports for action at their meetings in April and May. The report was concurred in at all meetings.)

Article XIII, Section 7 of our constitution reads as follows:

"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."

Therefore, in accordance with the above-mentioned section and after consulting with and being advised by counsel, it is found that additions to our voting procedures for the election of officers are required by law. Therefore, under the powers delegated to me by our constitution, in the aforementioned section, I am setting up the following additions in our balloting procedure for officers.

### 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 to 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 provisions 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 PM on the fifteenth day of November of the election year and shall be directed to the Secretary-

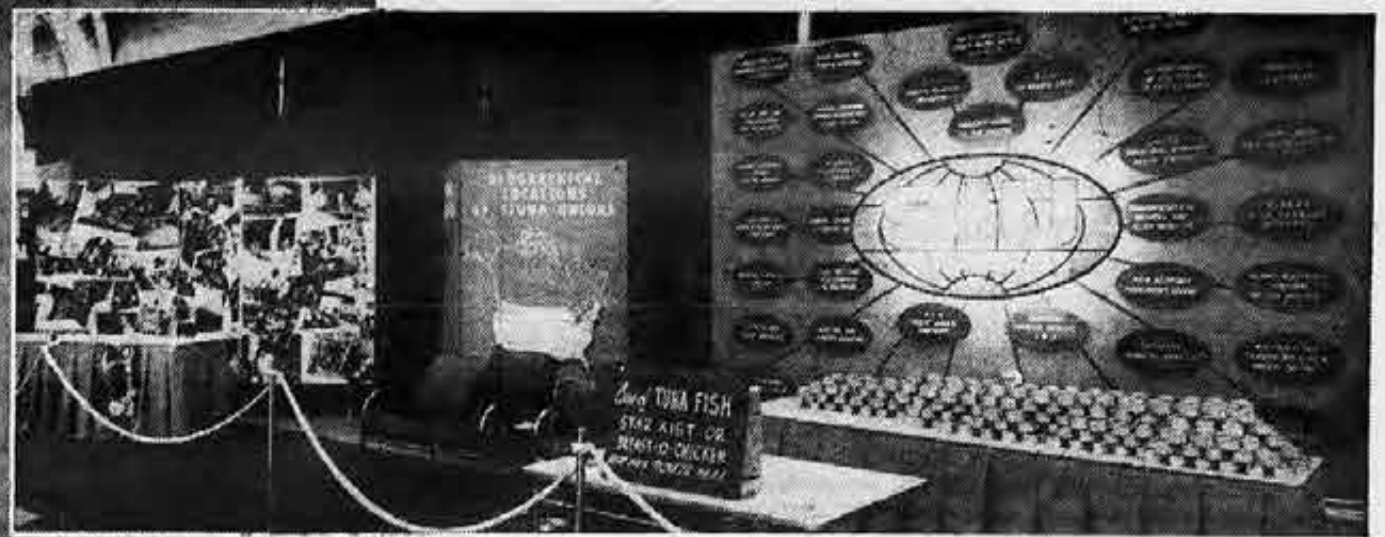
Treasurer at 675 Fourth Avenue, Brooklyn 32, New York. Upon receipt of such request, the procedures as established in Section 3 (d) of our constitution, shall not apply.

The Secretary-Treasurer shall be responsible for determining 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 (e) 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.



# AFL-CIO UNION LABEL SHOW



The Seafarers International Union had three booths at this year's Union Industries show displaying many of its consumer items, such as Cal-Pack products and Breast-O-Chicken tuna, both from the West Coast. The MTD set up its display in a fourth booth. Together, the displays gave the public a good idea of the scope and activities of the SIUNA in action.

The 19th annual AFL-CIO Union Industries Show in Louisville, Kentucky played host to thousands of visitors during its six-day run last month. The title of this year's show, produced by the Union Label and Service Trades Department of the AFL-CIO, was "Americans At Work." The SIUNA played a prominent part in the show with displays of SIUNA consumer products, exhibits explaining the functions of the Union and a special booth devoted to the Maritime Trades Department. Shown here are several of the SIUNA activities at the show.



A Louisville orphanage received gift of Breast-O-Chicken tuna, made by SIU cannery workers and bearing the Union label. Shown above are (l-r) AFL-CIO asst. reg. dir. Arthur Potter; AFL-CIO sec.-treas., William Schnitzler; SIU sec.-treas. Al Kerr; Union Label Dept. pres. Richard Walsh; Union Label Dept. sec. Joe Lewis; and Labor Undersec. John Henning, who made the presentation to the delegation from the Catholic orphanage.



Formal opening of the Union Industries Show, at left, shows AFL-CIO secretary-treasurer William Schnitzler at the microphone with officers of the Union Label & Service Trades Department and guests on the platform with him. Thousands viewed exhibits of union made products and learned about union services.

NAME	AMOUNT DUE	NAME	AMOUNT DUE
Ingalls, R. B.	1.48	Sarmiento, F.	3.43
Reibus, A.	5.21	St. John, J.	4.92
Feinstein, A.	1.97	Rodriguez, R. O.	4.32
Tukey, S. N., Jr.	4.83	Agular, J.	5.18
Hunt, E. B.	4.44	Carbone, L.	3.60
Ryan, W. J.	2.43	Pels, S. H.	9.00
Fernandez, C.	8.34	Morales, R.	2.18
Lapham, E. J.	3.61	Gogias, A. J.	4.89
Smith, L. H.	6.81	Ayala, J.	6.90
Probert, R.	.19	Flores, J.	3.99
Rivera, J.	2.98	Delgado, M.	2.15
Wing, C. H.	4.42	Lopez, G. J.	5.08
Gonzalez, A.	7.17	Martinez, C.	2.54
Arancibia, A.	2.98	Berens, R. G.	12.33
Morey, P. T.	8.08	Adamson, R.	5.22
Roesch, W. Jr.	3.72	Valentin, J.	5.68
Perez, C. R.	2.09	Serra, J.	9.01
Rodriguez, L.	4.70	Meade, J. R.	1.11
Volkers, R. A.	3.14	Thompson, O.	5.53
Delvalle, P.	10.88	Solis, F.	1.18
Garofalo, A.	4.79	Blanch, N.	6.60
Padro, P.	3.33	Muniz, F.	2.19
Rosa, S.	8.88	Tibbetta, R. E.	4.30
Velazquez, J.	2.26	Smith, J. W.	2.78
Wesley, J.	7.48	Nelson, A. T.	4.62
Fulton, W.	2.90	Reyes, J.	2.59
Glass, K. J.	4.81	Eland, K.	4.82
Whitney, V.	2.25	De Sa, J. A.	6.09
Kamm, E.	5.04	Harford, H. R.	2.43
Yencero, A. H.	2.59	Echevarria, A.	4.75
Jacobs, A. E.	4.23	Werner, J. G.	1.71
Rueda, S. J.	4.67	Pacheco, F. J.	3.34
Jansen, D. R.	9.08	Brown, K. E.	7.15
Soto, J.	7.78	Rosado, R. E.	3.73
Reinvelt, R. K.	2.49	Kirs, O.	3.55
Badyk, J.	3.08	Sierra, R. R.	2.30
Irvine, M. D.	3.55	Latorre, P.	2.20
Cortes, J.	2.74	Lundkvist, K. T.	9.50
Anderson, C. J.	7.29	Bonilla, E. J.	4.34
Cobb, P. C.	10.62	Nieves, J.	6.26
Rosado, T. A.	2.14	Riechelson, M.	2.89
Silva, A. J.	8.08	Nielsen, R.	1.99
Coyle, J.	6.91	Vidal, M. R.	4.81
Gonzalez, G.	2.04	Medina, L.	5.84
Sanchez, M.	2.03	Diaz, M. C.	5.38
Marie, A. J.	10.54	Molina, J.	2.91
Cruz, E.	4.91	Millar, S. J.	2.84
McLaughlin, A. J.	12.00	Righetti, J.	4.04



The names listed here of Seafarers with money due from SIU-contracted Sea Land Service are in addition to those printed in the May 29 issue of the LOG. The names appearing here were received after the last LOG went to press and are printed now in their entirety.

NAME	AMOUNT DUE	NAME	AMOUNT DUE
Garrison, B. J.	2.62	Cunningham, L. J.	4.59
Loorents, H.	12.78	Cruz, J.	3.79
Kariak, A. S.	11.23	Bonefont, E.	3.37
Lowin, P.	2.60	Passapera, A.	1.17
Rivera, B.	4.40	Quinonez, G. F.	3.11
Cortes, E.	.87	Daniluk, A.	2.19
Mojica, C.	2.16	Franklin, E. W.	6.28
Caso, A.	2.06	Mersereau, E. W.	17.29
Zaleski, A.	3.69	Fernandez, J.	7.56
Vonis, J. V.	18.49	Gill, L.	1.13
Mucia, J.	6.69	Reyes, J.	10.34
Broomhead, W. R.	3.35	Campbell, R. D.	2.22
Powell, E.	5.11	Boggs, C.	10.67
Melo, A. A.	5.49	Hetterich, P. W.	2.14
Padillo, E.	3.21	Zaragoza, R.	6.61

NAME	AMOUNT DUE	NAME	AMOUNT DUE
Blyth, R.	10.88	Zat, C. K.	1.39
Gonzalez, T. D.	8.42	Straud, W.	157.56
Gorsh, N.	10.32	Nelson, R.	14.63
Tokarchuk, F.	3.29	Campbell, D.	16.21
Di Sarno, T. R.	8.00	Usher, U.	6.44
May, J. J.	9.17	Abernon, C.	43.45
Passo, L.	1.70	Schaffer, V.	26.40
Averill, D. A.	2.66	Morgan, E.	14.15
Andrew, C.	1.01	Hoke, J.	5.45
Bullock, J.	2.19	Lewine, A.	9.88
Burlingame, L.	2.08	Smith, W.	70.11
Berens, G. R.	2.09	Woods, R. W.	8.95
Beye, J. J. Jr.	2.92	Rogers, B.	11.12
Biss, E.	4.30	Blades, P.	37.49
Blacklock, R. L.	.55	Lewin, P.	9.42
Bozicki, C.	.25	Streeter, M.	32.77
Boyne, F.	.46	Chisler, E.	31.77
Brown, J. G.	.90	Hethington, E.	9.27
Callazo, W.	1.71	Russell, F.	18.51
Campbell, L. D.	.23	Brotherton, F.	53.15
Carlson, J. W.	1.63	Hall, D.	13.48
Carpenter, A.	1.98	Smyln, J.	23.48
Cartwright, L. W.	3.31	Bonna, P.	12.14
Cuda, P.	.87	Hetherich, W.	57.53
Chang, G.	4.38	Blair, J.	18.41
Collins, E.	.18	Derboghan, J.	28.63
Cook, J. J.	2.89	Hruz, H.	21.00
Krisch, C. I.	1.15	Simon, K.	49.42
La Boberte, M.	.27	Sheppard, L.	93.33
Linden, C.	1.03	Shields, K.	7.27
Loper, J.	1.28	Alkire, J.	10.28
Lord, F. A., Jr.	.12	Delgado, M.	34.82
Murphy, J. J.	2.49	Wingfield, J.	.68
Mazok, F. C.	3.04	Campbell, D.	63.01
McAlpine, G.	.93	Reed, R. C.	23.11
Mills, G.	.21	Swanson, G.	13.80
Morales, C. I.	1.39	Kreitter, J.	281.15
Morales, I.	1.08	Mato, J.	5.78
Morin, H.	.38	Campbell, D.	39.04
Mazaris, J.	1.50	Lewin, P.	105.95
H. C. Nelson	2.18	Gil	29.64
Woi, J. A.	1.74	Simpson, B. I.	3.62
White	.99	Given, N. O.	47.25
Williams, E.	.02	Gibson, B. J.	13.08
Wright, R. J.	.38	Dillon, R.	.12
Yakovonts, V. J.	.13	Kane, E. V.	2.47
Zabala, F. C.	.53	Rivera, A.	81.13
Zabloski, S.	2.39	Tones, P. J.	2.77

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

By SIDNEY MARGOLIUS

### Beware Cheap Health Policies

Rising costs of hospital and medical care are leading moderate-income families—young as well as older people—to buy seemingly cheap health policies which actually provide little worthwhile insurance.

Deceptive practices of some insurance sellers were spotlighted by hospital administrators in recent hearings by the U.S. Senate Subcommittee on Frauds Affecting the Elderly. The deceivers sometimes use names similar to those of reputable companies; they advertise heavily, urging you to "Protect Yourself"; often they use the mails to invade states in which they are not licensed; sometimes they avoid paying any benefits at all, and when they do, the benefits often are pitifully inadequate.

Jack Owen, Director of the New Jersey Hospital Association, told about one man who was hospitalized and told the admitting desk he had insurance in a large insurance company for complete hospitalization, and had paid the premiums for the past two years. He thought he had insurance with the well-known Equitable Life Assurance Society of the U.S. But scrutiny of the policy revealed it was with a smaller company which also had the word "Equitable" in its name. It turned out that it was not a complete hospitalization policy, but limited payments to \$15 a week. The patient's hospital bill came to \$603, of which the insurance company paid exactly \$27.

In another case, a patient had been paying \$124 a year in premiums to a small company for what was claimed to be complete hospitalization insurance. When he had to be hospitalized, the insurance company was contacted but refused to respond either to the hospital or the patient. The patient's family finally paid the hospital bill without ever hearing from the insurance carrier.

Another hospital filed a claim in November, 1963, on behalf of a patient. The claim still has not been acknowledged. Letters to the company have been returned and phone calls have gone unanswered although premiums still can be paid to the address.

In a subsequent interview, Owen told this reporter that such deceptive policies hit not only older people but younger ones; that in general it is lower-income people anxious for health protection who get caught by the insurance deceivers.

The hospitals are concerned because often patients believe the hospital is collecting from the insurance company and trying to collect from them too, for the same bill. "When an unscrupulous agent tells a prospective client he will have full hospitalization and then only pays \$10 or \$15, the patient doesn't understand why he received an additional bill," Owen says.

His group of hospitals has been having trouble with seven companies in particular at this time; three in New Jersey, one in Michigan, one in Massachusetts, one in New York, another in Delaware. Others have been reported by other agencies, and Senator Harrison A. Williams (D., N.J.) chairman of the subcommittee, reports receiving many complaints from people who are sometimes "hopelessly confused" about policies they bought. Often these policies have failed them when they most needed hospital or medical insurance, Senator Williams noted.

One of the most active mail sellers is Guarantee Reserve Life Insurance Company of Hammond, Indiana which advertises that "only three cents puts this great hospital sickness and accident insurance in force for 30 days to protect you and your family." The Better Business Bureau of Akron, Ohio reported that many inquirers expressed skepticism about this company's claim of "America's greatest insurance value." After a study, the bureau said "the advertising has the capacity to deceive the average, trusting reader—making the protection appear to be much greater." The BBB pointed out that the policy is highly limited in its coverage of only specified types of accidents and illness, and "the policyholder is likely to find that he has no protection for the ordinary, common accidents or the usual illnesses."

The Federal Trade Commission recently cited this company for "misrepresenting the benefits provided by its policies." For example, benefits are provided for "confining sickness disability" only if the insured person is wholly prevented from transacting any and every kind of business or labor.

As for claim that three cents puts the policy in force for one month, the FTC pointed out that in reality, the policy provides no indemnification for loss from sickness until it has been in force for at least 30 days from the issuance date.

Especially revealing to people who may be tempted to buy insurance by mail is the FTC's comment that while this company is licensed to do business in 20 states, as the result of its mail solicitation, it has policyholders in many others. Consequently, the misrepresentations are not regulated by state law in states where the company is not licensed. Some other mail sellers are not even licensed in as many as 20 states.

Several other mail sellers recently active in promoting seemingly cheap policies are domiciled in Missouri, Nebraska and Illinois.

But if seemingly cheap insurance sold by some of the mail-order and other fringe companies is so limited as to be almost useless, the more adequate policies offered older people by the reputable companies are so costly as to be virtually financially impossible for the average retired person. Latest in the Senior 65 plans (a pooled effort by major insurance companies), is "Western 65." Sacramento City Councilman Richard H. Marriott, who also is a labor editor, reports that California unions have been disturbed about the way this plan has been represented.

This plan, which is the insurance industry's answer to demands for some degree of hospital insurance under Social Security, shows the impossibility of such plans for most oldsters. The Western 65 "comprehensive" medical and hospital policy costs \$23 a month, or \$48 for a couple. In comparison, half the older families have incomes of under \$2600 a year. Thus, this policy would take about 22 per cent of the total income of these senior citizens and they still would have to pay out of the pocket for dental and eye care, minor illnesses and that portion of their major illnesses not included in the 80 per cent coverage of the policy. Depending on which policy is selected, Western 65 pays up to \$20 or \$25 a day for up to 31 days for hospital care. In comparison, actual hospital charges in major California cities are about \$32 a day.

### Speaking Out



Seafarer Lee Arnett hit the deck at a recent regular monthly meeting in the Port of New York to say a few words on the benefits he recently received from the SIU.

## Sea-Land Increases Puerto Rico Service

ELIZABETH, NJ—The SIU-contracted Sea-Land Service Inc., has announced a new weekly service from all points in Puerto Rico to Jacksonville Fla. The service is part of Sea-Land's expanding trade with Puerto Rico and began on June 6 with the arrival of the freighter Summit from Puerto Rico.

The Summit will serve north-bound Puerto Rico shippers every other week, departing from San Juan on Thursdays and arriving in Jacksonville on Sundays. On alternate weeks, a Sea-Land vessel which calls at San Juan on Fridays, will deliver cargo destined for Jacksonville on Monday.

#### Regular Service

Sea-Land announced that the new service is part of the com-

pany's increased US-Puerto Rican service which now includes regular Puerto Rico-New York service from San Juan, Ponce and Mayaguez.

Sea-Land, which is a pioneer in transportation by ocean-going trailerships, recently started its long planned expansion of trailership operations in Alaska.

#### Alaska Trade

Two of the company's C-4 trailerships, the New Orleans and the Mobile, have entered the Seattle-Anchorage trade. The two ships have been taken from the Baltimore-Puerto Rico run and switched to the Pacific coast service. Following the transfer of the two C-4s, two converted C-2 freighters, the Bienville and the Raphael Semmes, have begun servicing Baltimore, New York and Puerto Rico.

Sea-Land has been operating regularly scheduled intercoastal service with specialized jumbo containerships since September, 1962, when the first of four ships was brought into service. Previously, the company had maintained an interim service with modified C-2s. Sea-Land inaugurated its Seattle-Alaska service with a special sailing of the New Orleans from Seattle on May 3, 1964.

The vessel arrived in Anchorage May 7 and returned to Seattle May 12. Regular weekly service between the two ports began May 14, again with the New Orleans, and thereafter a Sea-Land vessel sailed from Seattle every Thursday.

Bookings on the new Alaskan service are quite heavy, according to the company, and are expected to increase as a result of the vast reconstruction program going on in Alaska as an outgrowth of the recent earthquake damage.

As a result of the changing patterns of Sea-Land trade routes, the company also said it has applied for permission to change the names of the vessels now assigned to the Alaska route. The New Orleans would be changed to the Anchorage, and the Mobile would be called the Seattle.

### NLRB Examiner Rules

## Union Need Not Bargain With Management Group

WASHINGTON—A union has the same right as management to withdraw at an appropriate time from bargaining with a group and instead to bargain individually with each employer in the group, a National Labor Relations Board aide has found.

Upholding Detroit Printing Pressmen's Local 13 in its right to bargain separately with the Detroit Free Press and the Detroit News, examiner Paul Bisgyer recommended that the newspapers be ordered to bargain collectively with the union in separate bargaining units and, if an understanding is reached, sign separate contracts.

#### Same Right

The decision said Bisgyer, "turns on the novel question whether a labor organization should be accorded the same right as that enjoyed by employers to withdraw at a proper time from an established multiemployer unit. He concluded that it should, noting that the issue has not been settled by the NLRB or the courts and that the Supreme Court expressly reserved a decision on the point in its Buffalo Linen case permitting employers to defend themselves against union "whipsaw" strikes.

The dispute arose when Local 13, after 25 years of bargaining with the publishers jointly or with their

Detroit Newspaper Publishers Association, notified the publishers last Dec. 27 that it wanted to negotiate contract changes and asked that negotiations be conducted "separately and individually," but not jointly. The association refused, and the union filed unfair labor practice charges last Feb. 25.

Bisgyer noted that under past board decisions, employers have had to meet two conditions for withdrawing from group bargaining: one, the withdrawal must be timely; second, it must not be a "mere sham or pretense." In this case, he said, Local 13 met both conditions.

The examiner pointed out that the newspapers want to maintain group bargaining because this permits them the use of the lockout weapon but "there is certainly nothing fundamentally unlawful" in the union's attempt to strengthen its bargaining position and to regain the unhampered right to strike.

## Cuba Blacklist Grows & Grows

WASHINGTON — The government's blacklist of free-world ships ineligible to carry aid cargo because they have called at Cuban ports has increased steadily since the list was issued more than a year ago, according to the Maritime Administration here.

The roster for May, issued by the MA, bears the names of 215 ships of 12 nations that have called at Cuban ports with commercial cargoes since the government ban was established in January, 1963.

Last month, 209 ships were on the list, in March, 200, and in February 195. In April, 1963, only 60 ships were blacklisted.

The list also names 35 vessels of seven countries that have been transferred to the eligible list under agreement that they will not trade with Cuba for the duration of the US boycott.

### Lifeboat Class #109 Graduates



Another successful group graduating from the SIU's Lifeboat school has photo taken in New York recently. All of the men in the class earned Coast Guard lifeboat tickets. They are (front, l-r) Charles Husted, Andre Merritt; middle, Oliver L. Nash, John B. Abrams, Edliure Edstrom, Peter Dyer, Russell Sutton; standing, instructor Dan Butts, Orville Payne, Chester Lohr, Vagn Anderson, and instructor Arne Bjornsson.

SPAD

Seafarers Political Activity Report



MORE ADEQUATE SAFEGUARDS URGED. The AFL-CIO has urged Congress to provide more adequate safeguards for workers at Hartford, Wash., and other atomic installations where government operations are being reduced or turned over to private industry.

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REAPPORTIONMENT LEGISLATION HAILED. Wisconsin AFL-CIO leaders have hailed the action of the state supreme court in reapportioning the state's 33 senatorial and 100 assembly districts as the culmination of labor's long fight for such action.

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PLANT PIRACY HIT. The practice of plant piracy must be stopped immediately by appropriate legislation according to two representatives, Henry Reuss (D-Wis) and Florence Dwyer (R-NJ).

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MEDICARE NEEDED. The country's desperate need for a health insurance program under the Social Security system was emphasized recently by a US Public Health Service report that said that approximately 7.7 million Americans past 65 years of age have no health insurance.

Well, Well—Is November That Near?



SEAFARERS LOG

It's hearts and flowers time along the campaign trail again. Politicians are once again taking to the hustings to remind their constituents that the day of truth, election day, is not far off, and that their support at the polls is once again requested.

There is plenty of time between now and election day in November to find out how your representative has voted on important issues. The fact that there are still over 5 million unemployed people in this country is proof enough that there is much to be done in Washington legislatively.

No doubt, many of our elected officials do a conscientious job in attending to the needs of their constituents and the public at large. However, many arise from their lethargy only at election time, and stomp their district espousing beneficial policies that they have allowed to remain entangled in legislative cobwebs throughout their term.

Elected representatives must give their constituents much more than hearts and flowers before this problem and many others that are confronting us can be solved.

Figures Speak

In the April data sheet issued by the Maritime Administration, more concrete evidence of government apathy towards the decline in the size of the active US merchant fleet was documented. The MA reported that there were 13 fewer vessels active than in the month preceding the April statistics.

A democracy, unlike other societies, has inherent in its structure the right of citizens to retain or dismiss their elected representatives according to their wishes. This is a good time to do a little research on how your elected representatives have voted on the crucial issues that have come before the House and Senate this year.

How did your representatives vote on the various allotments that have been made to aid the impoverished in our country? What are their stands on medical care for the aged, on federal aid to schools and housing and the multitude of other issues that effect our everyday life?

These statistics speak for themselves. There has been a lot of lip service tendered in Washington on the subject of aiding the American merchant fleet.

The instrument of protest is guaranteed for US citizens under the constitution. It is the citizens who have used this right judiciously who have brought beneficial legislative and social change in this country.

Obviously, more than lip service is needed. Meaningful legislation in the form of increased subsidies and other aid are needed if the American-flag fleet is to be a vital and useful arm of this country.

The average citizen, although he may be remotely removed from the legislative process in Washington, can make his representative know his feelings on an issue either through correspondence or the ballot box.

It seems odd, that at a time when every industrialized society in both the East and the West are concentrating on building up their merchant fleet, the United States, the most affluent and powerful on earth, is letting hers dwindle.

LABOR ROUND-UP

The average American city-dweller lives more comfortably on an income of nearly \$6,700 a year, but the US still has a "substantial proportion" of low-income families able to "eke out only the barest existence," the US Department of Labor reports.

teachers, attendance officers and supervisors. More than 500 union members stayed away from school four days, until the board agreed to sign a contract, referred to as a "memorandum of understanding."

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The first major hotel contract in Texas has been won by a group of 125 low-paid workers, back on the job after a 54-week strike against the Plaza Motor Hotel, El Paso.

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The Communications Workers of America won important economic gains as they concluded a successful 141-day strike against the General Telephone Company in Santa Monica, Calif.

The US Court of Appeals for the District of Columbia has agreed to speed up the process of deciding if the National Labor Relations Board may open and count ballots cast by strikers and strikebreakers at the Kingsport, Tenn., plant of the Kingsport Press.

The first strike of the Teachers Local 1220, East St. Louis, Ill., has won for the Illinois Federation of Teachers its first written local contract, whereby the school board agreed to increase wages by \$306,000 the next school year for 715



# Beef Box

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

## O.T. Guidelines On Grain Ships

Two questions about the interpretation of the contract have been received from J. R. Thompson who sails on the Eagle Traveler. Interesting points are raised by both questions, one of which deals with the replacement of Butterworth plates, and the second of which is concerned with the breaking of watches.

**QUESTION No. 1:** What rate of O.T. are crewmembers entitled to if they are required to replace Butterworth Plates through which openings grain has been loaded? This occurred when we loaded grain in New Orleans and proceeded down the Mississippi to sea.

**ANSWER:** Crewmembers engaged in this type of work are entitled to the Longshore Rate provided this work was done for the purpose of unloading cargo or covering up when cargo is in the vessel. This applies only if cargo was loaded through Butterworth Plate openings.

**REFERENCE: Standard Freightship Agreement, Article III, Section 20: HANDLING HATCHES.** "(a) When the sailors are used to remove hatches, strong backs, and tank tops for the purpose of loading cargo, or to cover up hatches when cargo is in the vessel, they shall receive overtime as per Article II, Section 32, of this Agreement.

"(b) No overtime shall be paid to day men or the watch on deck between the hours of 8 AM and 5 PM, Monday through Friday, for covering up when no cargo is in the ship or taking off hatches for any purpose other than actual cargo operations.

"(c) No member of the Unlicensed Personnel shall be required to perform this work where it conflicts with the longshoremen and the longshoremen have contracts covering such work. **AND — Standard Freightship Agreement, Article II, Section 32: LONGSHORE WORK BY CREW.** In those ports where there are no longshoremen available, members of the crew may be required to do longshore work or drive winches for the purpose of handling cargo. For such work performed they shall be paid in addition to their regular monthly wages \$2.24 per hour for those ratings receiving a basic monthly wage of \$357.47 or below, \$2.28 per hour for those ratings receiving \$364.50 but not more than \$416.07, and \$2.33 per hour for those ratings receiving \$424.07 or above. The watch below shall be paid at the rate of \$3.35, and \$3.49 per hour respectively, dependent upon the monthly wage ranges specified above.

After 5 PM and before 8 AM and on Saturdays, Sundays and Holidays, the rates shall be \$4.47, \$4.57 and \$4.65 per hour respectively, dependent upon the monthly wage ranges specified above.

This section shall not apply when longshoremen are not available due to labor trouble.

**QUESTION No. 2:** We proceeded down the Mississippi River and got as far as Pilot Town, where they refused to take us across the bar due to the ship being loaded too far down by the head, and therefore unable to clear the bar. We then went back to New Orleans and anchored. We arrived at 0100 and the Mate did not break sea watches until 12 Noon. We stayed there that time for two days and 23 hours. According to Freightship Agreement, Article III, Section 6 (c), if watches are broken after being maintained for a period of time such as our situation, from 0100 to 12 Noon, our overtime would be for the watches stood from arrival to 0800, or from arrival 0100 to time of breaking watches at Noon. Are the crewmembers who stood watches between the time of arrival and Noon entitled to overtime?

**ANSWER:** If the crewmembers were required to stand watches between the time of arrival and Noon, other than Gangway Watches, they would be entitled to overtime.

**Reference: Standard Freightship Agreement, Article III, Section 6;**

## BREAKING WATCHES AND WORK IN PORT.

"(a) In all ports, watches shall be broken except in those ports where stay of vessel will not exceed 24 hours, then watches shall run consecutively. Any part of a sea watch from midnight until 3 a.m., on day of arrival, shall constitute a complete watch. When arrival occurs on a Saturday, Sunday or Holiday, overtime shall only be paid for hours actually worked on such waters.

"(b) In port when sea watches are broken, the hours of labor shall be from 8 a.m. to 12 noon and 1 p.m. to 5 p.m., Monday through Friday. Except as otherwise provided herein, any work outside of these hours or on Saturdays, Sundays and Holidays shall be paid for at the regular overtime rate for the respective ratings.

"(c) When watches are not broken in port and the 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 of watches. This shall not apply when the crew is being paid overtime for standing watches."

Kenneth E. Blair, sailing aboard the Overseas Eva, sent in the following questions asking for contract clarifications.

**Question No. 1:** Can members of the Deck Department turn down overtime and later on during the trip demand that overtime be equalized?

**Answer:** No. Once a crewmember turns down overtime, he is not entitled to equalization of overtime as outlined in the contract, provided, of course, that the crewmember did not have a legitimate reason such as illness, etc.

**Question No. 2:** Can the mate knock off men who have not turned down any overtime in order to bring the men who have turned down overtime up with high men?

**Answer:** The crewmembers who did not turn down overtime should be allowed to continue to work. Overtime as equalization no longer applies once a crewmember has turned down overtime, provided there was not a legitimate reason such as illness, etc.

**Reference 1 & 2: Standard Freightship Agreement, Article III, Section 2. DIVISION OF OVERTIME.** All overtime shall be divided as equally as possible among the members of the deck crew. In any event, the Boatswain shall be allowed to make as many hours

(Continued on page 22)

# U.S. Merchant Fleet Registers New Drop

WASHINGTON—In the latest monthly data sheet issued by the Maritime Administration, more concrete evidence on the continuing decline in the size of the active US merchant marine was documented. The agency added that there were no new contracts placed and no ships delivered at the start of April 1.

MA reported that there were 13 fewer vessels active than in the month preceding the April statistics. There were only 914 ships of 1,000 gross and over, the agency said. It was broken down to nine government-owned and 905 privately-owned ships in active service.

However, the list excluded the privately-owned vessels which are

temporarily inactive and some 26 vessels in custody of the Departments of Defense, State and Interior and the Panama Canal Company.

There were 12 fewer active vessels in the privately-owned fleet. One bulk freighter was transferred to ocean from Great Lakes service. Two freighters were transferred foreign and a tanker was registered as a marine loss. This made a net loss of two, for a total of 972. Of the 67 privately-owned inactive vessels, several were being repaired or overhauled. The remainder were either laid up or temporarily idle.

The Maritime Administration's own active fleet decreased by one while the inactive fleet decreased by 11. Thirteen ships were sold for scrap and the Hydrofoil Ship Denison was placed in the reserve fleet pending survey. The total government fleet decreased by 12 to 1,785. The total US merchant fleet decreased by 14 from March 1 to 2,757.

## Gov't Secretly Anti-Seaway, Senator Says

WASHINGTON — Government officials were charged here late last month with trying secretly to continue railroad rates that discriminate against St. Lawrence Seaway carriers.

Senator Phillip A. Hart (D-Mich), accused the government of "skulduggery" and using "cover up" tactics which permit railroads to carry Government shipments at rates much lower than those charged to private shippers, subject to review by the Interstate Commerce Commission.

### Proposes Bill

Hart is the author of a bill that would authorize the commission to determine whether the Government rates are discriminatory, preferential, or prejudicial. The measure was introduced, he said, in response to complaints that rails were hauling Government shipments at less-than-cost rates lower than those charged by the Seaway, thus depriving the inland waterways of doing business with the nation's largest shipper.

Government officials who testified at Senate Commerce Subcommittee hearings earlier said Government shipping agencies had neither the staff nor the know-how to weed out unfair railroad rates, but later they shifted their policy and notified Hart that they opposed the legislation.

"The Government agencies which could not defend preferential, prejudicial, and discriminatory rates at a public hearing were very much in favor of such deals at the meeting in which the press was not present. It is time to ask who is trying to cover up these deals. The time has come to end this skulduggery," Hart told the Senate.

"I call upon the officials of the executive agencies to reconsider their private statements and to adhere to their public testimony," Hart concluded.

## Union Has Cable Address

Seafarers overseas who want to get in touch with headquarters in a hurry can do so by cabling the Union at its cable address, SEAFARERS NEW YORK. Use of this address assures speedy transmission on all messages and faster service for the men involved.

## N.Y. College Course Aids Fish Industry

NEW YORK — A program to train specialists for the fishing industry has been started at the Suffolk County Community College here. The college is presently the only educational institution planning to supply trained personnel for the Department of the Interior's 10-year program to revitalize the nation's fishing industry.

The two-year college program is called Trident, because of its three-pronged attack on marine-industry problems through research, development and services.

### Many Problems

Walter L. Smith, associate professor of biology at the college, and the man primarily responsible for the curriculum, said the problems confronting the industry "involve cultivation, plant sanitation and problems associated with insuring a continuous supply of marine raw materials such as fish, shellfish and seaweed."

Technicians will be provided through the program who, "through the application of practical knowledge will gain insight into the problems that confront the industry," Smith said.

### New Slant

Professor Smith said that the few existing marine curriculums in other colleges or institutions are either four-year or graduate courses of study geared primarily for "blue water or deep sea techniques."

The program involves, in addition to general education courses, modern biology, technical math, commercial fishing techniques, plant layout, technical chemistry, microbiology, navigation, economics, shellfish, plant sanitation, commercial marine products, elements of marine ecology and elements of applied marine electronics.

A spokesman for the college said that graduates of the course will receive Associate of Applied Sciences degrees that will enable them to serve as marine technicians.

# The INQUIRING SEAFARER

Question: If you were to receive a million dollars, what would be the first thing you would do?

**Odel Powell:** The first thing I would do would be to invest in homes and real estate. That is about the best investment today, the safest, and I would be thinking in terms of rent property rather than real estate speculation. I don't think I would be very interested in getting into the shipping business in any form.

**Roy Hinkson:** The first thing I would do would be to take care of the needs of my family and see to it that they would be well taken care of in the future. Of course, I would give part of it to the Union, because I believe it is a good outfit doing a good job for us.

**Lawrence Murphy:** I'd go right out and hire the best investment counsel I could get my hands on, because I don't have the knowledge to handle that kind of money and I certainly wouldn't attempt to do so. I am going to college now, and some of the money certainly would go to pay off my tuition costs.

**Hector Revara:** The first thing I would do would be to buy my mother a house. She is the one person I love most in this world, and I would make certain she would live the rest of her life on this earth without having any financial needs or worries.

**Ken Westervick:** I really don't know. It's difficult to say, but I probably would try to go into some sort of business. I would also probably invest part of the money in stocks and bonds, perhaps some real estate and other kinds of sound investments.

**Marcel Romano:** Are you joking? It would never happen. But if it did, I would be the same. I'd really have to think about it before I could say what I'd do, but I guess one of the first things I'd do would be to take care of my folks and see that they would have a secure life.

# PIRACY

## IT AIN'T WHAT IT USED TO BE

In the wildest traditions of Captain Kidd, 69 heavily armed men stole aboard the Portuguese cruise ship Santa Maria on a dark Venezuelan night some time back, and eleven days later, took over, lock, stock and barrel.

Shocked over the sudden seizure of the vessel by opponents of the regime of Portuguese strongman Juan Salazar, nations represented on the 600 passenger list

moved into action. The United States' was represented by 42 passengers on the Santa Maria. So, the US Navy was called out in a fanciful search which saw US ships and planes take over three days to spot the luxury liner—off the coast of Brazil.

But, Captain Kidd antics or not, the sudden takeover, originally planned as an attempt to touch off a political explosion in Portugal against Salazar was not, in the strictest sense, piracy.

### Geneva Convention

The committing of an act of piracy according to the Geneva Convention, say international law authorities, is based on the plan to take over the ship for personal gain or vengeance. That separates piracy from a political or warlike act of talking over of a ship.

The piracy law itself dates back to the days of marauding buccaniers of the Barbary Coast and the Spanish Main and is badly outdated. The law just does not fit the antics of rebels against their own governments. The pirate with which these old laws are con-

cerned is a highwayman of the seas, a robber, one who attacked, kidnapped, ransomed, and murdered for personal gain.

More recently, Halls International Law, the most respected study on the subject, says the test of piracy is whether the grab was performed for personal gain or rather for public. The hijacking of the Santa Maria was essentially for public gain.

The pirate is one who is primarily interested in satisfying personal greed or vengeance in places beyond the jurisdiction of the state and any political bias on the part of the hijacker rules out the crime of piracy. For the pirate is a stateless person according to international law. Piracy is a crime against international law, along with slave trading and misuse of the national flag, among others, but international law does not include such crimes as mutiny.

Again, sometime later, another ship was hi-jacked when a group of Communists took over the Venezuelan freighter Anzoategui. And from this second hi-jacking, where there was no breach of international law (no passengers from other states) there arose the

question whether or not it was legal for another state to interfere in what was essentially a crime against the state under whose flag the vessel originally sailed. It was noted in legal pronouncements that the ship hi-jacker was a threat only to the country against which he was revolting. This makes ship hi-jacking very much like the crime of mutiny.

### Legal Point

The legal authorities point out that to act otherwise, that is to accept the right of intervention of international shipping on the high seas, several problems would be created. The most dangerous, authorities say, is the often hazy distinction between the rebel and the rebelled against. In other words, there lies in such a philosophy the problem of just who one is going to back in a sudden uprising. The rebel of today is often the Prime Minister of the country tomorrow.

It could also lead to encouragement of interested foreign powers to intervene in a domestic controversy by seizing the vessel of one group or another on the claim that it had been hi-jacked.

For the protection of inter-

national shipping, merchant vessels on the high seas are exclusively under the administrative, criminal, civil, and protective jurisdiction of the flag state. Only in cases of crimes under international law may all nations exercise concurrent jurisdiction.

However, a flag-state may avail itself of the opportunity of asking for help from other nations. For a sovereign to request help, it may state the terms of the help requested, such as inviting only certain nations to participate. The sovereign may also limit the help from these nations to search, without allowing that nation to seize the hi-jacked vessel.

Hence, in the case of both the Anzoategui and the Santa Maria, the US was invited to search for the vessels (in both cases US Navy planes found the vessels after belated searches) but prosecution of the insurgents was reserved by the nations under whose flag the Anzoategui and the Santa Maria sailed — Venezuela and Portugal. The Portuguese hi-jackers, however, sought and received political asylum in Brazil.

Is the crime of piracy, then, largely an old-fashioned and

rarely seen act today? Several reports have recently brought attention to an area of the world where small shippers are constantly in danger of what was thought to be pirates. Off the North Borneo coast, a British naval rating was killed recently in a pitched gun battle with Indonesians, thought to be pirates.

British insurance officials, however, have raised the question of piracy or political action. They cited that these recent attacks—some 32 — involved 10 ships mounting machine guns used to prey on shipping in the Straits of Malacca were given to the Indonesians by the Russians.

### Political Tag

With politics as involved as they are today, it's getting tough for a self-respecting pirate to lay claim to his hard-won title. They're all being stuck with political motives.

Pity the poor pirate in the confusing political world of today, whose simply out to make an easy and dishonest buck, but who is constantly being tabbed as a malcontent fighting his own government.

Ah, for the days of the wild and wooly buccaniers.

## SIU Great Lakes Bob-Lo Excursion In 30th Year

**DETROIT**—The SIU-Great Lakes contracted Bob-Lo excursion boat enterprise opened its 65th season on the Detroit River on the traditional day, May 30.

Over 700,000 passengers are expected to pile aboard the veteran steamers of the Bob-Lo fleet, the Columbia, 62 years old, and the St. Claire, 53, this season to mark an all time record in Bob-Lo traffic.

Since the enterprise's present owners bought the Great Lakes longest surviving and strongest boat-trip attraction in 1949, the excursion has carried 8 million passengers and tripled its popularity.

Back in 1949, the excursion 18 miles down river to Bob-Lo (actually spelled Bois Blanc) island, the passenger load was 300,000. By 1955 the total was up to 500,000. Last year's top was 700,000, and it is expected to go well over that figure this year. Indications that this year will well surpass last are in the advance group bookings. Last year over 1,000 groups held special picnic excursions. Only 300 groups were served in 1949.

The Columbia and the St. Claire, the company's two boats, have a combined capacity of 4,980 passengers. Built as coal-burners, they have been converted to oil and now are almost completely steel as the result of careful maintenance and replacement. Maintenance costs for the two ships and the island (also owned by the Bob-Lo Corporation) are estimated to be about \$150,000 a year. This year a 182-berth marina on the west side of the island has been built at a cost of \$175,000.

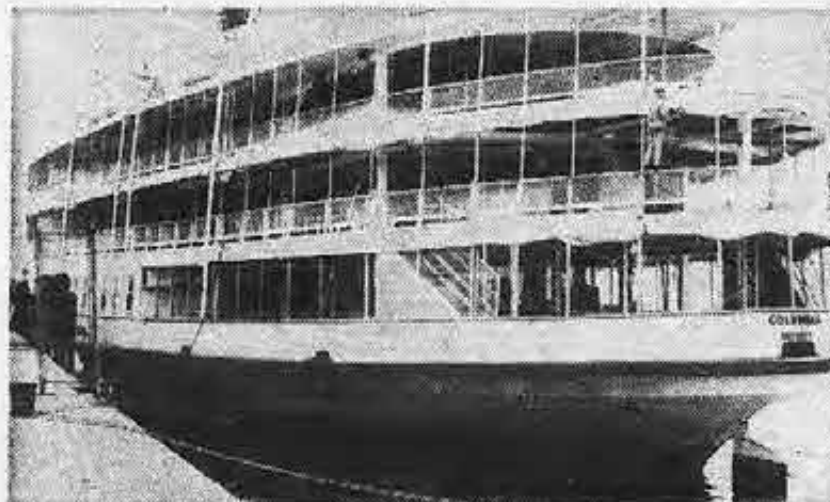
Browning Lines, owners and operators of the enterprise, bought the package of the two boats and the island from a family's interests in Alpena who had operated the boats and park for 50 years. At that time Browning lines was a growing force in Great Lakes shipping; it operated nine ships. The Bob-Lo operation, however, now represents its entire shipping activity.



Getting the Columbia ready for the '64 season, Forrest Riser mans the sougeeing machine above.



The vessel got a thorough cleaning out and wash-down during the fit-out. Seventy men were shipped from the SIU Detroit hall as shore gang to get the Bob-Lo boats in shape for the May 31st deadline. The season got underway June 1st.



The Columbia was just about ready to begin its runs when this picture was taken. Another Bob-Lo boat, the St. Clair was also fitting out at the same dock. Spic and span and in tip-top shape, they will carry hundreds of thousands on memorable trips.



SIU Great Lakes District member Paul Serwinski is shown above giving the Columbia a good scrub-down.

## The Pacific Coast



### By E. B. McAuley, West Coast Representative Nation Focuses On Coast Politics

The big news out here, of course, is the recent Republican primary, in which Goldwater walked off with the honors. Actually, though, of more importance to us out here, is the win of Pierre Salinger, former press secretary to the late President Kennedy over state controller Alan Cranston.

Cranston seemed to be the strongest in the beginning, but as the campaign rolled on, it became apparent that Salinger was gaining in popularity and power.

His forces were so strong that we felt sure he would win, even before the election, as reported in this column in the last issue of the LOG.

Another shipping official has come out for the importance of more help for US flag vessels from the Maritime Administration.

George Killion, president of American President Lines, stressed the growing power of Russia on the seas. In a speech in Honolulu, Killion reminded the Propeller Club there that Russia is well on her way to out-stripping all other nations as a shipping power.

Here in San Francisco we paid off the Mankato Victory, Antinous, Orion Comet, Orion Clipper, Penn Carriers, and the Beloit Victory. In transit were the Ames Victory, Choctaw, Keva Ideal, De Soto, Seamar, Portmar, Massmar, Elizabethport, Mayflower, Steel Traveler, Robin Kirk, and the Longview Victory.

Hans Skaalegaard, the skillful "sea-scapist" is now on the beach and working temporarily as a rigger in one of the local shipyards. Hans sails as bosun and does quite a bit of his work in oils while at sea. His painting are much sought after and he is considered a master in painting seascapes. Just back in SF after a few months aboard the Mankato Victory is Joe Carroll, a 20-year SIU man. Joe is looking forward to seeing a workable pension plan that will benefit the majority of the membership and not some short-sighted plan that will take away from what is already the best plan in the business. However, Joe, a native Easterner but now strictly West Coast, is still a young man and is not planning to leave the sea for several years to come.

Walter Cousins is back in the city by the Golden Gate after a supposedly short run from Japan to the states. He flew from here back in February on what was to be a 25-day run and just paid off. He enjoyed the many weeks in the Kobe and Yokohama shipyards, but hated those long hours at the end of a tow line while on the National Seafarer. More about that later. As a consolation he at least had enough time to file for his vacation pay and will spend a few weeks on the beach for a much needed rest off the lovers' run.

And Victor Harding just paid off the Beloit Victory as AB. Known as Scottie, he is quite a singer of old sea chantys.

Also, Alex Witche, the culinary specialist who used to sail the Delta Line ships out of New Orleans just joined the Choctaw as baker. Alex is well-known for his cooking and baking abilities and the crew of the Choctaw is most fortunate in getting his services. Alex just passed the 50-year mark and says his dogs are beginning to bark a little after the years he has spent working around hot stoves.

Riley Carey finally made the round trip on the Beloit Victory after a long shuttle run hauling cement to Saigon and Formosa. He is now making the rounds down in the "Tenderloin" and is getting to be well-known to most of the SF innkeepers. Carey, a former New York sailor, has been around here for several years now and says he prefers it here. Byron Slaid, alias "Jimmie," now bosun on the Mankato Victory passed through town last week to say he had a most enjoyable trip on the Mankato because of the real professional sailors he had in his deck gang. It made the trip very pleasant because everyone in the whole deck department knew his job and was a credit to the SIU. Jim suffered a broken leg last year and still hobbles a bit during rainy weather, but otherwise is feeling fine on sunny days. Jim is a real professional Seafarer and he says the SIU, with all things considered, has the best set-up for the man who wants to make his living by going to sea.

In Wilmington, an American flag and plaque was presented to William (Bill) Bassett, Secretary-Treasurer of the Los Angeles Central Labor Council on behalf of Paul Hall, MTD president and Pete McGavin of the Maritime Port Council. The plaque and flag were presented by Blackie Ellis, President of the Port Council, and Frank Boyne, Wilmington port agent.

Over the last two-week period, shipping has been very active, with 10 ships in transit. Wilmington is short on oilers, FWTs and ABs. The outlook for the coming two-week period is also expected to be good as they expect some 10 more ships to be in transit there.

Frank Feld, last off the Orion Comet, plans to stay on the beach for awhile after he collects his vacation pay. He said this was a rather short trip for him but he will have to check with his boss, the wife, before he ships out again. He was glad to hear shipping has been active in Wilmington and that the outlook is good. Bob Morales, who was last off the Ames Victory as chief cook and has been on the beach since last March not fit for duty, just received his okay and is ready to get anything smoking.

Pete Prevas is registered in Wilmington, but isn't ready to ship out at the present time. He wants to stay with his mother for a few weeks as he has been out for several months and feels he is due a vacation.

The Maritime Trades Council of Seattle endorsed the re-election of Governor Al Rosellini and also Pat Sutherland, committee member of the Washington State Public Utilities Commission for a place on the Federal Maritime Board.

The Longview Victory, Robin Kirk, Mobile, Choctaw, New Orleans, Young American and Trustco all paid off in Seattle during recent weeks. The Trustco took 20 replacements. The Mobile is being renamed the Seattle and the New Orleans is changing to the Anchorage. The turn-over has been pretty good on the two Sea-Land C4s, however it is expected that the homesteaders will eventually start making this coast-wise run into Alaska.

The National Seafarer paid off after a hectic voyage from Japan. What started out to be a run job turned out to be a lovers' stay in the shipyards of Kobe and Yokohama.

### West Coast To Port Canaveral

## ICC Examiner OKs Calmar Lumber Run

WASHINGTON—An Interstate Commerce Commission Examiner recommended here last week that the ICC grant approval of the SIU-contracted Calmar Steamship Corporation application to make inter-coastal lumber delivery available from the West Coast to Port Canaveral.

Calmar, already an intercoastal water common carrier of lumber, made application last year to the ICC to extend service from the West Coast to the ports of Cape Canaveral, in connection with Calmar's routes between presently served Pacific Coast and Atlantic Coast ports.

### Railroads Oppose

Opposition to the application for the additional waterway service was raised by several West Coast railroads, including Great Northern Railway Company; Northern Pacific Railway Company; Union Pacific Railroad Company, and the Chicago, Milwaukee, St. Paul and Pacific Railroad Company.

In the report made to the Commission, the examiner, Warren C. White said that at present Calmar is operating ten modified Libertys which were obtained in 1944 from the US government and subsequently converted to accommodate over-size lengths of lumber and steel products. The vessels, are owned by Bethlehem Steel Corporation and chartered by Calmar from the steel company, its parent corporation.

Calmar is in the process of exchanging six Liberty ships for six C4 troop transports, which are to be converted into fast break-bulk merchant ships.

In the report, White said that there was a market for some six million board feet of lumber annually through Port Canaveral, with shipments of some 500,000 to

700,000 board feet moving every three weeks.

With the new vessels, White added, Calmar expects to reduce transport time between West Coast ports and Cape Canaveral from 24 days to 15 days so that 8-day schedules may be established in lieu of 10-day sailings.

"It is anticipated," the ICC examiner said, "that not only will transit time be cut by one-third but also the capacity of the vessels will be increased by 25 percent." He added that Calmar is "fit and able, financially and otherwise" to perform the proposed operation.

The route followed by Calmar is along the East Coast through the Caribbean and Panama Canal up the West Coast of Mexico to West Coast ports and return along the same route.

### New License



Seafarer Harry (The Hat) Byrd, his chapeau firmly in place, is shown here proudly displaying his newly won third assistant Engineer's license in New Orleans. Boyd studied and got his license through the SIU Upgrading Program.

## Labor Seeks Protection For Elderly In Land Deals

WASHINGTON—Federal legislation to protect the public and particularly the elderly—against misrepresentation by land speculators and real estate promoters has been proposed by the AFL-CIO.

The Federation called for regulation of interstate advertising and sales-by-mail of homes and home sites by the Securities & Exchange Commission in the same manner that the SEC now regulates stock sales and offerings.

### Ads 'Misleading'

The AFL-CIO statement, submitted to the subcommittee by Legislative Director Andrew J. Biemiller, cited "misleading" advertisements "designed to entice elderly citizens to purchase, sight unseen, real estate purporting to be suitable for retirement living."

After the sale is made, it was pointed out, the buyer often finds that the sites lack such essential utilities as water and electricity, and sometimes even access roads. He urged the subcommittee, a unit of the Senate's Special Committee on Aging, to require complete disclosure of pertinent information regarding the property offered for sale in a registration

form filed with the SEC and in a prospectus furnished each person solicited.

"The legislation we propose is urgently needed," the AFL-CIO statement said. "It would provide for fair and reasonable regulation in the public interest, convenience and necessity, of offerings for sale, through the mails or otherwise in interstate commerce, of land subdivisions and of other real estate."

In a covering letter, Biemiller praised the subcommittee's investigations into "widespread exploitation" of elderly citizens — including hearings on health frauds, quackery, and deceptive sales practices for health insurance. "The people most likely to be victimized" by misrepresentation in land sales "and the main target of the unscrupulous speculators" are retired persons or elderly persons near retirement, Biemiller pointed out.

## Jobs

(Continued from page 4)

coming fast enough. The Department of Commerce sources said recently that the adverse balance of payments was improved by a \$51 million pick-up in sales and a \$155 million drop in foreign obligations during the period from Jan. 1 to May 15. As a result the adverse balance for the first quarter of 1964 was down to \$41 million.

The agency also reported that it was engaged in eliminating "foreign discriminations against our merchant marine" that reduce the dollars earned by the American-flag shipping companies, Harlee assured the President.

We are hopeful that, in the face of so many Government agencies so often trying to slip something by American shipping concerns, some relief may be achieved. It is obviously so important that the balance of payments deficit be straightened out, the President is taking personal interest in seeking any and every way possible to even it up. And one of the ways is certainly that more US-flag ships be utilized in our trade. It could turn out to be an effective way to bring other government agencies to observing the letter of the law, and at the same time vastly improve the economy of the United States. Johnson himself made such a warning in the letter when he said that "the job is not yet finished." We're behind any such program which will not only help alleviate the balance of payments problem, but also will give a much-needed hand to the American seaman.

### Nice Form



Seafarer John Ross, who sails in the deck department, was caught by the LOG camera recently catching up on some of his writing in the hiring hall at NY headquarters. His last ship was the Robia Goodfellow (Robij Line).

Payment Schedule Still Delinquent

# Seaway Corp. Studies Toll Hike

WASHINGTON—Pressure for a toll structure change on the St. Lawrence Seaway has become more severe following closed-door testimony given recently to a House Appropriations Subcommittee by officials of the St. Lawrence Seaway Development Corporation.

The toll structure of the Panama Canal was also studied by the committee because of the increase of the annual payment to Panama of \$3 million.

**Behind On Payments**

Joseph H. McCann, US Administrator of the St. Lawrence Seaway, admitted the possibility of a rise in tolls for the waterway to help it catch up in its delinquent payment schedule to the US Treasury, already \$9 million in arrears in interest alone.

Both United States and Canadian toll committees are expected to make recommendations to their respective governments by July 1 to keep the seaway solvent.

Seaway traffic has not as yet come up to original expectations, although, McCann said, it "is advancing at a satisfactory rate of growth." The break even point on the Seaway is about 42 million tons a year. In 1963, 30.9 million tons were moved. It was originally anticipated that the break-even point would be reached last year.

**Sentiment Against Rise**

There is strong sentiment against raising the tolls on the Seaway. The arguments are that the rise is too early and would only boost the cost of using the waterway and cause diversion of traffic to railroads.

McCann said that another reason put forward against a toll increase is that "we have first to find our competitive level . . . of

rates and charges. I think that if our rate of increase in the last three years is maintained for another three years there will be no need to even talk about raising tolls."

McCann claimed flatly that diversion of traffic to other areas, notably the importation of iron ore to Baltimore and on to steel

centers such as Pittsburgh and Youngstown, is a definite possibility if freight charges are right.

One consequence of higher Panama Canal tolls, Fleming said, may be that West Virginia-mined coal, moving through the Canal, might cease being competitive with Australian coal in some foreign markets.

# SIU Company Sues Over Rail Rate Cuts

DETROIT—The SIU-Great Lakes contracted T. J. McCarthy Steamship Company has filed suit here against the New York Central Railroad for what the shipping concern calls discriminatory rate-cutting and refusal to establish ship-and-train rates for cars shipped to Eastern markets.

The \$6 million suit for damages alleges that McCarthy's business has been "destroyed" by the rail's violation of the Interstate Commerce Act. The shipping firm has announced that it will not be in operation this year.

The McCarthy company has four freighters which are specially built with ramps and "flight" decks allowing about 500 automobiles to be driven on and off. "We're still competitive on the water," T. J. McCarthy, chairman of the board of the firm said. "We

can beat them between Detroit and Buffalo any day of the week."

The company faces the prospect of disposing of the four ships or converting them to other trade, involving extensive conversion.

The \$6 million figure is the estimated damage to McCarthy earnings and assets. The latter consists of the ships and two terminals, here and in Buffalo.

**Charge Discrimination**

The company charges that the rail company is pursuing "discriminatory rate-making" in a continuing fight to eliminate water carriers from domestic trade routes.

In the suit, the Central is also accused of refusing to establish a ship-rail combination rate. This, if proved, would be in direct violation of existing interstate commerce legislation.

The steamship company says that in 1962 and 1963 railroads set "a new level of greatly reduced all-rail rates" from Michigan auto plants and that these rates were so low they knocked out ship-truck transportation of cars.

McCarthy said it had offered to establish a Detroit-Buffalo ship rate that would have given the railroad "at least as much compensation" for rail service beyond Buffalo as it received from its all-rail rates.

# SIU Lakes Carferry Operates As Barge

ST. IGNACE, Mich.—For the first time since 1888 railroad cars were ferried across the Straits of Mackinac May 25 by a "barge" towed by a tug.

The "barge" is the SIU-Great Lakes District contracted Chief Wawatam, a veteran carferry operating between the Straits of Mackinac and serving as a railroad link between Upper and lower Michigan since 1911.

The Wawatam's Coast Guard certificate expired May 24, and Coast Guard inspectors, who had given the certificate two extensions, finally issued orders to the Mackinac Transportation Company to repair her boilers or cease running her.

The Wawatam's owners want to abandon the service, together with rail service to the northern end of the Lower Peninsula, but they cannot do so without permission of the Interstate Commerce Commission.

At the request of Attorney General Frank J. Kelley, Judge Noel Fox issued a temporary injunction blocking the abandonment of the carferry until ICC hearings, which have been scheduled for July 8.

**Must Operate**

Judge Fox told the company it was up to them to find a way to keep operating with the condemned boilers, so until the issue is settled the 351-foot ferry will be towed by the 142-foot tug John Purves of Sturgeon Bay, Wis.

The tug was chartered from the Roen Steamship Company, owner of three large lake tugs. It is a 1,800 horsepower diesel, twin screw, extremely maneuverable craft.

Workmen welded two large

hooks onto the Wawatam to permit the tug to operate alongside it.

The Chief Wawatam can carry 22 rail cars and is the only carferry in the US equipped both as a rail ferry and icebreaker, which is necessary to operate 12 months a year at the Straits.

## SIU Visitor



The rotary board system of assigning jobs to Seafarers was explained recently to a high official of a German labor union when he visited the SIU hall in New York. Right is Heinz Kluncker, vice-president and negotiating secretary of the huge Federation of Public Service, Transport and Communications Workers. Explaining the system to him and Richard C. Kriegel, center, Department of Labor, is SIU Representative John Yarmola.



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

## Lakes Shipping Picture Active

The outlook for shipping in the Great Lakes Area continues to be exceptionally optimistic, with tonnage expected to remain, at least, on an even or rising keel. Cleveland, Buffalo and Frankfort have reported unusually good shipping, Chicago reports that shipping activity has been very good and steady with no decline expected, while Alpena has reported shipping at an "unprecedented" high.

Nearly all the Buckeye ships lately are coming into the Cleveland Port pretty regularly. At least two each week can be seen in port. The boys who had the Hearts game going so hot this spring have all shipped out now, but they promise to start the game again where they left off.

Harold Carroll just got into town to spend some time on the beach here. George Mitchell has had his rest and now is ready to go. Louis Stein, after spending a short time on the beach, has just shipped, leaving very few book men on the board. Book men certainly don't have long to wait in Cleveland.

The Chicago Port Council MTD has sent letters of strong protest to Chicago's Mayor Daley, urging him to support a very badly needed dredging of the Calumet River from the break wall to Calumet Harbor, which die at low draft. This condition is costing the port thousands of tons of business each year, and we hope the Mayor will get behind this move and put Calumet Harbor back into its usual full capacity.

Our "professional porter," George Stevenson, finally has shipped out as a permanent coal passer on the Gypsum, which he feels now will be "it." But everybody in Chicago is betting the Gypsum uses hard coal and he'll be back shortly. Joe Yukes still is around, his usual jovial self. He recently passed up a job on the South American to remain home with his wife, who is ill. As Joe puts it, "I'll never have to worry about a job in the SIU."

Willard Tolbert has shipped as relief deck hand on the tanker Detroit. This is one Chicago shipper that will never pass up a chance to work, and we always can rely on him to take the pier heads off the board.

Bill Toler has shipped as permanent deck hand on the Platt, where he no doubt will stay until layup. He has a party fishing boat in California, where he works during the winter. Bill, as many will remember, was the first man to register at this hall when it reopened in June, 1959.

Mackinac Transportation Company, in compliance with Coast Guard specifications, currently is making the repairs on the boilers necessary to continue operation of the Chief Wawatam. The repairs are taking place while the vessel is being towed back and forth across the straits by the tug, John Purves, so it now is official that this ship will continue to operate at least until the Interstate Commerce Commission makes a decision on the company's request to abolish her.

Veteran Seafarer from the Wawatam, Melvin L. Wheeler the first SIU Seafarer employed by Mackinac to go on disability, is spending his time watching tele-

vision. Except for sailing on the Coast during World War II, Melvin was with Mackinac on the Wawatam from 1944 to 1962. From 1942 to 1944 he sailed as oiler on the William Cullen Bryant, deck engineer on the Bryant, oiler on the Angeline, and deck engineer on the Benjamin Chew.

Fit-out of Bob-Lo is now completed and their vessels are in operation. From all indications, the company expects a very busy season.

Stanley Wares attended the Ohio AFL-CIO convention in Cleveland, the main themes of which were politics and the War on Poverty. We supported a resolution on unemployment compensation for Great Lakes Seafarers, which was passed and given full backing by the Federation. We also supported Senator Frank W. King as president of the Ohio AFL-CIO. He was elected by a three-to-one margin.

The rocking-chair days of Edward "Shy" Ryan should be much more comfortable from now on. On his recent retirement, Seafarers on the Huron Fleet presented Shy with a luxurious platform rocker in appropriate ceremonies, with Capt. Ray Stafford of the J. B. Ford doing the honors. The gift was a token of the esteem in which his fellow crewmen hold Shy, who has sailed with the Huron Fleet for over 30 years. Happy rocking, Shy.

When Robert Sheffield, sailing as an oiler on the A & J Mercury, was transferred from the vessel to the Buffalo General Hospital, this office contacted Dr. Bruckner, head of the USPHS in this area, who arranged to have the patient transferred to the USPHS in Baltimore, Md., where he has relatives. This is an example of the exceptionally fine cooperation which we have always experienced with Dr. Bruckner.

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

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## Part Of Antipoverty Program

# Expanded Job Retraining Waiting For More Funds

WASHINGTON—Although the Senate Appropriations Committee approved a \$24.3 million supplement to the Federal manpower training program recently, the Senate has not had the opportunity to act upon the additional funds because of the civil rights filibuster.

This program, centered on equipping unemployed workers with new skills, is thought to be essential to any serious attack on poverty in America. It has been languishing since early in the year because of lack of funds. In the last four months, programs to train an average of only 3,500 participants have been approved each month, about a third of the previous rates.

### Using Balances

The program, administered by the Labor and the Health, Education and Welfare Departments, has been using unexpended balances from completed programs and reassigning money from states that have not used it to states that have used up their initial allocations.

The additional appropriation, if finally approved, would be enough to allow the Labor Department to go ahead with training for 30,000 jobless workers under programs that it has approved but for which funds are lacking.

The House had earlier cut the Administration's request for the manpower program for the fiscal year from \$411 million to \$327.9 million.

### Hope For Approval

Advocates of the retraining bill hope that the Senate will approve the supplemental \$24.3 million, and that, when the Senate goes into conference with the House, the lower body will be persuaded to go along with the additional funds.

The training program funds were part of a \$1.3 billion deficiency money measure approved

by a committee to tide over a number of Federal agencies for this fiscal year. The measure includes 46.9 million in emergency funds for Alaska, but about nine-tenths of the deficiency measure is for military pay increases and maintenance and funds for matching grants for public assistance.

The House denied any supplemental appropriation for the training program but authorized early spending of funds allocated.

In other action on a related bill, the House Labor Committee freed

President Johnson's favored anti-poverty bill, with all 19 Democrats on the committee voting for it and all 12 Republicans against. Although the Democrats had made concessions in the bill, the Republicans had called the changes merely technical. The bill's next stop is the House Rules Committee, where no serious trouble is expected. However, a heavy schedule of other controversial bills may well hold the bill up on the House floor until after the GOP National Convention.

## SIU Cable Ship Celebrates Birthday

The SIU-manned cable ship Long Lines (Isthmian) is celebrating her first year in service hard at work on the high seas, laying the last section of a 5,500-mile underwater telephone line connecting Hawaii and Japan by way of Midway, Wake and Guam Islands.

The trans-Pacific cable is scheduled to be finished this summer. A joint project of American Telephone & Telegraph Company, Radio Corporation of America and a Japanese company, Kokusai Denshin Denwa, the \$80 million system will provide the equivalent 128 voice circuits with additional capabilities for handling data telephones and other more specialized communications.

According to present plans, the Long Lines will be spending her next few anniversaries at sea in addition to her first. Plans now call for completion of a second cable link between Hawaii and California this fall and a Guam-Philippines telephone cable after that. Then, after putting the finishing touches on the Pacific cables, the vessel will be all set to lay a cable between Florida and St. Thomas, Virgin Islands, and then begin work on trans-Atlantic Cable Number Four, which will link New Jersey to France.

The Long Lines is operated for AT&T by SIU-contracted Isthmian Lines. The 511-foot vessel is equipped with the newest cable-laying machinery, capable of laying cable at a rate of 7 to 8 knots, even in rough weather. The effectiveness of older type cable-layers was often cut drastically because they had to hove-to and quit laying cable during bad weather.

In addition to her job of laying new cable, the Long Lines is also scheduled for a lot of repair work, maintaining the company's 23,000 miles of ocean cable already in service.

# Study Of Indian Ocean Floor Shows Mountains, Valleys, Plains

WASHINGTON—A fleet of 23 research ships from five nations has provided the first picture of the Indian Ocean floor and unveiled what appears to be one of the most remarkable of the earth's features, according to Dr. Bruce C. Heezen of Columbia University's Lamont Geological Observatory.

The Lamont Observatory, which sponsors the SIU-manned research ship Conrad, is participating in the survey as part of the 1962-65 International Indian Ocean Expedition. Other nations participating in the survey are Britain, South Africa, Australia and the Soviet Union.

### Deep Trench

One of the most dramatic discoveries is a trench in the ocean floor that is twice as deep as the Grand Canyon and at least 60 miles long, Dr. Heezen said. It has been named the Vema Trench for the Lamont Observatory research ship that found it.

Dr. Heezen described this and other recent discoveries relating to the earth's crust at the annual meeting of the American Geophysical Union here.

The Indian Ocean, although one of the three great water areas of the world, until now has been little known, but the soundings and other observations have thrown new light on the world-wide system of mid-ocean ridges. Dr. Heezen said.

The floor of the ocean is marked by a strikingly straight ridge ex-

tending some 3,600 miles along the 90th Meridian east of Greenwich and is thus called the "90-Degree Ridge," he reported.

Ridges that bisect the Atlantic and Pacific Oceans enter the Indian Ocean from the south, forming an inverted "Y," the survey revealed. These ridges are divided by a deep cleft, and where they cross fault lines (breaks in the earth), they have apparently been displaced by lateral movements of the ocean floor.

While much of the floor is mountainous, there are abyssal plains, usually associated with near-by continental rivers, the researchers discovered.

### Ridges

Four ridges that, unlike the variety found in mid-ocean, are not centers of earthquakes and other activity, have been identified, including the "90-Degree Ridge," the researchers said.

The ridges are thought by Dr. Heezen and others to be related to the basic forces responsible for the existence of continents and oceanic basins.

The fact that the mid-ocean

ridges are lines of activity is denoted by the frequent occurrence of earthquakes along those lines and the abnormally high upward

## Rope Weaver



Lloyd O'Neal Sr. of the SIU United Industrial Workers is shown above assembling a tug fender at the UIW-contracted Curtis Bay Shipyard in Norfolk.



## SIU Provides Upgrading Opportunities

With more and more stewards signing up for the SIU's Recertification Program, and more and more of them completing it, it may be important at this point to stop and take a good look at all of the many programs a Seafarer has access to in order to improve himself aboard ship.

Of course, the Stewards' recertification is only one of many programs available. But quite a number of stewards that have attended the school boast of their hard won certificate as a mighty proud possession. It will become more important to have the certificate as time goes on.

The stewards who are not in tune with the importance of self-improvement, take due notice and act quickly. You don't want to be left behind.

The doors are open, so to speak, for the new member to perpetuate a solid union by signing up for the Seniority Upgrading Program.

However, a look before you leap attitude is necessary for the aspirants for this program. Later in this column, the necessary attributes for successful completion of this program are listed and explained.

Many new Seafarers can be trained or older members retrained to take their places in our Seafarer society as full book members by joining the Seniority Upgrading Program.

However, too many men have adopted a status quo attitude with no real desire to better themselves. They are not only hurting themselves, they are damaging the future of a strong union. The kind of man with this attitude does not have the basic interest pre-requisite for retraining for the Union's upgrading program.

All of the training programs are designed to protect the hard won gains we now enjoy, plus seeing that every Seafarer has the best possible chance of improving himself individually.

To be eligible for any of the retraining programs the Seafarer must know the history of the Union, have a lifeboat ticket, know how to conduct meetings and know the functions of the Union.

Other qualifications demand that the Seafarer know the work aboard ship, general conduct, the constitution, rights, the labor movement, educational programs and production incentives and working methods. Generally speaking, the

Seafarer must be physically fit, have an attitude to get along and have a good general conduct background.

The last classes will attest that they have gone through the mill in the various courses the right way and they are now ready to go out as real assets to the Union and to themselves.

- **Ambition.** The Seafarer must have the will to improve himself. This means real will, not merely a vague or intermittent desire. It must be a drive to get ahead.

- **Industriousness.** This attribute, coupled with ambition, gives the Seafarer the ability to drive himself steadily toward improvement.

- **Dependability.** This is important for the Seafarer. He must be able to take orders from others, and be relied upon to carry out the orders with little or no supervision.

- **Forcefulness.** The Seafarer must give people the impression that he is capable and self-confident.

- **Dependability.** This is important trait.

- **Self-Confidence.** The Union man should never forget the things he does of which he can be proud, and he should always carry himself proudly and exude self-confidence.

- **Friendliness.** Criticism of the actions of other people can lead not only to strained relations, but to a fall-off of shipboard efficiency.

- **Faith.** It is essential that the Seafarer work in harmony with his shipmates.

- **Good Judgement.** The Seafarer must regularly examine himself, particularly as regards initiative and resourcefulness and the exercise of good judgment. He should make reasonable suggestions to his Union.

- **Neatness.** It is important to be painstaking in regard to personal appearance and taking care of shipboard equipment which is used by the Seafarers.

- **Health Habits.** Seafarers should ask themselves whether their habits are those that make for or against good health, and how those habits tell on working ability. Mental attitude is greatly affected by physical health habits, and a good attitude is all-important.

- **Capacity to Delegate Work.** This quality is especially important for those who are, or hope to become, the key men. Some men in the key positions on board ship fall short in this category because they lack persistence of a certain kind, or because of vanity or selfishness which will not allow them to delegate authority.

Of course, it goes almost without saying that a member must have a great amount of pride in the fact that he is a qualified Union man.



# Cost Of Living Index Takes Another Jump

WASHINGTON—With medical fees and hospital service charges zooming, the cost of living rose 0.1 per cent in April, the U.S. Department of Labor's Bureau of Labor Statistics has announced.

Cost of many consumer services, as well as used cars and men's apparel, were factors in the increase, but medical care—up 0.3 per cent over the month—figured prominently. The cost of medical care has risen 2.2 per cent since April of 1963. A similar increase was registered for recreation costs.

### Up 1.5 Percent

At 107.8 per cent of its 1957 average, the April Consumer Price Index was 1.5 per cent higher than a year ago. Prices of most consumer items had advanced over the year except for meats, eggs and fuel oil. As a result of the increase, some one million workers will receive a one-cent-an-hour pay increase. They include 800,000 auto workers, 100,000 farm and construction equipment workers, 65,000 aerospace workers, and 45,000 miscellaneous metal workers.

The Bureau found that net spendable earnings of factory production edged up slightly between March and April. A small gain in

hourly earnings accounted for the increase. After deduction of Social Security and Federal income taxes, weekly take-home pay stood at \$91.22 for the factory worker with three dependents and \$83.49 for the worker with no dependents.

In each case, the April figure represented a new high, with an increase of 33 cents over the previous month. The unusually large over-the-year increase of \$5.50 in spendable earnings was influenced by increased hourly earnings as well as the reduction in the Federal income taxes.

Consumers found that overall food prices were unchanged between March and April but up 1.3 per cent above a year ago. Prices of meats, poultry and fish reached their lowest level since February 1960 and egg prices were down by 5½ per cent from a year ago. Prices of milk declined seasonally and sugar prices dropped nearly 4 per cent. The big food increase was in potato and tomato prices, but fresh vegetables declined in April, the first time in 1964.

## Catching Up



While waiting for an engine department slot to come up recently at the SIU hall in Philadelphia, Seafarer Teddy Wheeler took the opportunity to catch up on the latest news with a copy of the LOG. Teddy's last ship was the Alamar (Calmar).



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)
- • •  
"Judy Bond" Blouses  
(Int'l Ladies Garment 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)

## To Aid Nation's Needy

# Urge Passage Of 'Food Stamp Plan'

WASHINGTON—Senator Eugene McCarthy (D-Minn.) and Senator George D. Aiken (R-Vt.), both members of the Senate Agriculture Committee, have called for the passage of the Food Stamp Bill.

The food stamp measure, passed by the House, would permit communities to use the program to help persons on relief obtain more balanced and nutritious diets, instead of the corn meal, flour and powdered products now distributed. The stamps, which would be purchased by welfare recipients, might be cashed in grocery stores for almost any foods, except soft drinks, luxury frozen foods, intoxicating liquors, tobacco or imported items.

### Pilot Project

McCarthy reported that the program is now operated as a pilot project in 40 counties and three large cities in 22 states. He said 180,000 persons are now participating, and that "studies have shown that those who take part do improve their diets. Something over 80 percent of the increases were accounted for by purchase of livestock products, fruits and vegetables."

Both senators agreed that the food stamp program aids not only the recipients, but producers and business as well.

Aiken recalled that he and Sen. Robert La Follette, Jr., introduced a food stamp program in 1943, called then the food allotment bill. McCarthy noted that the program was used by Pres. Franklin D. Roosevelt during World War II, and he pointed out that the current pilot program was one of the first executive orders of Pres. Kennedy to aid distressed families.

Aiken estimates that the proposed legislation would help pro-

vide better diets for 25 million persons. He said he expects the Agriculture Committee to take up the bill early in June. McCarthy predicted that after a day or two of hearings the Senate would approve the bill overwhelmingly.

### Grain Surplus

We have had considerable surpluses of grain in this country for years," Aiken pointed out. "When people consume grain through this program they will do away with much of this surplus, which is expensive to store, and rather embarrassing at times. Milk, eggs, meat, fruits vegetables and oils and fats would be added to the diet. It is not estimated that the consumption of bread will be affected."

McCarthy said that the food stamp program can be an important part of the "war on poverty" since "the fundamental objective is to provide food for those who are suffering from malnutrition and under nutrition, and who, because of poverty, are unable to purchase needed food for themselves and their children. Strengthening the farm economy is important, but secondary to aiding the needy," he concluded.

# U.S. Union Membership On Upswing

WASHINGTON—Between 1961 and 1962, membership in national and international unions swelled by 283,000 to a grand total of 16,586,000 members, according to a study made by the Bureau of Labor Statistics.

Based largely on reports of labor organizations, the bureau's biennial tabulation is considered the most reliable basis for appraising trends in union membership. It will be published in the next issue of the Monthly Labor Review.

After rising to 17,490,000 in 1956, union membership in the US dropped slightly, but the Labor Department's new survey indicates a reversal of the trend.

One of the principal reasons for the increase in membership between 1961 and 1962 was a gain in the number of union members in government service.

### Kennedy Order

This significant gain was largely in the federal service and is attributed to the stimulation of the late President Kennedy's Executive Order of 1962 which recognized the right of federal employees to organize.

## Cargill

(Continued from page 3)

the shipment of the Russian wheat cargoes. Last week it cancelled the charter of a US-flag tanker, the SIU-manned Transeastern, to carry 43,000 tons of wheat to Odessa. The Transeastern had originally been fixed to carry two 43,000-ton cargoes to Russia, and had completed the first voyage. However, when it arrived at a Canadian port to pick up the second cargo, the company abruptly cancelled the charter. Cargill was apparently intent on either chartering a foreign-flag vessel or getting a lower rate than had originally been agreed upon. The SIU immediately complained to Assistant Secretary of Labor James Reynolds and Maritime Administrator Nicholas Johnson, charging that the company was by-passing earlier agreements on the use of US vessels in the shipment of these cargoes.

Shortly thereafter, Cargill announced that it had chartered the US National Defender, also manned by the SIU, to carry the cargo, but increasing it from 43,000 to 54,000 tons at \$13 a ton, as compared with the original rate of \$14.10. Meanwhile, the Transeastern has been chartered by the Military Sea Transport Service to carry oil.

The SIU will press its complaint over Cargill's action before the Maritime Grievance Committee which was set up by the Government after the wheat dispute to deal with issues of this nature. The next meeting of the Grievance Committee is scheduled to be held in Washington on June 17.



## Your SIU Clinic

By Joseph B. Logue, MD, Medical Director

## Mammography For Breast Tumors

Soft tissue radiography has received considerable publicity as an improved, reliable method of diagnosing cancer of the breast, and possibly as a useful screening procedure in periodic health checkups. As a diagnostic tool which helps determine whether biopsy is necessary, a well-made radiograph is sometimes valuable. But its usefulness for routine "screening" of the asymptomatic female population is less certain, according to The Medical Letter on drugs and therapeutics.

In two series of cases by Dr. R. L. Egan and Harvey Geller reported in The Cancer Bulletin, University of Texas, there were as high as 12% false positive readings (benign lesions mistaken as cancerous). Although this error was on the safe side, it could lead to unnecessary operative biopsy. The number of false negatives (actual cancer missed on mammography) is less certain with claims of accuracy ranging from 79 to 97 per cent in various studies.

Dr. Egan's excellent results are evidence of a real breakthrough in the diagnosis of cancer of the breast by radiology. However, if these results cannot be duplicated by radiologists in other communities and other radiological laboratories then further studies will be necessary. Thus there is no practical importance of Egan Mammography to cancer control, unless there exists in local communities the ability to reproduce his results.

The National Cancer Institute has contracted with the Health Insurance Plan of Greater New York (HIP) to conduct a large scale, carefully controlled study which will help determine the reliability, safety and long term value of mammography as a screening procedure in breast cancer. The study is intended to show whether mammography combined with physical examination results in earlier detection of breast cancer, and if so, will the mortality be reduced. About 20,000 women over 40 years of age will be initially screened with an annual follow-up for two years unless the pathology found requires earlier follow-up. An equal number of women will be used as controls.

The reproducibility of Dr. Egan's findings are also being carried out by 24 radiologists at University and Medical Centers throughout the country. The report of this study will be available within a few months.

Thus the result of the HIP study and other studies may establish soft tissue mammography as a standard screening procedure for breast cancer. Until the reproducibility of Dr. Egan's work has been proven it should be realized that surgeons with special experience in the diagnosis of cancer seldom find it necessary to use mammography in deciding whether or not to perform a biopsy.

Mammography does however have special usefulness in the diagnosis of some conditions, as fibrocystic disease and primary carcinoma of the second breast after mastectomy. It is also valuable in lesions of the ducts which might otherwise escape detection. The duct tumors are small but often contain calcium deposits which make them visible on x-ray. Mammography may also be useful in diagnosing lesions in the obese breast.

It is hoped that with improvement in technique and with greater experience, mammography will eventually become a standard part of the examination of women in whom there is reason to suspect breast cancer, and in women with a family history of breast cancer. Whether it is reliable and safe enough to become a routine screening procedure like the "Pap" smear for the detection of cervical cancer remains to be determined by further investigation and study.

## Certificate Of Achievement



Secretary-treasurer George Munroe (right) of the SIU-affiliated Trinidad Seamen & Waterfront Workers' Union is shown above receiving a certificate of achievement from John Stegmaier, director of the US Aid Mission to Trinidad. Munroe and other Trinidad labor leaders were the guests of the SIU at NY headquarters in the summer of 1962 while on a USAID-sponsored labor training program in the US. The man in the center was not identified.

## Big Business Profits Skyrocketing In '64

WASHINGTON—Corporate profits skyrocketed to historic new highs in the first three months of the year, signalling a record-shattering 1964, a New York newspaper recently reported.

The earnings reports dominated the business and financial press and spilled over to page one of the "New York Times" as the General Motors Corp. symbolized the situation by reporting the largest quarterly profits ever achieved by an American corporation—\$536 million, or a 29 percent spurt over the same quarter in 1963.

Amid the increasing profit reports came a survey from McGraw-Hill, major business publisher, that U.S. business as a whole expects to spend \$44 billion on new plant and equipment in 1964, or 12 percent more than in 1963. About 20 percent of the total will be spent for automated equipment, an increase over the 18 percent allocated in 1963.

### Peacetime Record

The profits and spending reports came also as the national economy in April chalked up a peacetime record of 38 months of uninterrupted expansion without recession. The outstanding factor, economists noted, was the stability in wholesale prices and, according to the Times, "an unusually small upward movement of consumer prices averaging about 1.3 percent a year."

The Times summed up the profit outlook after surveying first-quarter reports from 355 companies showing a 33.2 percent increase over the same quarter of 1963. It commented that "the rate of increase and the total corporate profits easily surpassed any other within a comparable period of history."

Labor economists noted that the McGraw-Hill survey supported contentions concerning the speed of technological change. The survey asserted that if both employment and sales expectations are realized, it would mean annual productivity increases in the next four years of about 3.7 percent, a rate considerably higher than the historical average. Labor has noted that the 3.5 percent annual productivity increase of the past three years was not merely a reflection of cyclical changes.

The survey pointed out that em-

ployment in industry is expected to increase by about 8 percent from the end of 1963 to 1967. This is below the estimated 12 percent rate of growth in jobs which is deemed necessary if the economy as a whole is to achieve full employment by the end of 1967.

**STEEL FABRICATOR (Isthmian), May 3—Chairman, J. Arnold; Secretary, J. Ohannasian.** One man hospitalized in Djibouti and one man hospitalized in Calcutta. Beef on preparation of foods and service from the galley. Motion made to have the chief steward attend SIU steward department school before he is allowed to ship. Ship should be fumigated for roaches.

**THETIS (Rye Marine), April 23—Chairman, C. L. Jones; Secretary, C. A. Collins.** Brother W. Cassidy, ship's delegate, is leaving ship at payoff and Brother C. L. Jones was elected to serve as new ship's delegate. Discussion on steward inspecting all oranges when taken aboard as some have been rotten. No beefs reported by department delegates. Vote of thanks extended to departing ship's delegate.

**COLORADO (Waterman), March 28—Chairman, S. J. Cieslak; Secretary, T. J. Kearns.** Some delayed sailing from Oran is disputed. Crew requested to return all hooks to the library, and all linen to be turned in to steward at payoff.

**LA SALLE (Waterman), April 5—Chairman, Jimmie Barlett; Secretary, Leo J. Gomes.** Ship's delegate resigned and brother Arne Boekban was elected to serve. \$3.40 in ship's fund. Some disputed OT in deck department. Held discussion about permanent telephone on bow, which involves various safety items.

**COLUMBIA (Oriental), March 30—Chairman, G. Fargo; Secretary, C. Johnson.** Brother Walter LeClair was elected to serve as ship's delegate. Held discussion on getting transportation to and from ship in Morrisville. Crew requested to keep messhall clean. Vote of thanks to Union officials for their interest in crew during their stay in Morrisville.

**JIAN (Pacific Waterways), May 9—Chairman, T. Clough; Secretary, A. Rudnicki.** Some disputed OT in each department. Discussion on putting Canal Zone water in domestic tanks. Vote of thanks extended to the steward department for a job well done.

**ALCOA ROAMER (Alcoa), March 6—Chairman, Edward Kelly; Secretary, J. E. Hannon.** No beefs were reported by department delegates. Vote of thanks extended to the steward department. The steward thanked the crew for helping to keep messhall and pantry clean.

**PUERTO RICO (Motorships), April 24—Chairman, P. Muccia; Secretary,**

### Meany Raps 'Automatic Opposition'

## Cooperate More With Labor Chamber Of Commerce Urged

WASHINGTON—Organized business has been challenged by AFL-CIO Pres. George Meany to cease its "automatic opposition" to labor's programs and to cooperate in helping make the nation's economic system work for the benefit of all Americans.

At the same time Meany, member of a discussion panel at the 52nd annual meeting of the United States Chamber of Commerce, reiterated his firm opposition to the idea of wage-price "guidelines" or of government intervention in the collective bargaining process to "assert the public interest."

"I do not believe in the regulation of wages or prices," Meany said to strong applause by 1,500 Chamber members. "Where does the process stop? The final step is that you regulate industry as a whole, and I'm opposed to it."

It was Meany's first appearance at a national Chamber of Commerce meeting. He gave his opinion on the panel subject, the Changing Scene in Management-Labor Relations, and answered questions of the panel moderator, Dean Nathan A. Baily of American University's School of Business Administration.

Other panel members were past Chamber of Commerce Pres. Richard Wagner, vice chairman of the Champlin Oil & Refining Co.; and Director William E. Simkin of the Federal Mediation & Conciliation Service. Presiding at the luncheon meeting was M. A. Wright, executive vice president of Standard Oil Co. (New Jersey) and chairman of the Chamber's labor relations committee.

The AFL-CIO president told his business audience that he is "disturbed" over the health of the private sector of the economy.

He noted that, while the labor force rose by 8.9 million persons from 1953 to 1963, and the number of those employed by 6.6 million, the number of those working full time in private employment, which excludes government jobs, dropped by 400,000.

### Asks More Cooperation

The finest thing that could happen, he declared, would be to "build up complete cooperation between organized labor and organized business" on strengthening the economy because if labor and management do not work together to make our system work, "there will have to be some other answer, and this means the federal government."

The unemployment situation, has an impact on every American problem, he emphasized, declaring: "It's at the heart of the civil rights problem, because Negro unemployment is twice the national average. It's at the heart of the delinquency problem because juvenile unemployment is three times the national average."

When Wagner, representing business on the panel, said the 35-hour week would "harm our ability to compete," Meany fired back: "This is the same argument we heard when we reduced the workweek from 60 to 48 and 40."

Declaring "we've got to come to" a shorter workweek, the AFL-CIO President predicted that at its annual meeting the Chamber would again take "automatic op-

position" to this and other labor proposals, such as extension of minimum wage protection to laundry workers earning 40, 50 and 60 cents an hour.

Several million workers, he said, are "not in the market as consumers because they are prisoners of a low wage economy." Business, he asserted, "ought to look at this for the benefit of the entire economy" and not just that "of a few employers who happen to be your members."

## Canada Hooks Into AMVER Radio System

NEW YORK—Twelve Canadian marine radio stations along the east coast of Canada linked with eighteen US Coast Guard and Navy radio stations on May 1 to provide a total of thirty stations in the North Atlantic region which relay messages at no cost for merchant vessels of all nations.

The extension of the radio network is a new development in the American Merchant Vessel Report System (AMVER), which is located at Coast Guard headquarters in the Custom House, here and serves as a receiving center for all messages that are received from ships that utilize the AMVER system.

The AMVER system is an international mutual assistance program which provides, with the aid of electronic computers, a development and coordination of search and rescue efforts in the offshore areas of the Atlantic Ocean, Caribbean Sea and Gulf of Mexico.

Merchant vessels of all nations making voyages in these areas voluntarily send sailing and position reports via the radio hookup to AMVER headquarters here. Information from these reports is then entered into an electronic computer which generates and maintains dead reckoned positions for the vessels. The memory of the computer also stores certain characteristics related to about 15,000 merchant vessels sailing the Atlantic from time to time.

Normally the AMVER computer is plotting about 900 vessels simultaneously. This represents about 60 percent of the vessels of 60 nations within radio range of the AMVER communications network. The predicted positions of the vessels are accurate to a probable error of 25 to 50 miles. Over 2,500 separate vessels are plotted making 5,500 separate messages each month, and participation continues to grow each day.

When an emergency occurs at sea, the computer is asked to provide certain information concerning vessels near enough to assist. This includes the identity, location, course, speed, radio watch and frequency guard, availability of doctor, radar and radio telephone and destination.

## DIGEST of SIU SHIP MEETINGS

tion for same. \$5 in ship's fund. No beefs reported by department delegates. Motion made that Brother Fred Tampoi be re-elected as ship's delegate. Crew request more night lunch be put out. Steward requests all hands to cooperate with the crew messman and crew pantryman to keep both messhall and pantry clean.

**LOS ANGELES (Sea-Land), April 12—Chairman, Frank Arana; Secretary, Jasper Anderson.** \$2.42 in ship's fund. Request made that \$1 be contributed to fund at payoff. Motion made to have headquarters form a quarter committee to inspect living conditions on new ships, in the future. Ship's delegate offered condolence to Brother H. Dowell on behalf of the crew, on the death of his wife. Discussion regarding transportation for the crew from ship to bus station. Vote of thanks to entire steward department.

**STEEL ARTISAN (Isthmian), April 25—Chairman, A. Quinn; Secretary, Gus Lopez.** Ship's delegate reported that all disputed OT will be referred to the patrolman. Crew request new 16 or 12-inch fans be put aboard ship before next voyage. \$3.91 in ship's fund. List of personal property that

was damaged due to breaking of water pipe over two crewmember's lockers was given to the captain but he refused to accept same.

**MIDLAND (Clearwater), April 26—Chairman, Richard J. Maley; Secretary, Richard Simpson.** Ship's delegate took the matter of disputed OT to the captain. This and a few other beefs will be referred to patrolman at payoff. Chief engineer is pleased with efficiencies and cooperation of blackgang throughout the voyage. Motion made that membership vote on new agreements to be signed June 15. Coffee urn in pantry should be replaced. Ship needs fumigation for roaches.

**ORION CLIPPER (Western Tankers), March 29—Chairman, S. Bergeriaz; Secretary, Frank Naklicki.** Ship's delegate informed crew that the ship is going to Honolulu and will arrive there about the end of May. Also informed crew that the Union has a school for Bosuns now, and the dues increased to \$160 per year. Letter will be sent to Union regarding treatment of sick men aboard. Motion made to have the doctors that come aboard these ships appointed by the American Council as some of the doctors that now come aboard seem to be quacks. Motion to write to headquarters in regards to cutting out the use of fish oil in engine room, or clothing allowance given when used. \$12.63 in ship's fund.

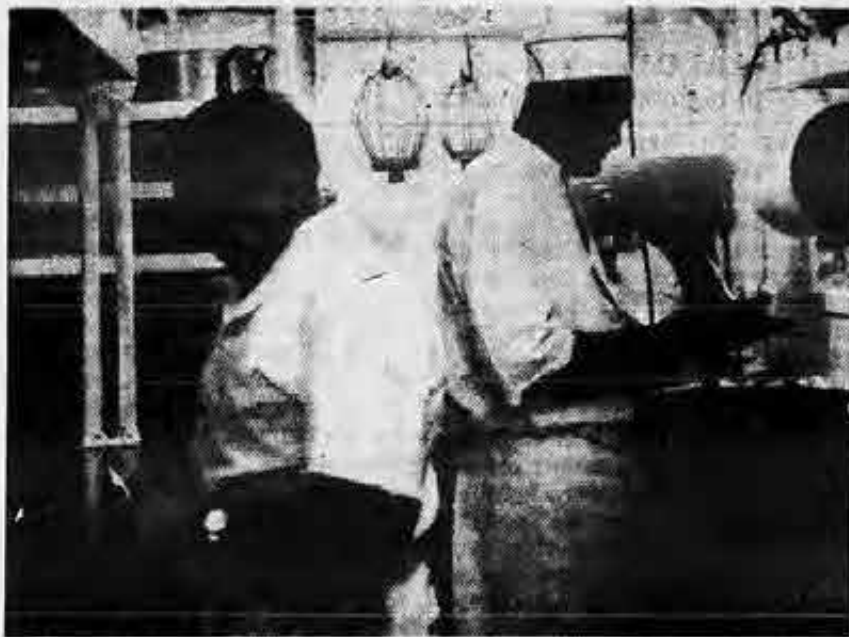
**SEATRAN GEORGIA (Seatrains), April 27—Chairman, K. J. McCullough; Secretary, K. J. McCullough.** Ship left Texas City short one wiper. Brother Gunnar Grahn was elected as ship's delegate. Few hours disputed OT in deck department.

**ERNA ELIZABETH (Overseas Navigation), April 8—Chairman, J. Noizen; Secretary, S. Doyle.** One man missed ship in engine department due to ship sailing before time posted. Motion made for 12 to 15 years sea time for retirement, regardless of age. Vote of thanks to the entire steward department for job well done. Crew request that this ship be placed among the best feeders.

**ORION COMET (Western Tankers), Feb. 11—Chairman, J. Hoggie; Secretary, M. Burns.** Brother J. Hoggie was elected to serve as ship's delegate. Discussion on prices of slop chest which are way out of line. \$29 out of ship's fund was donated to men in Marina Hospital. Request made for \$1 per man to be put towards ship's fund. Rusty water to be checked. Shortage of fans—only two were put aboard.

IN THE HOSPITAL?  
CALL SIU HALL  
IMMEDIATELY!

Galley Experts



One reason why chow on the Arizpa (Waterman) often draws raves from crewmembers is the care taken in its preparation by the galley staff. Carl Churko, third cook, (l) and Felix Tate, ship's baker, (r) are caught by the camera as they work on the dinner meal.

LOG-A-RHYTHM:

Sailor's Request

By Tony Toker

Looking back to one score and eleven,  
Our pathway of life was 'tween Hades and Heaven.  
Until I realized that all was not right,  
I tried very hard with all of my might,  
Setting a pace that was easy to follow,  
Enjoying the oceans and watching the swallows.  
To me you are still the same girl I wed;  
Others may say not, just believe what I said.  
Keep faith in me always; don't ever despair,  
Even when gossips may foul up the air.  
Remember the good that I may have done;  
Never condemn me, even in fun.  
Even though often we are too long apart,  
Endless are my thoughts from where I depart.  
Coming to this phase or part of my poem,  
Understand darling, that I'm far from home.  
Relying upon your trust in me;  
Knowing my actions, judged they will be.  
Even when I'm angry or just a plain bore,  
Yes, I still love you, of that I am sure.

From the Ships at Sea

Seafarers never had much of a reputation when it comes to worrying about the complexion of their hands or deciding what kind of fragrance their soap cakes should have. A seaman who has just come up from a hot four hours in the engine room or has completed a paint chipping job in the teeth of a raw wind isn't too likely to care whether his skin is going to end up "softer than soft" when he lathers up.

Crewmembers on the Del Norte (Delta), therefore, weren't too surprised when A. J. Tremer demanded that a more masculine brand of soap be put out for the crew's use. Tremer told his approving audience that Lux, Camay and all the other toilet soaps that are advertised to keep a woman's skin pure were just "too sweet" for his liking.

The crew aboard another Delta Line ship also was forced to wrestle with a cleaning problem recently. Since the Del Compo has a limited amount of space where crewmembers can hang their laundry to dry, a definite problem had developed with what could be done with the wet wash. Everyone agreed that when laundry became dry, it should be promptly removed from the line. Navigation on the ship could also be improved if crewmembers would stop hanging their laundry outside crew quarters and in the alleyway, reports Joseph Zelay, ship's delegate.

Vance Reid, ship's delegate on the Anji (Pacific Seafarers), sends this message to his Union brothers: "Wish us luck on this slow trip to China. But, this is what I like since we've got a good crew. All is fine."

The crew on the Steel Vendor (Isthmian) know how to comfort an unfortunate brother when he is in need. At a recent ship's meeting, the ship's steward, Fred Shala publicly stated his thanks to the entire crew for the concern and care they gave him while he was sick. Frank Travis also expressed his gratitude for the help

which was directed his way when his father passed away.

The crew aboard the LaSalle (Waterman) think they have a solution to the age-old problem of getting into locked crew quarters



Tremer



Reid



On



Le Clair

after the crewmember has left the ship. Crewmembers voted to set up a deposit system to avoid having their shipmates leave ship with the keys in their pockets, according to Leo James, meeting secretary.

Seafarers on the Penn Trader (Penn Shipping) might have been under the impression that their eyesight was going bad until they heard an anguished complaint at a recent ship's meeting. Crewmembers quickly backed up a demand that the engineer come up with brighter light bulbs which would produce more than 25 watts both in passageways and living quarters, reports John W. Butler, ship's delegate.

Reports that the US Public

Health Service is considering dropping its practice of issuing fit for duty slips, drew strong condemnation at a ship's meeting on the Transindia (Hudson Waterways). A. F. Blankston, ship's delegate, states that it is the crew's feeling that such an act would represent the first step in completely ending the care of seamen by the USPHS.

Seafarers on the Raphael Semmes (Sea-Land) have decided it's about time to improve the reception on their TV set. A recent resolution asked that each crewmember donate \$3.00 to the ship's fund for repairs to the set and also set up a committee to buy a new antenna, reports Guy Walter, meeting secretary.

Coffee time is proving a problem on the Council Grove (Cities Service) where there seems to be a shortage of cups to drink the java. Despite this inconvenience, the crew was more than ready to vote their thanks for the fine work the steward department was doing.

Contented seamen who know they can look forward to meals prepared in finest SIU style continue to give high praise to their steward departments. Among the ships whose steward departments have received votes of thanks lately are the Steel Recorder (Isthmian), Transorient (Hudson Waterways), John C. (Atlantic Carriers), Fairport (Waterman), Montpeller Victory (Victory Carriers), Del Monte (Delta), Midland (Clearwater), Steel Architect (Isthmian), Transhatteras (Hudson Waterways), Baltimore (Cities Service), Losmar (Calmar), Madaket (Waterman) and Florida State (Everglades).

Crewmembers on the City of Alma and the Fairport (Waterman) are really beaming about the company's decision to provide watch foci's for the engine department since passenger operations were cut back. Sentiment for the move was very high before the decision was announced.

Former shipmates of Bill Olds on the Del Norte (Delta) were saddened to hear of his recent passing. Many of those who remembered him were happy to contribute to the collection which raised \$200 for his family in New Orleans, reports ship's delegate Harry Wolowitz.

It's been all smooth sailing on the Marine (US Shipping). F. J. Johnson, ship's delegate, recently gave a vote of thanks to W. Drake, deck delegate; George Williams, engine delegate, and F. Davacol, steward delegate for their excellent cooperation. The crew gave a rousing vote of thanks to Eddie Miller, chief steward, for his good menus, fine food and A-1 service

**ALCOA MASTER (Alcoa), April 13**—Chairman, A. Nowse; Secretary, W. Messenger. \$3.40 in ship's fund. No beefs reported by department delegates. Brother Messenger was elected to serve as ship's delegate. Crew requested to close drain valve in laundry room before leaving. Ship is running smoothly.

**ALCOA RUNNER (Alcoa), April 12**—Chairman, Marshal C. Cooper; Secretary, Charles E. Turner. Ship's delegate reported that everything is in order. Some minor disputes in deck and engine department to be taken up with patrolman. Entire crew requested to keep pantry and messroom clean. Vote of thanks to the steward department.

**STEEL TRAVELER (Isthmian), April 22**—Chairman, Harry K. Kaufman; Secretary, Fazil Ali. \$64.10 in ship's fund. Motion made that quality of stores and meats be checked. \$10 was given to chief electrician for carrying men in his car to SIU hall to vote. All men requested to turn in room keys.

**PENN CARRIER (Penn Shipping), April 5**—Chairman, R. Harp; Secretary, J. Padelsky. Ship's delegate reported that everything is running

smoothly. Motion made that food plan be discontinued. Ships are not stored sufficiently and it is a waste of Union funds for personnel to operate same. Vote was 100 percent in favor of motion. Motion made that instant coffee be put aboard ship and coffee urn repaired.

DIGEST of SIU SHIP MEETINGS

**PENN CARRIER (Penn Shipping), May 2**—Chairman, Lonnie Cole; Secretary, Michael C. Miller. Motion made that SIU Food committee make sure that the ship has the right amount of food. Ship's delegate reported no beefs but quite a bit of disputed OT in deck department. Everyone asked to be careful with smoking.

**MASSMAR (Calmar), May 8**—Chairman, Joe Alf; Secretary, John A.

Sullivan. No beefs reported by department delegates. Crew beefing about the very bad food on the ship. This matter to be taken up with patrolman.

**ROBIN GOODFELLOW (Moore-McCormack), March 22**—Chairman, Luther Gadsby; Secretary, Thomas J. Megarty. Two men missed ship in New York. Radio operator requests that all wires be paid in cash. \$17 in ship's fund. \$10 was donated to Seamen's Library in New York. Brother Oreste Voia was re-elected to serve as ship's delegate. All departments requested to keep laundry room clean.

**ST. CHRISTOPHER (Destiny Carriers), March 15**—Chairman, John Bergeria; Secretary, Thomas Farrell. Ship's delegate reported that two men missed payoff in Philadelphia and two men missed ship in Philadelphia. Some disputed OT in deck department. Captain will have ship fumigated for roaches in Rotterdam.

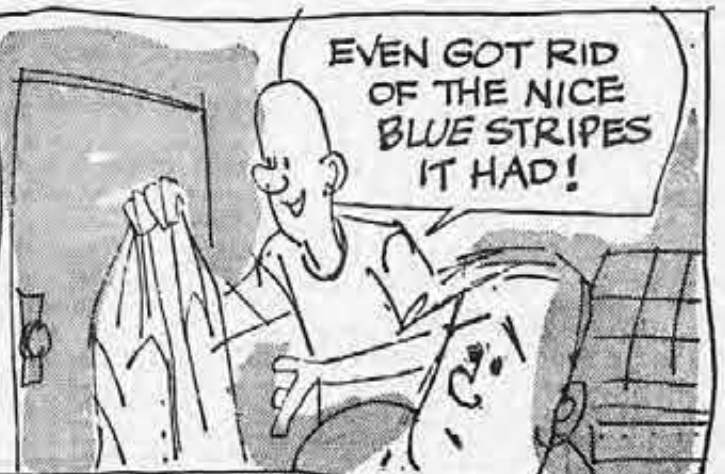
**SACRAMENTO (Oriental Exporting), April 5**—Chairman, Robert Spencer; Secretary, Robert E. Summerford. Brother Slade was elected to serve as ship's treasurer. \$19.50 in ship's fund. Some disputed OT in engine department and deck de-

partment. Brother Ralph O. King resigned as ship's delegate. Ventilators in engine room need repairing. Each crewmember requested to protest removal of radio operators.

**TRANSINDIA (Hudson Waterways), March 29**—Chairman, A. F. Bankston; Secretary, L. A. Brown. Brother Bankston, acting ship's delegate, reported things running smoothly. Ship sailed short an electrician. Brother Bankston was elected ship's delegate before end of meeting. Crew requested to leave crew messroom open while at sea.

**ROBIN LOCKSLEY (Robin), March 22**—Chairman, None; Secretary, James W. Galloway. Ship's delegate reported some disputed OT. Crew told that each department should order their own sanitary gear. Motion made to request clarification on shore leave for Ascension Island.

**COLORADO (Waterman), March 1**—Chairman, Vincent Kohli; Secretary, T. J. Kearns. No beefs reported by department delegates. Discussion on more food being put out for night lunch, tables being set up correctly, and crew desire to have more coffee served at all meals. This will be corrected.



# SIU Shutterbug Takes Trip To Moscow

**NEW ORLEANS**—When the York (American Bulk Carriers) visited Odessa recently as part of the US wheat shipments to Russia program, Seafarer Eric Joseph took the initiative to go sightseeing in Russia.

Joseph's visit to Moscow represented the second time he had seen the city. He had visited Moscow five years earlier when he had also toured Kiev, Leningrad, Riga and Moscow.

He reports that he noticed several changes since his last visit to the Soviet capital. He noticed that the people on the streets were better dressed, that there were a larger number of small cars on the

streets, and a great deal of new apartment construction.

However, Joseph strikes a more somber note when he mentions the fact that he was followed by plainclothes security police during his Moscow visit. Even though he was faced with the uncomfortable situation of being shadowed, he states that he had the freedom to go anywhere in the city.

During his tour, interpreter-guides, "all women, most of them pretty" accompanied his party. He reports that he met several beautiful Russian girls and found that getting acquainted with them was definitely an individual matter. On the whole Joseph discovered Soviet citizens were "friendly, polite and curious about anything American."

On the other hand, it is obvious that both he and his fellow crewmembers on the York were not too pleased with the way a Russian patrol boat circled their ship for two nights while it awaited clearance to dock at Odessa. Another unpleasant Soviet practice was the assignment of armed soldiers to patrol all the ships in port, he adds. According to Joseph, nothing has

so upset the people of the USSR as the death of President John F. Kennedy. "They had extraordinary respect for the man," he declared.

"Practically everyone I spoke with," he continued, "expressed the opinion there would be no war so long as Kennedy were President. Today they shrug their shoulders and say: Now we don't know; anything can happen."



These views of Moscow were taken for the LOG by Seafarer Eric Joseph who recently made his second trip to see the Soviet capital. Joseph made his visit when the York (American Bulk Carriers) delivered a load of wheat to Odessa as part of the grain shipments. The top photo shows the huge state-run GUM department stores in Moscow. The photo at the right depicts St. Basil's Cathedral.



Seafarer Joseph poses in front of the Lenin Museum on his recent visit to Moscow while a group of Russian school children line up in the background. Although Joseph reports he was followed by security police, he says that he could go anywhere he wanted.

## Use Only One Mail Address

Seafarers with beefs regarding slow payment of monies due from various operators in back wages and disputed overtime should first check whether they have a proper mailing address on file with the company. SIU headquarters officials point out that reports received from several operators show checks have been mailed to one address while a beef on the same score is sent from another, thus creating much difficulty in keeping accounts straight.

# SIU Lifeboat Crew Saves Injured Brother

SIU-lifeboat training dramatically proved its value as it prevented an accident from turning into a tragedy when a Seafarer lifeboat crew successfully completed the transfer of an injured crewmember from the Oceanic Wave (American Oceanic) to a waiting doctor aboard a passenger liner on the high seas.

The incident began when ship's electrician Eddie Lee Walker was stoning a commentator on a generator, according to a report by ship's meeting secretary Ira Brown. Walker's hand slipped while he was working, and the top of two fingers of one hand were severed when his hand was pulled into the generator.

A quick call for medical help was sent out on the ship's radio, and two minutes later the German liner Hanover answered the distress signal. The German ship radioed that it had a doctor on board and would turn about to meet the Oceanic Wave. Since the Hanover had gone through the Suez Canal at the same time as the American ship and was only a few miles ahead of it, a rendezvous was quickly arranged.

When the Hanover came into sight, the value of SIU lifeboat training soon showed itself. Brown writes that bosun, Frank Miller took command of number one lifeboat which was launched "with a bunch of real good sailors at the oars."

In describing the transfer operation, Brown says that the lifeboat crew did a fine job in traditional SIU style. Although two engineers were aboard to work the boat's motor, the meeting secretary notes

that they got a free ride since they couldn't keep the boat going under its own power. When this became evident, oars were struck and "the Vikings could have taken lessons from the way the SIU boys



Walker sent the lifeboat across the water," declares Brown.

When the transfer had been completed, Walker was turned over to the Hanover's doctor who turned out to be a young German who had just completed his training in the US. The German medic told Miller that he was only too glad to do something for an American after the wonderful treatment he had received in this country.

The doctor was forced to amputate two of Walker's fingers, but after the operation was completed and he had returned to his ship, the brave electrician offered thanks to everyone in the lifeboat crew who had worked so hard to help him.

While the operation was in progress, Miller held the lifeboat alongside the Hanover. The Seafarer's wait for their injured brother was made more comfortable by the hospitality of the German crew which gave the Seafarers cold beer.

**PRODUCER (Marine Carriers), April 19**—Chairman, M. Poole; Secretary, T. Adams. Ship is running smoothly. Will pay off April 24th. No beefs reported. Motion to install airpipes from passageway to each fore'sle. Vote of thanks extended to the steward department.

**HASTINGS (Waterman), April 19**—Chairman, Leon Jordan; Secretary, John Wells. Nothing much to report. Everything is running smoothly. Draw will be put out before arrival. Pantryman hospitalized in St. Nazaire, France. \$4.00 in ship's fund. Discussion on repairs.

**SEATRAN SAVANNAH (Seatrains), April 26**—Chairman, A. Gylland; Secretary, W. Nihem. Disputed OT for OS will be taken up with patrolman. No major beefs reported by department delegates.

**ALCOA RANGER (Alcoa), April 8**—Chairman, W. T. Roach; Secretary A. G. Nall. No beefs reported by department delegates.

**WARM SPRINGS (Columbia), April 4**—Chairman, Walter Marcus; Secretary, Paul B. Gladden, Sr. One man missed ship in steward department. No beefs reported by department delegates. Everything is running smoothly. Brother Vincent Young was elected to serve as ship's delegate.

**MARGARET BROWN (Bloomfield), April 12**—Chairman, P. Bialack; Secretary, S. Rothschild. One man missed ship and later rejoined in another port. Vote of thanks extended to steward department for excellent service.

**DEL NORTE (Delta), April 19**—Chairman, Harold Crane; Secretary, Bill Kaiser. Ship's delegate reported that one oiler was flown to New Orleans from Barbados for being undesirable and a telexgram was sent to New Orleans hall to that effect. One man was hospitalized in Buenos Aires. Letter received from Buck Stephens stating that the movie fund money \$400 (short \$34) was returned. Brother Stephens was thanked for his trouble in recovering the fund. At present movie fund on board is \$205.00 and \$86.00 in ship's fund. Motion made to have negotiating committee negotiate for two days off a trip. This to be included in contract.

**RIO GRANDE (Oriental Exporters), April 12**—Chairman, Hugh D. Curran; Secretary, S. T. Arales. Brother Hugh D. Curran was elected to serve as ship's delegate. One man missing in deck department. No beefs reported.

**LOS ANGELES (Sea-Land), April 12**—Chairman, Frank Arana; Secretary, Jasper Anderson. Letter sent to headquarters regarding conditions on board ship. \$2.42 in ship's fund. Ship's delegate offered condolence to Brother H. Dowell on behalf of the crew on the death of his wife. Discussion about transportation for crew

from ship to bus station. Vote of thanks to the steward department. Motion made that headquarters form a committee to inspect living conditions on new ships, in the future.

**CANTIGNY (Cities Service), April 23**—Chairman, None; Secretary, A. Hebert. No beefs reported. Boarding patrolman to appoint deck delegate. Held discussion about food and preparation of same.

**NORINA (Marine Traders), Feb. 25**—Chairman, John D. McLemore; Secretary, Wallace G. Perry, Jr. Brother Wallace G. Perry, Jr. was elected to serve as ship's delegate. Some disputed OT in engine department pertaining to oilers standing watches. Crew requested to keep crew mess clean at all times.

**OCEANIC SPRAY (American Oceanic), April 24**—Chairman, John C.

## DIGEST of SIU SHIP MEETINGS

**Hunt; Secretary, F. J. Foley.** Held discussion on draws. Ship sailed from Galveston, Texas, short one oiler and one fireman. One fireman boarded at Freeport. Brother P. J. Douzat, Jr. was elected to serve as ship's delegate.

**DEL RIO (Delta), April 19**—Chairman, Leon J. Penton; Secretary, Alf M. Tolentino. Brother Norman W. DuBois was elected to serve as ship's delegate. Ship sailed one man short from Beaumont, Texas. \$9 in ship's fund. Discussion on food not being cooked properly. Poultry is not cooled long enough.

**SENECA (Marine Carriers), March 27**—Chairman, L. A. Mitchell; Secretary, F. A. McGrath. Motion made to have the laundry room cleaning alternated each week between the deck and engine crew. Motion to have recreation room clean and that the last stand-by help clean up the crew mess. Crew requested to be properly dressed when entering the dining area. No beefs reported by department delegates.

**STEEL DESIGNER (Isthmian), Feb. 24**—Chairman, Edmund J. Len; Secretary, James Gilliam. Ship's delegate reported no beefs and ship is off in a good start. Few hours disputed OT in deck department. Stow-away is being returned to Massawa, Ethiopia—this being his third try.

**STEEL ADMIRAL (Isthmian), March 29**—Chairman, T. Johnson; Secretary, K. Ryan. \$13.95 in ship's fund. No beefs reported by department delegates. Discussion on movie projector

and how movies shall be purchased. Crew requests a different brand of catsup and chili sauce as present brand explodes. Crew also requests that wash water tanks be repaired as water is now mixed with paint.

**STEEL ARCHITECT (Isthmian), April 12**—Chairman, George Hayes; Secretary, Edward Mishanski. Ship's delegate reported that one fireman was missing due to illness. No replacement was available. This ship won the Safety Award. Crew told to prepare rooms for spraying. Poor grade of toilet tissue aboard ship. Vote of thanks to the steward department for preparation and serving of food during voyage.

**RAPHAEL SEMMES (Sea-Land), April 4**—Chairman, J. Byrnes; Secretary, Guy Walter. Brother Richard Brown was elected to serve as ship's delegate. \$15.08 in ship's fund. No beefs reported. Motion made that each man donate \$4 to fund in order to pay for repairs on TV.

**OVERSEAS EVA (Maritime Overseas), Feb. 4**—Chairman, C. E. Lee, Jr.; Secretary, T. Jones. Brother C. E. Lee, Jr., was elected to serve as ship's delegate. No beefs reported by department delegates. Crew requested to keep messhall clean and to take care of washing machine.

**LONGVIEW VICTORY (Victory Carriers), March 29**—Chairman, Robert W. Ferrandiz; Secretary, F. Chester. Brother E. O. (Tex) Warren was elected to serve as ship's delegate, and it was agreed that he take care of the ship's fund. \$7.13 in fund. No beefs reported by department delegates.

**ALCOA MARKETER (Alcoa), April 5**—Chairman, D. N. Dickson; Secretary, W. P. Anderson. Brother D. N. Dickson was elected to serve as ship's delegate. Deck delegate reported that he has a check for \$110.38 to be deposited in ship's fund for movies. Said check to be cashed in San Francisco and kept for safe keeping by the Captain. It was suggested that the ship's library be locked in port and the key kept in messhall.

**TRANSERIE (Hudson Waterways), April 23**—Chairman, George W. Alexander; Secretary, Richard W. Simpkins. One man hospitalized in Odessa. Another man paid off in Odessa due to death in his family. Brother George W. Alexander was elected to serve as ship's delegate. Vote of thanks to Brother John J. Quinter, former ship's delegate, for a job well done. Crew requested not to smoke on deck while carrying gasoline as cargo.

**OCEAN ULLA (Maritime Overseas), May 2**—Chairman, J. Kari; Secretary, R. F. Mackert. Ship's delegate reported that everything is going well. Praised crew's behavior. One man missed ship in Nola. One man to get off in Canada for operation. Will see the captain about replacements.



A drawing of the three sky sail W. F. Babcock under full sail shows the graceful majesty which inspired the loyalty of sailing oldtimers such as SIU member Fred Harvey. After having his fill of whaling, Harvey signed on the Babcock which sailed from San Francisco to Weesong, China.

# Oldtimer Describes Thrills Of Days On Sailing Ships

By Fred Harvey, H-120

**EDITOR'S NOTE**—Fred Harvey is an SIU oldtimer whose sailing career stretches all the way back to the days before steam ships replaced the clippers on the high seas. LOG readers will remember the account of his days on the whaler Andrew Hicks which appeared in the December 28, 1962, edition.

A ship flying across the water under full sail is a beautiful thing to see. Back in the days when I first started sailing, the notion of signing on a steam ship never even occurred to me. Sailing ships were good enough for me, just as they were for Andy Furuseth in his time.

Back in 1903 when I was on the Andrew Hicks, we sailed to the Arctic Ocean to get Bowhead Whale. I remember going ashore on Middleton Island, in the Gulf of Alaska, south of Valdez. We found an old Scandinavian captain who lived alone there raising blue and silver fox for their fur.

**Fresh Eggs**  
After learning that we wanted fresh provisions, the old man told us where we could find sea gull eggs. We headed for some high cliffs and started gathering eggs using long "man helpers" with spoons attached. I'll never forget how thousands of gulls descended on us, screaming their protests as they watched their nests being robbed.



Harvey

We managed to get several baskets of eggs which changed our menu on the ship considerably. We started eating eggs until they came out of our ears. For days we were served nothing but boiled eggs, and fried eggs, but we never did get a slice of ham with them.

Our ship's captain gave the old skipper on the island a bolt of canvas for helping us out, and we proceeded to the Bering Sea. When we arrived there, there wasn't any wind. While we were becalmed, we started to fish, catching cod by the hundreds with an occasional halibut. This meant that we finally were able to stop eating eggs. Our diet, which now consisted of fried fish, boiled fish and fish served in every other way we could dream up, still was a welcome change from our usual fare of salt "horse" (pork).

**McKenzie River**  
After sailing through the Bering Strait, we eventually arrived at the mouth of McKenzie River where the crew got its first bowhead whale in the vicinity of Herochel Island. We didn't have much trouble in killing him, and after he was stripped down, we got about 1,000 pounds of bone out of him. This was sold back in the States for around \$3 per pound. I guess the shipowner made a good profit out of it, but \$3 is all the money that we ever got out of it.

Continuing on, we sailed until we reached solid ice, and even though it was summer, I was able to go out on the ice pack with a hunting party. We bagged a polar bear later on and managed to get two walrus.

Since the Andrew Hicks had to depend on her sails, she had to turn around toward Point Barrow in order to avoid getting

caught in the ice which was beginning to move south. It was during this time that we got another bowhead, collecting about 1,500 pounds of bone and some oil. After sailing through the Bering Sea, we killed Sperm Whale which gave us about 80 barrels of oil.

When we reached San Francisco in the early part of December 1903, I decided it was about time to do some sailing on another part of the ocean. Up to that time, most of my trips were on the Pacific and the waters north of the Arctic Circle.

**Barbary Coast**  
Meanwhile, 1904 rolled around, and the old Barbary Coast looked as fine as ever. Business was really booming at the Thalia and Hippodrome dance halls, and things were roaring along Bartlett Alley and other areas in the old Red Light district.

Even though I was only 17 at the time, I felt strong as an ox and considered myself a good boat man. After all, I had been serving as a stroke oarsman in a whale boat full of gear which carried a crew of six. Trying to run down a whale in one of those boats is a long way from the training SIU men get in lifeboat handling. I still say there is nothing like practical experience in a whale boat in the long swells of the Pacific or fishing down on the Grand Banks.

When I went to the shipping master, I found out there was an American three sky sail yarder, the W. F. Babcock, loading oil for the lamps of China. When he asked me if I wanted to sign on as third mate (about the equivalent of a bosun's rating), I immediately accepted and went down to meet the skipper, a typical "Down Easter." He liked my looks and physique, so I got the berth.

After we finished taking on cargo, the ship was towed down from Richmond and anchored to pick up a crew. We signed on 20 men, most of them from boarding masters. Only about half of them had ever seen a ship before.

We left for Shanghai in the middle of January, 1904 with a

crew consisting of 18 sailors, a sailmaker, carpenter, cook, steward, cabin boy and five officers aft for a total of 28 men. Although the Babcock had a reputation as a hellship only ten years before, we managed to do fairly well. In those days we didn't stand the usual afternoon watch in fine weather. This meant that every second day everyone worked the whole days every 48 hours.

We made a fast passage to the mouth of the Whampoa River in about 45 days. Although Shanghai lies about 14 miles up the Whampoa, we dropped anchor at Weesong on the Yangtze where our cargo was unloaded into junks.

Since we were some distance to Shanghai, our skipper promised that half the crew at a time could get into the city for a weekend. As was the custom in those days along the Chinese coast, a big junk would anchor off the stern of a ship whose crew couldn't get to shore. Crewmembers would then have the opportunity to draw a certain amount from the junk's proprietor out of the \$25 a month wages that they were paid. Of course, this didn't amount to too much since we all got a month's advance in San Francisco. However, things were very cheap in the Orient, and all the average seaman wanted was wine, women and song, all of which could be purchased from the junk so conveniently anchored off our stern.

**Went Ashore**  
The first Saturday after our arrival, I went to take a look at Shanghai with the port watch. I arrived there with \$10 in my pocket and promptly bunked in a house that the agent had recommended.

After about 24 days, the coolie gangs finally got us unloaded, and we began to take on fresh provisions. Two men left ship for jobs on the beach, and the agent's shipping master replaced them with a couple of seamen who were tired of staying in China. We beat a fast passage back to San Francisco, arriving in the first part of May. As soon as I hit shore, I began thinking about getting a ship for Europe.

## Seafarers Not Charity Cases

To the Editor:

I was reading a newspaper from England the other day when it struck me just how lucky the American seaman is to have such a strong Union as the SIU to represent them.

The paper was the "London Observer," and in the classified pages there was a small advertisement asking for donations to something called the "Royal Alfred Merchant Seamen's Society." The society's pitch was that it never ignored a "distress signal from an aged or disabled seafarer."

If American seamen weren't protected by unions like the SIU, they would also have to depend on charity handouts from organizations like the one advertising in the "London Observer." However, we do have the SIU, and I know we can all sleep that much better since we know that our Union will take care of us both while we are sailing and afterwards when we are forced to stay on the beach permanently.

Today a Seafarer can hold up his head with pride and not worry about becoming an ob-

In his job as head of the SIU's Department of Social Security, he was always fighting to make pension conditions better for our Union's oldtimers. This is one of the reasons why the SIU has the best pension plans of all the maritime unions.

He never gave up working for a better social security plan and an improved deal for SIU pensioners. Let's all hope that the good work that Joe Volpian dedicated his life to will be carried on. **Leo Gillis.**

## Seaman Lauds Care By Crew

To the Editor:

I am writing to tell you of the wonderful care and attention that I received on my last voyage on the Steel Vendor. During the trip I was taken ill with a kidney stone ailment which knocked me off my feet. I was laid up in bed for eight long days until the pain from the sickness cleared up. When I first got sick, the pain was so much that I really got scared, especially since I didn't know what it was.

What I really want to talk about is the class A treatment that the entire crew gave me. Even though they were all busy, every one of them told me how concerned they were about my poor condition. During the time I was flat on my back, there was always someone in my room watching over me. I got this attention for the eight days I was sick, every hour of the day or night.

Since everyone on board the Steel Vendor went out of his way to make sure that I would pull through, I really find it very hard to single out any one or two men to give my thanks to. When I say everyone, I mean right from Captain K. N. Greenlaw to the greenest seaman in the crew. Every last crewmember was ready and willing to do anything that I asked when I needed something.

I want everyone in the SIU to know that as far as I'm concerned, there isn't a ship sailing that has a crew that can top the Steel Vendor's.

**Fred Shala**

## 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.

ject of charity and whether or not somebody is going to answer a "distress signal."

**Carl Cowl**

## Mourns Passing Of Joe Volpian

To the Editor:

I was very sorry to hear that Joe Volpian passed away. All the oldtimers in the Union will really miss him, especially the ones who are now receiving pensions, not to say anything about the members who are about ready to start collecting their pension checks.

**HURRICANE (Waterman), May 3**—Chairman, K. K. Brittain; Secretary, J. C. Thompson. Repair lists were made up and turned in. A nice trip. A couple of minor beefs aboard. Vote of thanks extended to the ship's delegates for a job well done, and a

### DIGEST of SIU SHIP MEETINGS

special vote of thanks to the steward department for making it a wonderful trip.

**OCEAN DINNY (Maritime Overseas), March 1**—Chairman, A. Michelet; Secretary, L. Pierson. Ship's delegate didn't have much to report. There are a few beefs and some disputed OT.

**WILD RANGER (Waterman), March 1**—Chairman, A. L. Ciamboli; Secretary, W. C. Sink. Ship just came out of a 15-day lay-up in San Fran-

cisco, and is in good shape. Brother Ciamboli was elected to serve as ship's delegate. Motion made to have supply of stamped envelopes sent to ship for forwarding crew lists and ship's minutes to headquarters.

**DEL MAR (Delta), March 29**—Chairman, E. McCloskey; Secretary, Richard Stewart. One man missed the ship in Santos, Brazil, but was replaced by another man who had missed the ship there. One man was hospitalized in Curacao, N.W.I. \$328.08 in movie fund. Motion made that the 4-8 FWT and Oiler be relieved while maneuvering by the 8-12 watch as customary and this to be entered in the clarifications at the next negotiations of the SIU contract.

**DEL SOL (Delta), April 3**—Chairman, Pete Valentine; Secretary, E. P. Sahuque. \$5 in ship's fund. Motion was made that each man donate \$1 to ship's fund. Few hours disputed OT in deck and engine departments, otherwise everything is running smoothly.

**MAYFLOWER (Mayflower), April 25**—Chairman, A. Rummel; Secretary, R. Sanchez. Brother F. Pehler was elected to serve as ship's delegate. All delegates requested to make up repair list as soon as possible. No beefs reported.

**IF YOU ARE RECEIVING MORE THAN ONE COPY OF THE SAME LOG...**

**CLIP ALL MAIL LABELS FROM THE FRONT PAGES...**

**AND RETURN LABELS SO WE CAN ADJUST LIST.**

# 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:

Patrick Cranford, born January 21, 1964, to the Quincy R. Cranfords, Chickasaw, Alabama.

Wendy Koss, born December 21, 1963, to the James A. Koss, Alpena, Mich.

Tina Marie Cairns, born January 14, 1964, to the John V. Cairns, Sault Marie, Mich.

Orrin Dawson Wicker, born December 18, 1963, to the Ben L. Wickers, Jr., Groves, Texas.

Felicia Mary Pire, born November 9, 1963, to the Raymond Pires, Marrero, La.

Diane Vickery, born January 6, 1964, to the Walter Vickerys, Philadelphia, Pa.

Will Beasley Jr., born January 1, 1964, to the Will D. Beasleys.

Chesapeake, Va.

Melanie Lewing, born December 23, 1963, to the Clarence Lewings, Many, La.

John Grimmelt, born January 3, 1964, to the Richard Lee Grimmets, Atlanta, Georgia.

Susanne Morris, born August 12, 1963, to the Mortimer Morris, Mobile, Alabama.

Tammy Wall, born December 4, 1963, to the James H. Walls, Jacksonville, Fla.

Sara McGrew, born December 29, 1963, to the Lloyd McGrews, Leitchfield, Mich.

Scott Alan Louis, born December 11, 1963, to the John N. Louis, Manistique, Mich.

Lisa & Denise Johnson, born November 18, 1963, to the Raymond Johnsons, Detroit, Mich.

Tammy Frazier, born November 27, 1963, to the Thomas E. Fraziers, Elkton, Va.

Thomas John Buzalewski, born January 29, 1963, to the Joseph Buzalewskis, Reading, Pa.

Jacqueline Caban, born February 8, 1964, to the Rafael Cabans, New York, New York.

Roxann Waters, born November 23, 1963, to the Phillip M. Waters, Dallas, Texas.

Helen Louise Bowers, born November 4, 1963, to the Raymond S. Bowers, Algonae, Mich.

Beth-Ann Collings, born December 25, 1963, to the Charles F. Collings, Philadelphia, Pa.

Linda Trevisano, born February 4, 1964, to the Dominick Trevisanos, Brooklyn, New York.

Houston Thomas, born January 21, 1964, to the Houston Thomas, Mobile, Alabama.

Gena Williams, born January 30, 1964, to the Gene Williams, Portsmouth, Pa.

Mariano Seano, 74: Brother Seano was a victim of heart disease on August 31, 1963 at the American Hospital, Manila, The Philippines. An SIU member since 1939, he sailed in the deck department before going on pension in 1956.

surviving is his niece, Eufracia Galano of Manila, The Philippines. The place of burial is unknown.

Jose Alonzo, 40: Brother Alonzo died accidentally when his house caught fire in Tampa, Fla. Sailing in the steward department, he was a member of the SIU since 1952. He is survived by a friend, Sydney D. Patterson of Mobile, Ala. Burial was at Colon Cemetery, Tampa, Fla.

Ferdinand J. Bruggner, 52: Brother Bruggner died of natural causes on November 2, 1963, in the Staten Island USPHS Hospital. He joined the Union in 1952 and sailed as a member of the engine department. Surviving are his sons, Andrew and Robert Bruggner of Bradenton Beach, Fla. Burial was at St. Charles Cemetery, Farmingdale, N.Y.

Henry Davis, Jr., 43: A heart attack claimed Brother Davis on January 24, 1964, en route to the Johns Hopkins Hospital. Sailing in the steward department, he had been a member of the Union since 1956. Burial was at Mt. Calvary Cemetery in Anne Arundel County, Md. Isidore E. Levin of Baltimore, Md., was legally appointed administrator of his estate.

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):

Clement Stann, 43: Brother Stann died of natural causes on September 14, 1963 aboard the Transhudson (Hudson Waterways). A member of the Union since 1957, he sailed in the steward department. He is survived by his parents, Aleide and Lucien Stann of New Orleans, La. Burial was in New Orleans, La.

John J. Donahue, 63: Heart disease was fatal to Brother Donahue on April 14, 1964 in Jersey City, N.J. A member of the SIU-Railway Marine Region since 1963, he was a tugman with the Erie Lackawanna Railroad. He is survived by his wife, Margaret Donahue of Jersey City, N.J. Place of burial was not listed.

Joseph Boulanger, 67: Brother Boulanger died of natural causes on December 23, 1963 at Mercy Hospital, Buffalo, N.Y. He was a member of the SIU-Great Lakes Tug and Dredge District since 1961 until he retired on pension in 1962. Surviving are three daughters, Rosemary Young, Margaret Dallman and Elizabeth McAndrew, and a son, Joseph Boulanger, all of Buffalo. Burial was in Holy Cross Cemetery, Buffalo.

Tony A. Abella, 74: Brother Abella died of brain disease on January 21, 1964 at King County Hospital, Seattle Wash. He joined the SIU in 1961 and sailed as a member of both the engine and steward departments. He is survived by a daughter, Canida Asuncion of San Jose, Calif. Burial was at Holyhood Cemetery, Seattle, Wash.

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# SEAFARERS in DRYDOCK

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

- NEW ORLEANS, LOUISIANA
  - Arvo Antilla
  - Joseph A. Barone
  - Daniel H. Bishop
  - Gary J. Bryant
  - Wilbert Burke
  - George E. Burleson
  - Adron Cox
  - Billy Dean
  - R. F. Edmonds
  - John Fabis
  - Edw. S. Fairfield
  - O. R. Farrara
  - John S. Fontan
  - Theodore Fortin
  - Audley C. Foster
  - Richard Gallegos
  - James E. Gardiner
  - John F. Gersey
  - Jesse L. Green
  - Otis J. Harden
  - Ramon Drizany
  - James O. Jackson
  - Frank F. James
  - Foster J. Juneau
  - Ben J. Kazuba

- BALTIMORE, MARYLAND
  - J. C. Arnold
  - Tom Danzey
  - Hector Durate
  - Arnold Heinvall
  - Protasio Herrera
  - Charles Hippard
  - Emile Haude
  - Lafayette Howard
  - Edward F. Lamb
  - Charles Lovell
  - James Lyness
  - Jerry Miller
- GALVESTON, TEXAS
  - John W. Alstatt
  - John Aruanites
  - Samuel E. Aviles
  - James Bencic
  - J. A. Cichowski
  - T. H. Fitzgibbons
  - James C. Flanagan
  - John W. Gibson
  - Otis Gilles
  - S. H. Harrison
  - Milburn L. Hatley
  - Walter J. Koyu
  - Michael Machusky

- CHICAGO, ILLINOIS
  - John J. May
  - Ray Kiersten
- STATEN ISLAND, NEW YORK
  - John A. Aba
  - E. S. Alvarez
  - Forney Bowen
  - Lawrence Byrne
  - Henry Callahan
  - Anthony Carrano
  - Ed Cleary
  - Clarence Collins
  - John Cullinson
  - Hamilton Dalley
  - Joe Denton
  - Lionel Desplant
  - James Fisher
  - Robert Godwin
  - Lynwood Gregory
  - Ralph Hayes
  - Erik Jensen
  - Ellis Jones
  - Derek Lamb

- JACKSONVILLE, FLORIDA
  - G. C. Maddox
  - H. J. Roof
- BOSTON, MASSACHUSETTS
  - Gilbert Edwards
  - Wm. Kouzounas
  - Newton Paine
- SAN FRANCISCO, CALIFORNIA
  - Pastor B. Ablin
  - Charlie A. Gedra
  - Emmet C. Humbird
  - R. J. Henninger
- NORFOLK, VIRGINIA
  - G. C. Atherton
  - Robert Bailey
  - Innes Blankenship
  - Frank Buck
  - Barron D. Daniels
- DETROIT, MICHIGAN
  - P. M. Novak
  - Wm. Wheeler
- SEATTLE, WASHINGTON
  - E. Le Bourveau
  - Sam N. Bowser
  - G. E. Bradford

- Cecil E. Wallich
- Wm. L. Williams
- ST. MARY'S HOSPITAL DULUTH, MINNESOTA
- Willard Johnson
- USPHS HOSPITAL FORT WORTH, TEXAS
  - Gerald Algernon
  - Thomas Casson
  - Arthur Collett
  - B. F. Deibler
  - Abs Gordon
  - John Gotseff
  - Thomas Lohay
- SAILORS' SNUG HARBOR STATEN ISLAND, NEW YORK
  - Daniel Gorman
  - Alberto Gutierrez
  - Edwin Harriman
- NEW YORK, NEW YORK
  - S. Frankiewicz
- VA HOSPITAL WEST HAVEN, CONNECTICUT
  - Sanford Gregory
- IRON MT. HOSPITAL IRON MT. MICHIGAN
  - Arnold Johnson
- USPHS HOSPITAL MEMPHIS, TENNESSEE
  - James McGee
- PINE CREST HAVEN NURSING HOME COVINGTON, KENTUCKY
  - Frank Martin
- US NAVAL HOSPITAL JACKSONVILLE, FLORIDA
  - Henry Stone
- SOLDIERS HOME HOSPITAL WASHINGTON, DC
  - Paul Stovall
- VA HOSPITAL WEST ROXBURY, MASS.
  - R. Arsenaull

## Beef Box

(Continued from page 12)

overtime as the high man's overtime hours in the Deck Department, except where such overtime has been paid for routine sea watches. The Boatswain shall have the right to stand week-end gangway watch in turn with the rest of the Deck Department. If he fails to exercise such right he has no claim for high man's overtime.

If the Boatswain is required to work with and supervise the watch on deck on Saturdays, Sundays, or Holidays, for which the watch on deck receives additional overtime, he shall receive the same amount of overtime per hour as paid to a member of the watch on deck, in lieu of his regular overtime rate.

When the Boatswain is working alone, or with men on watch below only, on Saturdays, Sundays, or Holidays, he shall receive the regular overtime rate prescribed."

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: Charles Crafford, deck delegate; Jefferson City Victory; Albert H. Schwartz, ship's delegate; Hudson; Jack Dolan, ship's delegate; Anton Brunn; Mike J. McCormick, deck delegate, Sacramento; and Richard Almojera, ship's delegate, Robin Trent.

## PERSONALS and NOTICES

Marion P. Edge  
You are asked to get in touch with Red at 477-0606 in Mobile, Ala.

Rudolph Cifaratti  
Your sister, Rita advises you to get in touch with your mother who is recovering from a broken arm.

Marion McClure  
The above named is asked to contact Lindsey Ogletree, care of Airport Parking Company of Texas, Sky Harbor Airport, 3000 Sky Harbor Drive, Phoenix, Arizona.

Transindia Crewmembers  
Seafarers in the New York area who sailed on the last voyage of the Transindia are asked to get in touch with Bob Aronson in the LOG office.

Charles (Dutch) Delhaus  
The above-named, who was a crewmember of the Del Valle, Voyage 81, is advised that his radio, suitcase and souvenirs are now in the purser's possession.

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

Julian B. Arzaga, Vasco M. Barros (3), Eugene W. Bent, Marjarito Borja, Joseph Camp, Eugene L. Castano, Jr., Eigil E. Hjelm (2), Joseph Luberich Waldo M. Oliver, Jorgen G. Pedersen, Sammy Rogamos, Michael Romalho, Henry R. Smith, Charles E. Switzer, Bernardo Tombocon and Willie Walker (2).

Eddie Candell  
You are asked to contact Jimmie D. Coker, 2824 N. W. 59th Street, Seattle 7, Wash., about an urgent matter.



### Have You Filed Your New Enrollment-Beneficiary Card?

## SEAFARERS WELFARE PLAN

# Service Industries Show Job Gains

NEW YORK—According to recent figures released by the Department of Labor, American workers earning their livelihood in industries which provide services rather than those involved in producing goods now are now leading the latter in the number of jobs held by three-to-two.

The figures which were compiled by the Department show that service industries have dominated the expansion in employment over the post-war period, while the goods-producing indus-

tries have lost ground. Since 1949, when the number of jobs first topped its counterpart in goods, the Department said, employment in the service industries has increased by nearly

two-fifths to reach a record total of 36½ million last year.

It represented 59 out of every 100 persons on a public or private payroll, and it was almost 11 million greater than the 25.6 million with a job in the goods-producing industries during the year.

The Institute of Life Insurance said in a statement that "the strength and persistence of the expansion trend in the service industries and the new job opportunities they have been creating are of major importance in view of the unemployment problem and our rapidly growing labor force, combined with the impact of automation and technological change on the goods-producing industries, notably on manufacturing and agriculture.

"To this a new factor is being added by the tapering off in defense expenditures and the readjustments already taking place," the insurance group continued. They also reported that the service industries, led by public utilities, are the leaders in capital investment outlays which are such a force for economic growth.

# 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	..... July 6	Detroit	..... July 10
Philadelphia	..... July 7	Houston	..... July 13
Baltimore	..... July 8	New Orleans	..... July 14
Mobile	..... July 15		

## West Coast SIU-AGLIWD Meetings

SIU headquarters has issued the following schedule through June, 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
June 15	June 17	June 19
July 20	July 22	July 24

## Great Lakes SIU Meetings

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

Detroit	..... July 10—2 PM
Alpena, Buffalo, Chicago, Cleveland, Duluth, Frankfort,	June 15—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	..... July 7—5 PM
Baltimore (licensed and unlicensed)	..... July 8—5 PM
Houston	..... June 15—5 PM
Norfolk	..... July 9—7 PM
N'Orleans	..... June 16—5 PM
Mobile	..... June 17—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	..... June 15
Philadelphia	..... June 16
Baltimore	..... June 17
*Norfolk	..... June 18

## 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	..... June 15
Milwaukee	..... June 15
Chicago	..... June 16
Buffalo	..... June 17
†Sault Ste. Marie	..... June 18
Duluth	..... June 19
Lorain	..... June 19

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

# Directory of UNION HALLS

## SIU Atlantic, Gulf, Lakes & Inland Waters

PRESIDENT  
Paul Hall  
EXECUTIVE VICE-PRESIDENT  
Cal Tanner  
VICE PRESIDENTS  
Earl Shepard Lindsey Williams  
Al Tanner Robert Matthews  
SECRETARY-TREASURER  
Al Kerr  
HEADQUARTERS REPRESENTATIVES  
Bill Hall Ed Mooney Fred Stewart  
BALTIMORE ..... 1216 E. Baltimore St.  
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Ed Riley, Agent ..... Richmond 2-0140  
DETROIT ..... 10225 W. Jefferson Ave.  
Vinewood 3-4741  
HEADQUARTERS ..... 675 4th Ave., Bklyn  
HYacinth 9-6600  
HOUSTON ..... 5804 Canal St.  
Paul Drozak, Agent ..... Walnut 8-3207  
JACKSONVILLE 2608 Pearl St., SE, Jax  
William Morris, Agent ..... ELgin 3-0987  
MIAMI ..... 744 W. Flagler St.  
Ben Gonzales, Agent ..... Franklin 7-3564  
MOBILE ..... 1 South Lawrence St.  
Louis Neira, Agent ..... HEMlock 2-1754  
NEW ORLEANS ..... 630 Jackson Ave.  
Buck Stephens, Agent ..... Tel. 529-7546  
NEW YORK ..... 675 4th Ave., Brooklyn  
HYacinth 9-6600  
NORFOLK ..... 115 3rd St.  
Gordon Spencer, Acting Agent ..... 622-1892  
PHILADELPHIA ..... 2604 S. 4th St.  
Frank Drozak, Agent ..... DEwey 6-3818  
SAN FRANCISCO ..... 450 Harrison St.  
Paul Gonsorchik, Agent ..... DOuglas 2-4401  
E. B. McAuley, West Coast Rep.  
SANTURCE PR ..... 1313 Fernandez Juncos  
Stop 20  
Keith Terpe, Hq. Rep. .... Phone 724-2843  
SEATTLE ..... 2505 1st Ave.  
Ted Babkowski, Agent ..... MAIN 3-4334  
TAMPA ..... 312 Harrison St.  
Jeff Gillette, Agent ..... 229-2788  
WILMINGTON, Calif 505 N. Marine Ave.  
Frank Boyne, Agent ..... Terminal 4-2528

## Great Lakes

SECRETARY-TREASURER  
Fred J. Farnen  
ASSISTANT SECRETARY-TREASURER  
Roy Boudreau  
ALPENA ..... 127 River St.  
EL. 4-3616  
BUFFALO, NY ..... 735 Washington  
TL 3-9259  
CHICAGO ..... 9383 Ewing Ave.  
So. Chicago, Ill. SAGinaw 1-0733  
CLEVELAND ..... 1420 West 25th St.  
MAIN 1-5450  
DULUTH ..... 312 W. 2nd St.  
RANdolph 2-4110  
FRANKFORT, Mich. .... 415 Main St.  
Mail Address: P.O. Box 287 ELgin 7-2441  
HEADQUARTERS 10225 W. Jefferson Av.  
River Rouge 18, Mich. Vinewood 3-4741

## Inland Boatmen's Union

NATIONAL DIRECTOR  
Robert Matthews  
GREAT LAKES AREA DIRECTOR  
Pat Finnerty  
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NEW ORLEANS ..... 630 Jackson Ave.  
Tel. 529-7546  
NORFOLK ..... 115 Third St.  
Tel. 622-1892-3

PHILADELPHIA ..... 2604 S. 4th St.  
DEwey 6-3818  
TAMPA ..... 312 Harrison St.  
Tel. 229-2788

## GREAT LAKES TUG & DREDGE REGION

REGIONAL DIRECTOR  
Robert Jones  
Dredge Workers Section  
ASSISTANT DIRECTOR  
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BUFFALO ..... 94 Henrietta Ave.  
Arthur Miller, Agent ..... TR 5-1538  
CHICAGO ..... 2300 N. Kimball  
Trygve Varden, Agent ..... ALbany 2-1154  
CLEVELAND ..... 1420 W. 25th St.  
Tom Gerrity, Agent ..... 621-5450  
DETROIT ..... 1570 Liberty Ave.  
Lincoln Park, Mich.  
Ernest Demerse, Agent ..... DU 2-7094  
DULUTH ..... 312 W. Second St.  
Norman Jolicoeur, Agent  
RANdolph 7-6222  
SAULT STE. MARIE  
Address mail to Brimley, Mich.  
Wayne Weston, Agent. BRimley 14-R 5  
TOLEDO ..... 423 Central St.  
CH 2-7751

## Tug Firemen, Linemen, Oilers & Watchmen's Section

ASSISTANT DIRECTOR  
Tom Burns  
ASHTABULA, O. .... 1644 W. Third St.  
John Mero, Agent ..... WOODman 4-8532  
BUFFALO ..... 18 Portland St.  
Tom Burns, Agent ..... TA 3-7095  
CHICAGO ..... 9383 Ewing St. Chicago  
Robert Affleck, Agent ..... ESsex 5-9570  
CLEVELAND ..... 1420 W. 25th St.  
W. Hearn, Pro-Tem Agent ..... MA 1-5450  
DETROIT-TOLEDO ..... 12948 Edison St.  
Max Tobin, Agent ..... Southgate, Mich.  
AVenue 4-0071  
DULUTH ..... Box No. 66  
South Range, Wis.  
Ray Thomson, Agent ..... EXport 8-3024  
LORAIN, O. .... 118 E. Parish St.  
Sandusky, Ohio  
Harold Ruthsatz, Agent ..... MAIN 6-4573  
MILWAUKEE ..... 2722 A. So. Shore Dr.  
Joseph Miller, Agent ..... SHerman 4-8645  
SAULT STE. MARIE ..... 1086 Maple St.  
Wm. J. Lackey, Agent ..... MELrose 2-8847

## Rivers Section

ST. LOUIS, MO. .... 805 Del Mar  
L. J. Colvis, Agent ..... CE 1-1434  
PORT ARTHUR, Tex. .... 1348 7th St.  
Arthur Bendheim, Agent  
RAILWAY MARINE REGION  
HEADQUARTERS ..... 99 Montgomery St.  
Jersey City 2, NJ Henderson 3-0104  
REGIONAL DIRECTOR  
G. P. McGinty  
ASSISTANT REGIONAL DIRECTORS  
E. B. Pulver ..... R. H. Avery  
BALTIMORE ..... 1216 E. Baltimore St.  
Eastern 7-4900  
NORFOLK ..... 115 Third St.  
622-1892-3  
PHILADELPHIA ..... 2604 S. 4th St.  
DEwey 6-3818

## United Industrial Workers

BALTIMORE ..... 1216 E. Baltimore St.  
Eastern 7-4900  
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HEADQUARTERS 675 4th Ave., Brooklyn  
HYacinth 9-6600  
HOUSTON ..... 5804 Canal St.  
Walnut 8-3207  
JACKSONVILLE ..... 2608 Pearl St. SE  
ELgin 3-0987  
MIAMI ..... 744 W. Flagler St.  
FRanklin 7-3564  
MOBILE ..... 1 S. Lawrence St.  
HEMlock 2-1754  
NEW ORLEANS ..... 630 Jackson Ave.  
Phone 529-7546  
NORFOLK ..... 115 Third St.  
Phone 622-1892-3  
PHILADELPHIA ..... 2604 S. 4th St.  
DEwey 6-3818  
TAMPA ..... 312 Harrison St.  
Phone 229-2788

# Hospitals

(Continued from page 3)

good offices to "assure the continuation of the fit-for-duty slips by the USPHS in the interests of American seamen and the US maritime industry, with which it has been traditionally concerned."

The SIU has traditionally fought any attempts to alter, modify or reduce the services performed by the USPHS in the best interests of American seamen. Periodically attempts are made to curtail services that are essential to the well-being of Seafarers and other American seamen, and the Union has kept up a running fight in opposition to such moves. The current effort marks the first time that an attempt has been made by vested interest groups to knock out the important fit-for-duty service which is rendered by the USPHS.



# Know Your Rights

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

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

**SHIPPING RIGHTS.** Your shipping rights and seniority are protected exclusively by the contracts between the Union and the shipowners. Get to know your shipping rights. Copies of these contracts are posted and available in all Union halls. If you feel there has been any violation of your shipping or seniority rights as contained in the contracts between the Union and the shipowners, notify the Seafarers Appeals Board by certified mail, return receipt requested. The proper address for this is: Earl Shepard, Chairman, Seafarers Appeals Board, 17 Battery Place, Suite 1930, New York 4, N.Y.

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

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

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

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

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

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

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

**SEAFARERS POLITICAL ACTIVITY DONATIONS.** One of the basic rights of Seafarers is the right to pursue legislative and political objectives which will serve the best interests of themselves, their families and their Union. To achieve these objectives, the Seafarers Political Activity Donation was established. Donations to SPAD are entirely voluntary and constitute the funds through which legislative and political activities are conducted for the benefit of the membership and the Union. If at any time a Seafarer feels that any of the above rights have been violated, or that he has been denied his constitutional right of access to Union records or information, he should immediately notify SIU President Paul Hall at headquarters by certified mail, return receipt requested.

The AFL-CIO International Affairs Department

## For Democracy —At Home And Abroad

The American labor movement has a deep and serious interest in international affairs, because it recognizes the interdependence of trade union workers throughout the free world. The labor movement recognizes that for a country to be truly free, it must have a strong, flourishing trade union movement.

Restrictions in the freedom of workers anywhere constitutes a threat to our own free society. Thus American labor works to promote democracy everywhere.

American labor's active participation in international affairs is not of recent origin. From its inception, the United States labor movement dedicated itself to the cause of free trade unionism all over the world in recognition of the obligations which workers in America freely assume to aid their brother trade unionists of the free world and of the common interests of all workers in their aspirations for economic progress, social justice, peace and freedom.

The role of the American labor movement in today's serious world crisis, as AFL-CIO president George Meany has put it, is to enable our country to develop an effective democratic foreign policy and to strengthen the international free trade union movement, the International Confederation of Free Trade Unions (ICFTU), as a vital factor for promoting human dignity and security, a strong free world and harmony among nations.

By understanding American labor's role in this struggle, Meany declares that our effectiveness will be improved in helping our country vigorously pursue an international policy which will speed the day when all mankind will enjoy the

blessings of human freedom, peace and prosperity.

In order to foster labor's objectives internationally and to implement its policies for international cooperation among trade unions in the free world the AFL-CIO has a Department of International Affairs. Under the directorship of Jay Lovestone, the department keeps a sharp eye on international developments and assists the Federation's officers in their analyses and statements expressing the policies of the AFL-CIO on international affairs. The department also issues publications, setting forth views of the AFL-CIO on various international problems in foreign countries through the English, French, German and Italian editions of the AFL-CIO Free Trade Union News.

Among its many activities, the International Affairs Department promotes the American Institute for Free Labor Development which provides vital training for effective union leadership for representatives from Latin and Central American countries. The Institute is a projection of the AFL-CIO's keen interest in the development of free labor in Latin America and the Caribbean. Last year 150 Latin American and Caribbean area trade union leaders successfully completed courses at the institute in Washington. Most of these leaders are now active in the labor movements in their own countries, and as such are a link between U.S. and Latin American workers.

Members of the SIU are in an especially good position to understand the objectives of the AFL-CIO in international affairs since their jobs enable them to see con-



The AFL-CIO, through its Department of International Affairs, upholds the realization that if freedom and democracy are not maintained throughout the world, then the entire free world is in danger. Helping those in lands threatened by communism, like this child in war-torn Vietnam, is important to the security of every American.

ditions at first hand in virtually all ports in the free and Communist worlds. Recent articles in the LOG carrying the observations of SIU members who visited Russia as part of the US grain shipments program are a case in point. The articles by Seafarers aroused considerable interest in Congress and throughout the country. After personally seeing how a totalitarian government stifles the rights of labor, Seafarers are in a far better position than most American workers to appreciate the necessity for labor activity in promoting democracy and the need for such efforts as those of the AFL-CIO in international affairs.

The American labor movement's desire to see the concepts of freedom, economic and social justice established throughout the world is exemplified by the situation in war-torn Vietnam. On a recent ABC radio program, "As We See It," sponsored by the AFL-CIO, Tran Quoc Buu, president of the Confederation of Workers of Vietnam, told of his organization's struggle

to raise the standard of living of the Vietnamese workers against the grim background of an economically weak, underdeveloped nation. Acknowledging the political disagreements, misery and poverty which confront his country, the Vietnamese union leader stressed, nevertheless, that the workers in South Vietnam "are far better off than those in communist North Vietnam . . . also above all, we have our freedom."

It is obvious that the American labor movement cannot stick its head in the sand and ignore the crises throughout the world which threatens the freedom of workers in many areas, because a threat to their freedom is a threat to our freedom.

No effort must be spared to spread the freedom and prosperity which we enjoy in the US to the four corners of the earth. This is the goal of the American labor movement. And it is to this end that the AFL-CIO International Affairs Department carries out its vital functions day to day.



The AFL-CIO Department of International Affairs is vitally interested in worldwide labor issues. Young union leaders from 10 Latin American nations are shown here being welcomed to a recent class of the American Institute for Free Labor by AFL-CIO President George Meany.