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House Votes 14B Repeal, Swift Senate OK Urged

WASHINGTON—The SIU and the other AFL-CIO unions hailed approval by the House of Representatives of a bill repealing Section 14B of the Taft-Hartley Act to make the union shop legal in all 50 states. American labor is now looking confidently to the Senate to complete action on repeal of 14B

and bring to a successful conclusion labor's long fight to have this piece of anti-labor legislation stricken from the books. Senate action on repeal is expected soon.

The bill, which passed the house by a 221-203 vote, would nullify so-called "right-to-work" laws adopted by 19 states and do away with a loophole long used by anti-

labor forces to harass and prevent union activity in many areas noted for low wages and poor working conditions.

With every vote a crucial one, the House:

- First voted, 248-171, to bring the bill to the floor under a rule which allowed only "germane" amendments, thus blocking efforts to "toughen" other sections of the

Taft-Hartley Act as the price of 14(b) repeal.

- Rejected, 223-200, a Republican motion to send the bill back to committee — the traditional method of killing legislation.

- Passed the repeal bill, H.R. 77 with 200 Democrats and 21 Republicans voting for the bill; 117 Republicans and 86 Democrats opposed.

AFL-CIO President George Meany hailed the result as "clearly a vote of freedom of collective bargaining between employers and unions." He added:

"It will contribute immeasurably to stable labor-management relations, the goal President Johnson urged in asking Congress to repeal Section 14(b).

"We now look forward confidently to Senate action, which will complete the job of eliminating one of the worst evils in the nation's labor-management statute."

A Senate Labor subcommittee, under Senator Pat McNamara (D-Mich), has already completed hearings on 14(b) repeal. In contrast to the House, the Senate has no rule of germaneness and floor amendments are almost certain to be offered to other sections of the Taft-Hartley Act.

The new 21-day rule adopted by the House at the start of the session as a curb on the power of the Rules Committee was used to bring the 14(b) repeal bill to the floor. Under this procedure, the Speaker may recognize the chairman of a committee to propose House adoption of a rule for debate on a bill which has been before the Rules Committee at least 21 days. Using this new power for the first time, Speaker John W. McCormack (D-Mass.) recognized Chairman Adam C. Powell (D-N.Y.) of the Education & Labor Committee.

For an hour, the House debated the rule under which H.R. 77 would be considered.

Democratic leaders stressed that the proposed procedure was the normal "open rule" under which the House considers virtually all legislation—with amendments in order only if directly pertinent to the purpose of the bill.

'Gag' Charged

Republicans denounced the procedure as a "gag" rule, under which no substantive amendments would be in order. They based their reasoning on the fact that the bill was carefully confined to a single point—repeal of 14(b).

On this procedural issue, a number of Democrats who were unwilling to commit themselves to 14(b) repeal nevertheless backed their party's leadership.

Although the outcome had been expected, the margin of victory gave a strong psychological boost to the drive for repeal.

During five hours of general debate on the bill, spread over three days, each side brought out its most eloquent and knowledgeable speakers, aware that most congressmen were firmly committed to the issue but hoping to sway a few votes that could tilt the balance of power.

Field marshal for the repeal (Continued on page 8)

International President's REPORT

By Paul Hall



For many years American-flag ships have been carrying only a minimum share of this country's imports and exports—at present less than 9 percent.

However, each day brings new evidence of the fact that we must take firm positive action now to reverse this process of drift and decay.

As an example, each day brings new evidence of the fact that our foreign competitors on the seas are not letting their merchant fleets drift aimlessly, but on the contrary are taking bold and imaginative steps to build up their fleets, even though these fleets—unlike the American-flag fleet—are already carrying the major share of their own country's commerce.

Japan, for instance, is pushing full steam ahead to expand its fleet, and has indicated a determination not to rely on foreign-flag carriers for the transport of its commerce.

A recent report of the Japanese Transportation Ministry announced plans to build almost 7½ million gross tons of new shipping which will help them reduce a deficit in their balance of international payments.

While US-flag ships, as we have noted, now carry less than 9 percent of this country's commerce, Japanese-flag ships are now carrying almost half of Japan's commerce.

In its report, the Ministry recommended that the Japanese Government provide subsidies to help pay interest on loans for new construction.

It is apparent that the Japanese are determined to get as close to the top of the world shipping picture as is possible.

Similarly, the Russians are rapidly moving ahead to achieve pre-eminence in the field of merchant shipping. They are commissioning merchant ships at the rate of two or more per week. In the all-important bulk-carrying segment of its fleet, the Soviet Union has increased the number of its vessels from 20 in 1956 to 163 at the end of last year.

The overall tremendous growth of the Soviet merchant marine is startling. From 1939, when it had only 354 ships, the fleet has steadily increased until it now numbers an imposing 1,746 vessels of all classifications.

The activities of the Japanese, the Russians and the other maritime-minded nations are certainly something for this country to think about. These activities should be an additional incentive for us to develop the kind of merchant marine we need in order to restore this nation to its proper position in world shipping.

Those of us who are in the labor movement should know, better perhaps than any other segment of the population, that the struggle to achieve a better way of life is not an easy one.

Although the need for medical and hospital care for the aged has been apparent for so long, it took almost 20 years to overcome all the obstacles which stood in the way of its realization.

The campaign to bring the kind of security inherent in this program began during the Truman Administration and came to an end when President Johnson signed into law the so-called Medicare program.

The American labor movement was perhaps one of the greatest single forces in the long, hard fight to bring the security of medical care to all of the nation's elderly.

There is perhaps no more clear-cut example of the fact that the American trade union movement, while primarily dedicated to the interests and welfare of its members, is also the greatest single force in advancing the welfare of all citizens.

Hampton Roads MTD Speaker



S. F. Rafferty, general president of the International Union of Painters, Decorators and Paperhangers of America, delivers one of the principal addresses at the annual banquet held recently by the Hampton Roads Port Council of the AFL-CIO Maritime Trades Department. Other chief speakers at the banquet were Earl (Bull) Shepard, SIU Vice President (left, rear) and Peter M. McGavin, executive secretary-treasurer of the MTD (right, rear).



Seafarers Mike Aversano (left) and Bob Clinton get acquainted with the Pacific sea lion netted last week by SIU crewmembers when the creature jumped aboard the dredge-barge Ezra Sensibar last week off Staten Island, N. Y.

SIU Vessel Scores A "First"

Pacific Sea Lion Surprises SIU Crewmen In N.Y. Harbor

NEW YORK—The last thing SIU Crewmembers aboard the dredge-barge Ezra Sensibar expected to see last week while they were working in the waters off Staten Island, N. Y. was a Pacific sea lion.

So when a 69 pound female California sea lion jumped aboard the vessel the crewmen can be excused for just standing in profound amazement while the creature eyed them for a few moments and then jumped back into the sea.

Twenty minutes later however, when she once more came aboard the vessel, the crew was ready for her and quickly collared the aquatic beast. A quick ship-to-shore telephone call to the Director of the Coney Island Aquarium arranged for an Aquarium station wagon to meet the vessel at Port Newark when she docked, and the sea lion, by now dubbed simply 'Girl' by the crew was whisked away for study.

An examination established that 'Girl' is about two years old and weighs 69 pounds of her potential 200 to 250 pounds when fully grown. But how she ever got into the Atlantic Ocean in the first place, and then up to New York harbor, defies explanation.

Aquarium Director Dr. Paul Montreuil discounted any possibility that she could have swum all the way around South Amer-

ica. "It would be like a polar bear swimming from the North Pole to Hawaii," he explained.

Because the creature seems to be used to human company and can be "soothed like a dog by the sound of a human voice," it is believed that she is an escapee from an animal show somewhere on the east coast, or else was kept as a pet aboard a boat or in a private home somewhere in the area. However nobody has reported a sea lion missing.

Meanwhile, 'Girl' is not well and will be kept at the Aquarium for a while. She is sick from immersion in the polluted waters of New York harbor and has a painful 12-inch patch of tar on her chest. The Aquarium Director hopes treatment with antibiotics and vitamins will improve her appetite and bring her back to health. If no one claims her, 'Girl' will become the latest addition to the Aquarium, which already has two fully-grown Pacific sea lions.

Meanwhile, the crew of the Ezra Sensibar is keeping their eyes on the sea. There seems to be no telling what you may find in the murky waters of New York harbor.



While former President Harry S. Truman looked on, President Johnson signed the Medicare bill into law last week at ceremonies held in Independence, Mo. Standing behind the President and former President are (l-r) Mrs. Johnson, Vice President Humphrey, and Mrs. Truman.

Johnson Signs Medicare Bill

INDEPENDENCE, Mo.—A historic piece of social legislation was signed into law last week when President Johnson inked his signature to the Medicare bill at ceremonies held at the Harry S. Truman Memorial Library in Independence. President Johnson requested that the signing take place in Independence as a special tribute to former President Truman, who first proposed such hospital and medical care for the aged through Social Security when he was in office.

Passage of Medicare represents a milestone in American social legislation and marks the culmination of labor's long campaign to provide security for our older citizens from being financially crushed by the staggering costs of prolonged illness. The AFL-CIO has hailed the passage of Medicare as a new era in social legislation in America.

The historic bill also includes a big package of cash and benefit increases in the social security program and in federal-state welfare.

The Medicare portion of the bill won't take effect until next July, but a 7 percent cash increase in social security payments will be retroactive to last January. The retroactive checks—pumping \$850 million into the economy—will be mailed out in late September.

Also signed by the President was a multi-billion dollar housing bill, expanding virtually every phase of government help for public, private and cooperative housing and inaugurating a new program of rent subsidies for low-income families.

Both bills—and especially Medicare—were highly controversial in that they had generated powerful opposition. But final passage of House-Senate conference reports on the bills came with almost anticlimactic ease.

Coalition Swamped

Only a hard-core of the conservative coalition voted against the two bills on final passage. On the House rollcall votes, 237 Democrats and 70 Republicans voted for the Medicare bill, with 68 Republicans and 48 Democrats opposed; on

the housing bill it was 225 Democrats and 26 Republicans in favor, with 110 Republicans and 58 Democrats opposed.

The Senate passed the Medicare bill, 70-24. Fifty-seven Democrats and 13 Republicans voted for the bill; 17 Republicans and seven Democrats opposed it. The Senate cleared the housing bill by voice vote.

Originally the Administration had sought to make rent subsidies available to moderate-income families who could not afford adequate housing on the private market but made too much money to qualify for public housing.

Congress limited eligibility to low-income families and individuals. The rent supplements would pay the difference between the full rent for the apartment and 25 percent of the income of the family occupying the dwelling. The government would contract with private, non-profit sponsors for housing to be built or rehabilitated through this program. An estimated 375,000 housing units suitable for low-income families will be built over a four-year period under the plan.

Another new program provides rehabilitation grants of up to \$1,500 in urban renewal areas for home owners with income under \$3,000 a year. This will enable many older homes to be salvaged from the bulldozer.

In still another innovation, the FHA and the VA are authorized to pay up to one year's principal and interest on mortgages where homeowners are unemployed because of closing of federal installations.

The bill includes a \$2.9 billion, four-year extension of the urban renewal program and authorization for 60,000 public housing units a year — 35,000 new units, 15,000 bought from private owners and rehabilitated, and 10,000 leased from private owners.

Union Proposal On Automation

Use Subsidy Savings To Build Up U.S. Fleet, SIU Urges Government

NEW YORK, N.Y.—The Seafarers International Union of North America has urged the Maritime Administration to use any savings in the subsidy program, which might accrue to the Government as the result of automation or other techniques for increasing ship productivity, for an expanded American-flag merchant fleet with greater employment opportunities for American workers in the maritime industry.

The SIU's views were set forth in a letter sent on July 27 to Maritime Administrator Nicholas Johnson, who had invited comments on a proposal to have the Maritime Subsidy Board, which he heads, give priority in the awards of Government ship construction subsidies "to those proposals which it considers will utilize such appropriations to obtain the greatest shipping capability and productivity possible."

The SIU, in a letter signed by SIU president, Paul Hall, noted that it had "always supported constructive proposals to achieve greater productivity of American-flag merchant vessels, not only as a means of enabling these vessels to compete more effectively with foreign flags in the carriage of commercial cargoes, but also as a means of substantially reducing the cost to the Government of shipping commodities under the Cargo Preference Act."

The SIU also maintained, however, that any savings achieved by the Government, as the result of increases in American ship productivity, should be used to build more American-flag vessels, to create new job opportunities for seamen and other maritime workers, and to help offset any adverse effects to the working force which might result from automation or other techniques for increasing vessel productivity.

Fully Endorsed

For this reason, the SIU pointed out, it has fully endorsed the views

Companies Nix Plan To Settle Shipping Strike

WASHINGTON—Efforts to resolve the issues in the seven-week old dispute between eight shipping companies and the Marine Engineers Beneficial Association, the Masters, Mates and Pilots and the American Radio Association were set back when the shipowner group rejected a back-to-work proposal by Secretary of Labor W. Willard Wirtz here last week.

The government solution which would have ended the tie-up had been accepted by Jesse Calhoun, MEBA president. It was turned down by Ralph Casey, president of the American Merchant Marine Institute, which is representing the eight shipping companies in contract talks.

The proposal would have ended the strike for six months while the AFL-CIO and a special panel worked out a formula for resolving disputes over the manning of auto-

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In this respect presented to the President's Maritime Advisory Committee on June 21st by a subcommittee consisting of Theodore W. Kheel, New York City labor-management arbitrator; Lane Kirkland, executive assistant to AFL-CIO President George Meany, and J. Paul St. Sure, president of the Pacific Maritime Association.

The Kheel subcommittee had stated in its report to the full committee that "realistic arrangements for shipboard manning are hardly possible of ready achievement unless the Government firmly declares that any savings

achieved through increased ship productivity by agreement between labor and management will be allocated specifically to the development and construction of the additional vessels we sorely need."

The subcommittee had further stated that "we also believe that consideration should be given to the use of such savings to provide in part on a negotiated basis for interim relief to displaced seamen for job loss or job dislocation. The costs of such negotiated relief should be deemed qualified for subsidy reimbursement."

SIU Companies To Get Ten Reactivated Vessels

WASHINGTON—SIUNA-contracted companies on the Atlantic and Pacific coasts will operate 10 of the 15 reactivated vessels recently broken out of mothballs from the Maritime Administration's reserve fleet.

The companies will serve as general agents for the Navy's Military Sea Transportation Service which will use the vessels to carry non-military cargoes for the U.S. stepped-up military effort in South Vietnam.

Reactivation work on the vessels is lagging behind schedule because of the lack of skilled workers available in shipyards which are processing the World War II-Victory-type vessels back into service. The SIU and shipbuilding unions have warned for years that the Navy's failure to channel repair work to private shipyards would hamper the ability of the yards to perform their job in the event of a national crisis.

Vietnam Buildup

As a result of the military buildup in South Vietnam, the Department of Defense recently announced it would ask for 54 fast ships for service to Vietnam and other Far East ports. The department reported that 26 of these vessels would be taken from the Maritime Administration's reserve fleets, and the rest from U.S.-flag steamship companies.

The MA has ordered 15 mothballed ships readied for service as the first step in the reactivation program. Companies under contract to the SIU Atlantic and Gulf and Pacific Districts will operate 10 of these 15 vessels under charter for the MSTs. The 10 ships are all of the AP3, Victory class, weighing 10,800 deadweight tons and capable of reaching a 17-knot speed.

SIU Companies Listed

Companies under contract to the SIU A&G district which will serve as general agents and the vessels they will operate are: Isthmian Lines, Belgium Victory; Delta Lines, Carroll Victory and Loma Victory; Bulk Transport, Inc., Delaware; Alcoa Steamship Company,

Cuba Victory and Linfield Victory; and Waterman Steamship Company, Meridian Victory.

SIU Pacific District companies which will operate reserve fleet ships under charter are American President Lines, Brazil Victory and Willamette Victory, and American Mail Lines, Navaho Victory.

The reactivated ships were drawn from the MA's reserve fleets located in James River, Va.; Mobile, Ala.; Hudson River, N.Y.; Beaumont, Texas, Suisun Bay, Calif.; and Olympia, Wash.

The MA maintains 960 Victory and Liberty ships in these fleets which can be activated quickly, should a national emergency arise. The entire reserve fleet contains 1,579 vessels, many of which are scheduled to be sold for scrap at the rate of about 100 per year.

Shipyard Problems

A survey conducted by the MA to find out how many vessels the ship repair industry can ready for operation in a month has uncovered a serious shortage of skilled manpower in the nation's shipyards. The survey has revealed that many of the ships will not be ready to go into service by the August 7 deadline requested by the Navy.

Maritime labor has been warning the Government for the past several years that the private shipbuilding industry would suffer if the Navy insisted on doing repair work on its own, rather than contracting it to commercial yards. Faced by a drastic decline in shipbuilding orders and the lack of Naval repair work, the private yards have been forced to layoff thousands of skilled ship construction craftsmen. These workers have found employment in other industries, and are no longer avail-

(Continued on page 22)



Mothballed vessels in the Maritime Administration's reserve fleet ride quietly at anchor in the Hudson River near Peekskill, N.Y. The MA has ordered 15 of the Victory ships in the fleet to be reactivated for service in the Far East to carry non-military cargoes. Of the 1,579 Victory and Liberty ships in the fleet, the MA keeps 960 in a state of preservation and ready for quick activation.

De-Mothballing—No Simple Job

BALTIMORE—On July 19, after twelve years of inactivity, a gaunt, grey "ghost-ship" sailed out of mothballs and into a Baltimore drydock, where it is being hurriedly prepared for cargo duty in the Far East. This vessel—the SIU-contracted Meridian Victory (Waterman) — is one of the "re-serve" ships that the Maritime Administration recently reactivated for service in the current Southeast Asian emergency.

Work on the Meridian Victory is proceeding on a priority basis and is scheduled to be completed sometime this month. Baltimore Seafarers watch with interest as 275 specialists and shipyard employees swarm over the huge freighter, laboring feverishly around the clock to get her ready. As the work advances at a frantic pace, many feel that the crisis in Vietnam is forcing the Administration to acknowledge the desperate need for an adequate U.S. flag fleet, a fact that the shipping industry and maritime unions have been emphasizing for years.

"They're breathing down our necks," says Gerald V. Walls, gen-

eral production manager for the shipyard. "They want these ships as fast as they can get them." But, he points out, gesturing toward the Victory, "it's a lot easier to lay these ships up than it is to put them back into service."

Putting a ship "into mothballs" is a fascinating, if fairly simple, process. First, a preservative coating, consisting of consol oil and paint, is sprayed over almost every inch of the ship. Once applied, the colorless and lackluster coating gives the ship a gaunt, eerie and faded appearance. By the time the cargo gear and other external equipment is removed, the vessel truly resembles a "ghost-ship."

When the ship is layed up, all cargo gear — such as blocks, wire rigging, etc., are dismantled and placed in the cargo holds, where

they are tagged for later identification.

Lifeboats are stripped of everything but air and water tanks, then coated. Finally, everything on deck, including the superstructure, is sprayed with the ghostly preservative.

In the engine and boiler rooms, all sea valves and connecting pipes are drained, closed off and filled with the same preservative. The same process is applied to all pumps, bottom flow boiler valves, and other engine room equipment. Then everything below deck is also sprayed with the coating.

Finally, all ventilators on the main and boat decks are removed and the open trunks covered; the stack and cargo are sealed, and then everything gets the preservative treatment.

Taking a ship out of mothballs, is a slightly more complex procedure—as is borne out by the workers who swarm over the Meridian Victory while painting, rigging, installation and inspection operations are carried forward at a frenzied pace.

As soon as the vessel is placed in drydock, the bottom is sand blasted so that it can be inspected for damages and estimates made on what work is required in that area.

Next, the propeller is removed and the shaft is examined by representatives of the Coast Guard, Maritime Administration, American Bureau of Shipping, and the operator's own inspectors.

Then all other components of the ship, such as the engine and boiler rooms are inspected and reactivated. The preservative, which is extremely difficult to remove, is first treated with a strong alkaline solution and then allowed to soak for several hours. Next, it is flushed off with applications of live steam and then the vessel is painted.

In the case of the Meridian Victory, the Maritime Administration has ordered that only the vessel's underwater surface be painted. The Administration also requested that the preservative coating—especially above deck be retained.

The final stages of reactivation are a dock trial after the engines are started, and then a bay trial.

When completed, the Meridian Victory will set sail for New Orleans to pick up its first cargo. From there on in, her activities will probably become classified information.

Goldberg Vows Fight For Peace

WASHINGTON — "It now comes that the President has asked me to join in the greatest adventure of man's history—the effort to bring the rule of law to govern the relations between sovereign states. It is that or doom—and we all know it," said Arthur J. Goldberg after President Johnson announced that the Supreme Court Justice had agreed to step off the bench to become Adlai E. Stevenson's successor as U.S. ambassador to the United Nations.

"I have accepted," Goldberg continued, "as one simply must." Mr. Johnson, in his own thinking, felt he needed a new ambassador of the highest prestige, of proved skill in negotiation in difficult situations, to fill the post held by the world-renowned Stevenson.

Once the name of Goldberg entered his mind there was, for him, no other choice, though he had a list of "20 to 35 persons" either suggested to him or considered on his own initiative, White House Press Sec. Bill D. Moyers said.

It was not an easy decision for Goldberg. Membership on the high court, for him as for almost any lawyer with high standing in public service, represented everything dreamed of in his profession.

President Johnson put it simply in announcing the Goldberg appointment to the press: "At the insistence of the President of his

country he has accepted this call to duty."

Veteran of more than 20 years of service to labor, both as lawyer and negotiator, Goldberg served as a trusted adviser to the late President John F. Kennedy during the election campaign of 1960 and was named as Secretary of Labor in Kennedy's Cabinet before being elevated to the court in 1962.

He helped draft the agreement of February 1955 by which the CIO and the former AFL merged to become the AFL-CIO. He was special counsel for the new federation, and in 1957 was counsel for the Ethical Practices Committee that filed charges and conducted hearings resulting in the expulsion of three affiliates, on findings of domination by corrupt elements, by the AFL-CIO convention.

It was Goldberg's talent as a conciliator and negotiator, however, that led President Johnson to select him for the UN post, White House sources said.

"The President himself seeks to bring people together in the largest possible area of agreement and he wanted exactly that quality in naming Stevenson's successor," one staff member put it.

The Atlantic Coast



By Earl (Bull) Shepard, Vice-President, Atlantic Shipping Generally Good

Shipping has been very good in the port of New York during the last period and is expected to continue at a rapid pace. With shipping on the fast bell there were many oldtimers coming and going through the hall, among them Johannes Kari, just off the Mayflower; Juan Burgos, last off the Robin Gray, and C. R. Hall, whose last ship was the San Francisco.

BALTIMORE

Shipping has been on the slow bell in Baltimore recently, but the outlook for the next two weeks is good. During the past shipping period we paid off three, signed on five and had nine ships in transit.

Allen Cooper, who's been sailing in the engine department for about 14 years, was in the USPHS hospital for the last two months and is now fit for duty again. He can't wait to ship out again and is going to take the first FWT job that comes up.

Milton C. Habrat, who's been sailing in the engine department since 1947 paid off the Alamar in June after the vessel was laid up. He's taking a little vacation now and hopes that he can get a ship as good as the Alamar.

Bob Liscomb, who's been sailing in the steward department since 1956, is also taking a well deserved vacation and he says that he probably will be ready to ship out again in the middle of August. Bob says he feels that the SIU has the best we fare benefits in the maritime industry.

Boston

Shipping has really picked up in Boston as of late. We put quite a few men to work on the summer boats down on Cape Cod.

Henry McCue, who's been a member of the SIU for 15 years, paid off as dayman aboard the Miami recently and he said that he plans to spend the summer with his wife and family. Another oldtimer around the Boston Hall recently was John Duffy who recently paid off on the Cabins. "Duff" is off to Maine to spend a vacation with his wife and children.

Philadelphia

Shipping is fairly good in the Port of Philadelphia. We recently had three payoffs, one sign on and two intransits.

Steve Homka, who's been sailing with the Union for the past twenty years, is now ready to take the first bosun's job to come along. He says that he prefers tankers, but he will take anything that comes along.

George Barnes has just finished his vacation and is ready for a nice long trip overseas and says that he prefers nice cool ships. John Schaller who's been sailing with the SIU for the past thirty years is waiting for the first baker's job to come along.

Larry Campbell is now ready to ship out after being in drydock for three months. His last ship was the Globe Carrier. Joe Brabler, who's been sailing SIU for the past twenty-five years recently got off the Globe Progress. She laid up in Norfolk and Joe is now waiting for the first job to come up.

Norfolk

Shipping has been fair in Norfolk but the outlook for the future is very good as we have one Victory in the shipyard that has been taken out of the boneyard and is being outfitted to go to Vietnam.

Norman Ward, who's last ship was the Bradford Island, is ready to ship out, as he was up at the Norfolk Hall the other day to register. William Culpepper, who's last ship was the Alcoa Mariner, broke his arm in an auto accident not too long ago, but is fit for duty and ready to go again. Randolph Archer is now registered and hoping to catch one of the Victory's that are being outfitted now to go to Vietnam.

Alvin Olander dropped by the hall recently and registered and he let everyone know how proud he was of the mountain property that he recently bought and said he plans to go up there shortly and spend a few weeks vacationing.

Shipping has been moving along at a pretty fair clip here. A long-time eyesore in San Juan harbor is the swaybacked Pier 2. The Port Authority plans to build a new pier for the Catano-San Juan ferry service on the old pier's site and demolition is expected to start within the next two weeks.

On July 17, thousands of islanders will pay homage to Luis Munoz Rivera, one of Puerto Rico's greatest heroes who helped gain autonomy from Spain and later fought for greater Puerto Rico self-rule when the island became a colony.

Early this month, the Alcoa Runner was delayed due to an explosion in her engine room. Although local fire department units were called, the ship's crew handled the fire like real pros.

Preliminary tourism figures for 1964-1965 indicate it was another record breaking year for Puerto Rico.

Luis Franco has joined the group of SIU pensioners here in Puerto Rico. Another pensioner, Joe Wholetz drops around the hall quite often to see many of his old friends. Frank Mateo, after a bout with the grippe is ready to ship out.

SEAFARERS LOG

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House Votes \$2 Billion To Double Poverty War

WASHINGTON—Congress kept up its fast pace with recent House passage of the nearly \$2 billion Administration bill doubling the nation's anti-poverty efforts. In addition, House-Senate conferees reached agreement on a broad-ranging housing bill, including rent subsidies for low-income families.

Both bills carried strong AFL-CIO endorsement.

The poverty bill was one of the most hotly debated meas-

ures to come before the House this year, with Republicans mounting a slashing attack on the nine-month-old program and demanding that it be cut

back.

Administration supporters accused the GOP of blowing up way out of proportion isolated problems of administration, while overlooking massive accomplishments of the program.

The bill passed by the House, 245-158, authorizes \$1.985 billion for economic opportunity programs in every state benefiting—double the first-year level.

The money would make possible community action grants in 700 cities; adult basic education programs in every state benefiting 70,000 adults; enrollment of 80,000 youngsters in the Job Corps and 300,000 in the Neighborhood Youth Corps; aid to 145,000 students under college work-study programs; subsidized work experience for 224,000 persons and a 5,000-member volunteer service corps to work in areas of need.

GOP Bid Loses

The House rebuffed a Republican attempt to knock out a section of the bill which allows the director of the Office of Economic Opportunity to go ahead with a community grant or work-training plan despite disapproval by the governor of the state in which it is located. Present law gives a governor an absolute veto power.

A move to send the bill back to committee to restore the veto power and cut the money authorization was beaten, 227-178.

MA Finds No Change In U.S. Merchant Fleet

WASHINGTON — The U.S.-flag commercial fleet stood fast at 958 vessels as of June 1, reported the Maritime Administration in its most recent breakdown of the U.S. merchant fleet. The MA found there were 910 vessels of 1,000 gross tons or more in the active U.S.-flag ocean-going fleet.

The total number of private ships in the American fleet were 889 and the government was operating an additional 21 vessels. The total of 910 vessels represented an increase over the number of active ships in the previous month of May.

The MA reported the private U.S.-flag fleet received two newly built vessels. Three operating ships were exchanged for reserve ships from the reserve fleet.

Losses to the private fleet included one tanker transferred to foreign-flag ownership and another sold for scrap. The MA also said there were 67 privately owned vessels on inactive status as of June 1. These vessels are not counted in the overall totals, nor are 24 others in the custody of the departments of Defense, Interior, Coast Guard and the Panama Canal Company.

The MA's own active fleet rose by two ships to a total of 21. The government agency's inactive fleet dropped by 9 to 1,608. Seven of the ships lost were sold for scrap and three others were exchanged to private operators.

The Gulf Coast

By Lindsey Williams, Vice-President, Gulf Area

Good News For Gulf Shipping

Seafarers in the Gulf area have had good news lately that will undoubtedly make the shipping situation a good deal brighter in the coming months. The first good word is that Delta Lines will be crewing up two ships which it will operate under charter for service in the Far East. The two vessels are the Carroll Victory and the Loma Victory, both of which are being reactivated.

The second story which should make the Louisiana shipping scene a happier one is the announcement of plans to build new port facilities at Reserve, which is located approximately 50 miles west of New Orleans on the Mississippi. The South Louisiana port commission has approved plans submitted by the Godchaux Sugar Refining Corp. to build a \$1.5 million wharf at the port. The new facility will be financed through a state bond issue and will be leased by the sugar refining company. The firm is anxious to have the wharf built since it is losing \$2 to \$3 per ton in handling sugar because there are no dock facilities at Reserve.

The port commission has also announced it is going ahead with plans to construct a \$8.5 million grain elevator in Reserve, although this project is somewhat clouded by a taxpayer suit challenging the authority of the commission to issue bonds to build the elevator. Both the elevator and the wharf projects have been approved by local residents in a referendum. Seafarers are looking forward to seeing work on the new facilities get underway since it will mean improved shipping for the New Orleans area.

The Barbers and Beauticians Local Union 496, an affiliate of the Maritime Trades Council in New Orleans, had good reason to be proud when its members dedicated their new union hall recently. Mayor Victor H. Schiro was on hand to do the honors at the ribbon-cutting ceremony, along with Victor Bussie, president of the Louisiana AFL-CIO and E. M. Sanders, international secretary of the Barbers and Beauticians.

Local 496 boasts that it is the only barbers' local in the south to have a union hall of its own.

New Orleans

Shipping in New Orleans has been moving along at a good pace and is expected to continue holding up in the coming weeks. Brother Johnny Ward has turned up at the hall looking fit as a fiddle after getting his FFD. He had to get off the Del Sud earlier this year to undergo an operation. Right now he is hunting for something that is going to make a real long trip.

After being on the beach over two months, Brother Benjamin (Tiny) Jarrett shipped out of Houston on the Del Monte as Boatswain. Tiny says it looks like Jack Gardiner just off the Colorado and (Juke Box) Jeff will have to take up the chores of feeding the pet pigeon that hangs around the Austin Inn.

On the beach, after two years on the Del Sud, is Brother Jules Ralph for a much needed rest and vacation. Jules was smoke room steward on the Sud.

After two trips on the Alice Brown, Brother Larry Laffargue is on the beach waiting for her to come back out to reclaim his job. He hopes when she comes out of layup, that she goes to Viet Nam and not on her regular North Europe run.

Houston

The word from Houston is that shipping has been excellent for all ratings and for all runs. Any SIU member holding a rating who wants to ship out without delay is advised to head for this Texas port. Among the oldtimers around the hall has been Anthony Denddo who has been taking life nice and easy for the last eight months. Jim Rawlins, a deck department veteran, dropped in to tell us about the real clean payoff the Lucille Blomfield had when she

Bargaining Aids Medical Research

Negotiators 'Bleed' For New Contract

ALBUQUERQUE, N.M. — Union and management negotiators served as volunteer guinea pigs for a medical experiment while bargaining on a new three-year contract at the Sandia Corp. here.

The contract will provide higher pay and fringe benefits for 2,400 workers at the atomic weapons development center. Negotiating it took blood — literally — from the bargaining teams.

Sandia's medical director, Dr. S. P. Bliss, solicited the cooperation of negotiators from the Office Employees, the Metal Trades Council and the company for the experiment.

Tension Study

Its purpose: to test the relationship, if any, between tension and the cholesterol level of the blood.

Dr. Bliss reasoned that a contract bargaining session should be a good source of group tension. He took blood samples from negotiators at various intervals after selected bargaining sessions, and questioned the participants about their diets.

It's too soon to tell if there is any clearcut relationship, Dr. Bliss reported. He's still checking the data. From six to eight samples were taken from each participant. So far as he knows, Dr. Bliss said, this was the first experiment of this nature.

Gains Won

While negotiators may have to wait to find out if the blood contributed to the advancement of medical knowledge, Sandia's union members are already drawing bigger paychecks as the result of the negotiations.

The first-year increase was 3.5 percent — 3 percent in wages and the rest in health care improvements. Another 6 percent raise is effective Jan. 1, 1967, with 3.5 percent in cash and 2.5 percent in pension improvements. In addition, the contract was changed to protect workers against loss of pay if jobs are shifted through reclassification or because an employee becomes physically handicapped.

Union negotiators who gave blood while bargaining for their members were Office Employees Vice President Frank E. Morton, and Paul J. Cruz, Manuel G. Chavey and Dominic W. Russell of OEIU Local 251; James C. Jones, a Machinist grand lodge representative and a Metal Trades negotiator, and Walter Myers and Joseph A. Maldonado of the local Metal Trades Council.

Management blood came from Sandia's industrial relations director, David S. Tarbox, and the company's labor relations manager, Ernest C. Peterson.



The old cliché about union and management bargainers being out for blood came literally true recently during contract negotiations at the Sandia Corp. in Albuquerque, N. M. Vice President Frank Morton of the Office Employees Union offers a sample of his blood to a nurse as part of an experiment which scientists conducted during the bargaining sessions. Waiting for their turn to give blood are Machinists Grand Lodge Representative James Jones (left) and Ernest Peterson, company labor relations manager (center).

Matson Names New Freighters

SAN FRANCISCO—Names for the two newly-converted C-4 type freighters have been announced by the SIU Pacific District contracted Matson Lines. The ships, scheduled to go into operation shortly, have been named the SS Hawaiian Monarch and the SS Hawaiian Queen.

The ships were formerly named Marine Devil and Marine Dragon. They have been undergoing conversion in Mobile, Alabama.

The two "jumboized" vessels will be used in Matson's containership operation and will use the company's container facility at Encinal Terminal in Alameda, California.



SEAFARERS ROTARY SHIPPING BOARD



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

July 17 to July 30, 1965

Total shipping during the past period receded from the peaks reached earlier in the summer, however, the let-down is typical of this part of the summer. The number of men shipped is still higher than other periods during the year.

During the past two weeks 1,089 seafarers responded to job calls. This figure represented a decrease of slightly over 300 men from the previous periods mark of 1,392.

A breakdown of men shipped reveals that the decline occurred in all three departments, but was felt most in the deck department, where 24 percent fewer men answered job calls than in the previous period. The engine and steward departments accounted for declines of 21 and 19 percent respectively.

The slump in shipping was felt in almost all ports. A bright spot did occur in the port of Seattle, which showed a gain of 22 men shipped. However, San Francisco, another West Coast port, suffered a sharp drop off. In the Gulf, New Orleans performed better than all other ports,

shipping out 268 men. New York with 217 men and Houston with 172 seafarers placed second and third respectively in the port standings.

Registrations increased from 1,303 to 1,355 during this period. This upswing did not occur in all three departments. Most of the lift developed in the Steward department, while the engine registrations rose slightly and those of the deck members dipped.

The decrease in men shipped, along with the rise in registrations caused a greater number of men to be registered on the beach. This category now accounts for 3,912 seamen, 390 more than in the last period.

During the period Class A men upped their share of men shipped from 49 to 51 percent. Class B and Class C Seafarers both slipped 1 percent in their proportion of men shipped to 35 percent and 14 percent.

Total shipping activity fell from 220 to 193. Most of the slide came in payoffs which slackened from 69 to 52. Sign-ons receded from 47 to 35 while in-transit ship visits rose from 104 to 106.

Ship Activity

	Pay Offs	Sign On	In Trans.	TOTAL
Boston	3	0	2	5
New York....	17	3	18	38
Philadelphia..	4	2	4	10
Baltimore	2	5	9	16
Norfolk	1	0	6	7
Jacksonville ..	2	1	10	13
Tampa	0	0	7	7
Mobile	4	0	1	5
New Orleans..	7	9	16	32
Houston	4	4	19	27
Wilmington ..	0	1	4	5
San Francisco.	3	4	8	15
Seattle	5	6	2	13
TOTALS ...	52	35	106	193

DECK DEPARTMENT

Port	Registered CLASS A			Registered CLASS B			Shipped CLASS A			Shipped CLASS B			Shipped CLASS C			TOTAL Shipped			Registered On The Beach CLASS A			CLASS B										
	GROUP			GROUP			GROUP			GROUP			GROUP			CLASS			GROUP			GROUP										
	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	A	B	C	ALL	1	2	3	ALL	1	2	3	ALL
Boston	3	4	2	9	0	2	0	2	0	1	0	1	0	0	0	0	0	0	1	1	1	0	1	2	12	12	6	30	0	4	4	8
New York	29	39	8	76	3	13	20	36	9	25	10	44	2	10	11	23	0	5	6	11	44	23	11	78	91	135	28	254	3	26	56	85
Philadelphia ..	2	3	4	9	0	2	3	5	3	4	4	11	0	1	0	1	0	0	0	0	11	1	0	12	13	15	9	37	0	6	26	32
Baltimore	7	12	0	19	0	6	8	14	7	9	0	16	0	2	1	3	0	1	0	1	16	3	1	20	40	70	9	119	4	18	40	62
Norfolk	6	2	0	8	0	1	2	3	1	1	0	2	0	3	2	5	0	0	0	0	2	5	0	7	14	15	2	31	2	6	16	24
Jacksonville ..	1	6	2	9	1	4	1	6	2	0	0	2	0	1	1	2	0	0	1	1	2	2	1	5	7	13	2	22	2	9	9	20
Tampa	1	3	1	5	1	0	2	3	0	2	0	2	0	1	1	2	0	2	1	3	2	2	3	7	2	3	1	6	1	0	4	5
Mobile	10	22	2	34	2	4	6	12	6	5	0	11	1	6	3	10	0	1	0	1	11	10	1	22	33	42	7	82	2	4	27	33
New Orleans.....	13	20	6	39	4	21	18	43	13	23	4	40	0	18	13	31	2	10	7	19	40	31	19	90	59	65	9	133	4	42	54	100
Houston	20	32	5	57	0	18	21	39	18	24	5	47	3	14	13	30	0	0	3	3	47	30	3	80	65	96	12	173	6	37	47	90
Wilmington	3	2	0	5	0	1	1	2	2	3	0	5	0	0	0	0	0	4	0	4	5	0	4	9	16	15	3	34	0	8	4	12
San Francisco ..	9	9	5	23	1	13	0	14	6	9	3	18	0	11	3	14	0	7	6	13	18	14	13	45	20	19	6	45	1	11	10	22
Seattle	4	8	3	15	2	10	9	21	2	12	3	17	0	7	1	8	0	0	0	0	17	8	0	25	26	19	6	45	2	18	8	28
TOTALS	108	162	38	308	14	95	91	200	69	118	29	216	6	74	49	129	2	30	25	57	216	129	57	402	397	523	101	1021	27	189	305	521

ENGINE DEPARTMENT

Port	Registered CLASS A			CLASS B Registered			Shipped CLASS A			Shipped CLASS B			Shipped CLASS C			TOTAL Shipped			Registered On The Beach CLASS A			CLASS B										
	GROUP			GROUP			GROUP			GROUP			GROUP			CLASS			GROUP			GROUP										
	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	A	B	C	ALL	1	2	3	ALL	1	2	3	ALL
Boston	1	6	2	9	0	1	1	2	1	2	0	3	0	2	1	3	0	0	0	0	3	3	0	6	4	11	3	18	0	2	2	4
New York	14	38	12	64	3	15	14	32	15	32	8	55	1	17	6	24	3	2	2	7	55	24	7	86	54	109	12	175	8	39	47	94
Philadelphia ..	0	5	0	5	0	8	1	9	0	5	1	6	0	4	2	6	0	0	0	0	6	6	0	12	1	18	1	20	0	12	15	27
Baltimore	3	11	1	15	2	3	6	11	2	8	1	11	0	4	2	6	0	0	1	1	11	6	1	18	14	74	9	97	2	26	27	55
Norfolk	1	2	3	6	0	7	5	12	1	0	0	1	0	3	0	3	0	0	0	0	1	3	0	4	7	18	4	29	1	11	10	22
Jacksonville ..	1	7	1	9	1	2	1	4	0	1	0	1	1	1	0	2	0	0	2	2	1	2	2	5	2	14	1	17	2	9	4	15
Tampa	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1	1	0	0	1	1	1	3	1	5	0	1	1	2
Mobile	7	13	0	20	1	11	10	22	4	8	1	13	1	3	3	7	0	2	1	3	13	7	3	23	11	23	5	39	0	14	15	29
New Orleans.....	18	28	5	51	5	19	3	27	10	28	4	42	6	14	15	35	2	6	1	9	42	35	9	86	25	60	11	96	6	46	47	99
Houston	9	24	6	39	4	14	19	37	2	17	5	24	3	10	10	23	0	5	2	7	24	23	7	54	24	86	4	114	7	49	42	98
Wilmington	1	9	0	10	0	1	1	2	0	2	0	2	0	2	0	2	1	2	1	4	2	2	4	8	9	13	6	28	2	3	2	7
San Francisco ..	5	13	2	20	0	4	9	13	4	15	1	20	1	4	3	8	1	6	2	9	20	8	9	37	10	32	8	50	3	10	9	22
Seattle	5	5	2	12	0	7	5	12	6	10	0	16	2	5	3	10	1	1	0	2	16	10	2	28	7	27	3	37	1	12	6	19
TOTALS	65	161	34	260	16	92	76	184	45	128	21	194	15	69	45	129	8	24	13	45	194	129	45	368	169	488	68	725	32	234	227	493

STEWARD DEPARTMENT

Port	Registered CLASS A			Registered CLASS B			Shipped CLASS A			Shipped CLASS B			Shipped CLASS C			TOTAL Shipped			Registered On The Beach CLASS A			CLASS B													
	GROUP			GROUP			GROUP			GROUP			GROUP			CLASS			GROUP			GROUP													
	1-8	1	2	3	ALL	1	2	3	ALL	1-8	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	A	B	C	ALL	1-8	1	2	3	ALL	1	2	3	ALL
Bos.....	0	1	1	1	3	1	0	0	1	0	1	0	1	2	0	1	0	1	0	0	1	1	2	1	1	4	1	3	1	1	6	2	0	2	4
NY.....	4	12	8	8	32	2	1	17	20	2	8	4	11	25	1	1	15	17	0	0	11	11	25	17	11	53	25	54	31	73	183	5	7	30	42
Phil.....	0	5	0	4	9	0	1	3	4	2	3	1	5	11	0	1	5	6	0	0	0	0	11	6	0	17	2	11	4	10	27	1	1	12	14
Bal.....	2	3	3	7	15	3	1	16	20	4	2	3	4	13	1	0	7	8	0	0	0	0	13	8	0	21	12	36	20	31	99	8	2	47	57
Nor.....	1	3	2	1	7	2	0	1	3	0	0	0	0	0	0	0	2	2	0	0	0	0	0	2	0	2	2	7	5	8	22	3	4	13	20
Jac.....	2	2	1	3	8	0	0	4	4	0	0	1	0	1	0	0	1	1	0	0	2	2	1	1	2	4	2	4	5	4	15	0	1	7	8
Tam.....	0	0	0	1	1	0	1	1	2	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1	0	1	1	3	2	0	6	1	0	1	1
Mob.....	5	7	5	8	25	1	1	16	18	0	2	1	2	5	1	0	1	2	0	0	5	5	5	2	5	12	11	18	13	19	61	1	0	20	21
NO.....	4	13	9	30	56	2	4	34	40	3	8	5	24	40	2	2	42	46	0	0	6	6	40	46	6	92	16	36	18	68	138	6	4	84	94



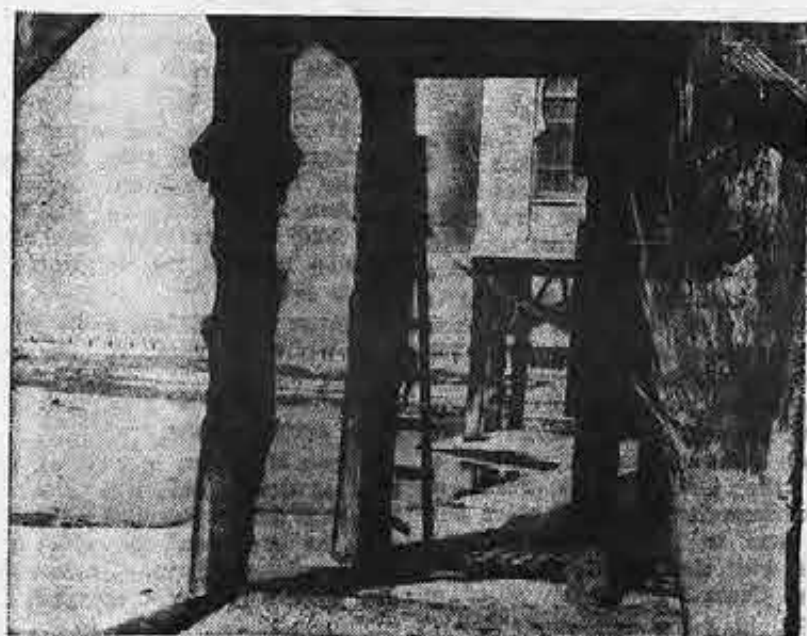
The Southern Pacific Railroad's Lucin Cutoff goes right across America's Dead Sea—the Great Salt Lake in Utah. Exceedingly rich in mineral content, the lake is being eyed with increasing interest by mineral manufacturers.

AMERICA'S DEAD SEA

THE GREAT SALT LAKE



In the 1930's tourists flocked to resorts on Great Salt Lake—like 'Saltair' (above)—which was built out over the water on pilings a half mile from shore. Swimmers enjoyed the knowledge that they could not sink in the extremely salty water.



Today the pilings of deserted 'Saltair,' once a half mile from shore, are high and dry as evaporation steadily shrinks the lake.



Some still enjoy the challenge of sailing on Great Salt Lake, where sudden winds kick up big swells and speed is cut about 20 percent by the high density of the strongly saline water.

Only eighty years ago, Utah's Great Salt Lake churned and boiled beneath the paddle wheels of mighty, steam-driven riverboats while Mormon settlers bathed in her mineral waters. At dusk, sailors furled their canvas to reflect upon her glorious crimson and gold sunsets. Today, steamboats, swimmers and sails are but the fading rumors of memory, and for fifty years the Lake's swampy shores have remained almost bare of human activity. But the recent arrival of steamshovels and amphibious beach craft—the preliminary tools of vast experimental projects to explore and exploit the Lake's incredible store of mineral resources—point to a lively new future for "America's Dead Sea."

The history of the Great Salt Lake is almost as old and varied as that of the earth itself. Standing unique as the western hemisphere's only dead sea; six times saltier than the ocean; of such specific gravity that the human body cannot sink beneath its surface—the Salt Lake is believed by most experts to be the surviving remnants of pre-historic Lake Bonneville, which 20,000 years ago filled a sizable portion of the Great Basin. According to geologists, Lake Bonneville began as a salt-saturated lake much like the Great Salt Lake and attained a size almost equal to that of Lake Michigan during the last glacial age. Scientists say that sediments beneath the lake bed indicate that there were at least four fresh water lakes that alternately rose and dried up into salt lakes before Bonneville formed.

At present, the Great Salt Lake sits 4,000 feet above sea level, in an immense flat basin, surrounded by snow-capped mountains that help replenish her water supply. For ten thousand years she has been on the verge of drying up—a disaster just narrowly averted on several occasions. But each time she has survived the drought periods to rise again during wet weather cycles. Running north to south, 75 miles long and, in places, 50 miles wide, the Lake covers 2,000 square miles. Deprived of what had been her sole outlet into the ocean through the Columbia River, she is fed through the Bear, Ogden, Weber and Jordan Rivers, her chief inlets. Of the Lake's nine islands, Antelope Isle is the largest, stretching to a length of 18 miles.

Lake Life

With a saline content six times that of the ocean, the Lake waters support little life except tiny, fragile brine shrimp and useless algae. This sparse offering of fauna and flora does provide some small margin of profit for those who collect and market it as tropical fish food. Its main value however, resides in the strange beauty lent to the Lake by the orange colored algae reefs that grow beneath the brine and the pink purple hues lent to the waters by floating swarms of minute shrimp. These colors, combined with the snow white "salt coral" that encrusts the rocks along her shore, make of the Salt Lake "one of nature's most compelling works of art."

But even what little life there is in Utah's "Dead Sea" is threatened by the encroachments of man. For more than a century, Salt Lake City and other settlements along the rimming Wasatch Mountain Front have emptied their sewers into the Great Salt Lake. Controversy rages over whether her salty waters have been, or ever can be polluted. One engineer described the Lake as the largest sewage treatment plant in the world. With construction of more conventional sewage disposal plants along her shores, the controversy seems headed for a speedy end and her tiny occupants will have a more secure lease on life.

Mormon Settlers

Americans first settled the Salt Lake region more than a century ago. In 1847 Mormon pioneers led by Brigham

(Continued on page 9)



"Namu," the only killer whale known to be in captivity, arrived in Seattle recently with enough hoopla to rival the Beatles. Greeted by huge crowds on the port's waterfront, Namu was photographed as he obligingly "blew" a welcome (see circle) to his admirers. The huge beast is named after the area where he was caught off British Columbia. A local aquarium operator who purchased Namu, has already gone a long way toward making him a star attraction.

Killer Whale Snares Limelight In Seattle

SEATTLE—Captain Ahab would never have believed it, but a killer whale has been incorporated into a business enterprise on the West Coast known as "Namu, Inc." Namu himself, who is destined to be the star attraction in an aquarium here, is the only known killer whale in human captivity.

The aquarium owner and creator of the corporate whale, paid \$8,000 to buy him from three fishermen in British Columbia who had caught the 22-foot mammal in their nets. The giant 8,000-pound beast was named after the area in which he was originally caught off the coast of British Columbia.

Killer whales are so named because of their feeding habits which have been known to include seals, large fish, and occasionally—other whales.

Tug Overpowered

Namu's journey over the 400 miles between Seattle and where he was caught was filled with enough incidents to discourage the world's most ambitious whale hunter, to say nothing of a Seattle aquarium operator. The troubles started when the tug hired to pull the whale's 60-by-40 foot welded iron and mesh net pen couldn't make any headway with its thrashing cargo. After a more powerful tug was summoned to do the job, Namu's family, consisting of a female with two calves appeared to keep a protective eye on their breadwinner.

The whale's captors knew they were in for a hard time when another male killer joined the cozy family group and began to make advances toward Mrs. Namu. Namu grew furious over the situation and injured his dorsal fin while struggling to get out of his pen. The problem resolved itself when the other male left the scene.

\$30,000 Operation

During Namu's long trip to Seattle, he was fed on a diet of prime salmon which cost \$100 per day. The whole expedition, including the cost of the whale, is estimated to be about \$30,000. These expenses are being somewhat defrayed by a \$5,000 grant from the National Geographic Society and donations from four businessmen from the city's waterfront section who hope to benefit from the major attraction which Namu will undoubtedly become.

Somewhere off the Canadian coast, the whale's family problem was solved when the female and her calves decided it was too much trouble to keep up with dad, and took their leave. Ted Griffin, Namu's owner, didn't know it, but while his troubles with nature might be over, he was about to be entwined in endless miles of governmental red tape.

First on the scene was the state of Washington which quickly announced its intention of slapping a 4.2 percent use tax on poor Namu's purchase price. Griffin is gamely fighting this ruling. Meanwhile, self-proclaimed tax experts are warning him that the U.S. Customs Bureau might attempt to collect a tariff on the beast's entry into the country.

Griffin obviously hopes to see the nation's only corporate whale turn a handsome profit. To date, he has taken copyright the name "Namu the Whale," and already kids along Seattle's waterfront proudly sport T-shirts inscribed with the huge beast's name. In order to get the city's discotheque set into the spirit of things, a new dance, named the "Namu," has been recorded. The other side of the record features choice quotes from Namu himself, sounding like a series of short, sharp squeaks.

14B Repeal

(Continued from page 2)

forces was the sponsor of H.R. 77, Rep. Frank Thompson, Jr. (D-N.J.), who chaired the subcommittee which held hearings on the bill and launched it on its road to passage.

Although substantive amendments were ruled out of order under the procedures adopted by the House, repeal leaders agreed to let proponents present their case for each major amendment before making a point of order.

Under this procedure, Rep. Edith Green (D-Ore.) argued for an exemption from union shop requirements for "religious objectors." Thompson promised hearings to consider separate legislation but he noted that the issue was "fraught with constitutional questions." Many unions, several speakers noted, have already met this issue through voluntary agreements with religious sects whose members are not able to participate fully in union activity. In a letter to Thompson, Meany had pledged a firm AFL-CIO policy of accommodating religious scruples through such voluntary agreements.

Unable to get a vote on her amendment, Mrs. Green subsequently voted against the repeal bill.

The chief Republican amendment, sponsored by Rep. Robert P. Griffin, (Mich.), would have barred unions from using any part of their funds for political, charitable or lobbying purposes if they have a union shop agreement. It would also have prohibited race discrimination—which already is outlawed under the Civil Rights Act.

Other proposed amendments would have exempted veterans from union shop requirements, permitted only the agency shop, and required a secret ballot election before a union could be certified by the NLRB.

Only one amendment came to a vote—a proposal to defer the effective date of the law until Dec. 31. It was rejected on a 126-74 standing vote.

Crucial Test

The most crucial test came on the Republican motion to send the bill back to committee. When this was defeated by a 23-vote margin, the outcome was certain. There were only a few switches on the final passage rollcall which followed immediately.

The result was announced. There was a spontaneous burst of applause from the jam-packed galleries.

Speaker McCormack, who had guided the bill through the intricate parliamentary obstacle course, rapped for order. Then in a single breath he intoned the ritual by which the House firms up its passage of a bill: "Without objection, a motion to reconsider is laid on the table."

And the House battle was over.

FOR ALL MAIL TO SIU HEADQUARTERS, OR TO THE LOG USE ZIP CODE NUMBER 11232 AFTER ADDRESS



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

Lakes Shipping Good

The Seafarers' International Union, Great Lakes District has extended the Standard Contract with all companies represented by the Great Lakes Association of Marine Operators for a period of 45 days—up to September 1st. GLAMO has already agreed that retroactive wages will be paid to July 16th after settlement is reached September 1st on the wage increase.

Negotiations are in progress with the passengership operators, namely Bob-Lo Steamship Company, Georgian Bay Line, and Wisconsin-Michigan Steamship Company. Meeting dates have been set for all other operators not represented by GLAMO.

A total of 50,784,938 tons of iron ore, coal and grain have been moved by ship over the Great Lakes from the start of the current shipping season until July 1. Oliver T. Burnham, Vice President and Secretary of the Lake Carriers' Association reported. Although the total is only slightly above the total for the same period last year, it nevertheless, establishes a new high tonnage record moved during comparable periods for the last five years, he said.

In addition to setting a new period record, the Lakes' shipment for the month of June was also a new high mark. Shipment of the three bulk commodities during June amounted to 20,745,848 tons, compared with the 19,242,162 tons of 1964.

A breakdown showed iron ore at 10,163,842 gross tons, coal at 6,934,999 tons, and grain at 2,427,346 tons. Both iron ore and coal shipments represented gains for the month but grain movement was down by nearly 200,000 tons. The Lake Carriers also reported that only 7.8 per cent of the grain moved in American ships.

Cleveland

With the halfway mark of the season over, shipping in this port still is going at a steady pace. Rated men are still scarce, but the few that do come into the hall are able to take their pick of the kind of job they want, either straight-decker or self-unloader. So far we have been able to fill all of the jobs that are called into this port.

We received word that Harry Nally is well on his way to recovery, but another of the boys, George Crimmins, was banged up pretty badly in a car accident recently and is just holding his own.

Duluth

Shipping is good for rated men as it was in the last report. We have been holding our own in Duluth, since we still have a few AB's and Oilers registered. There are plenty of non-rated men around. A few old standbys in the hall show up for the South American each Wednesday. She never fails to order a couple of dishwashers.

Scottie Borland, oldtimer on the Lakes, is waiting to ship. It looks like he is anxious for a salt water trip.

The dispute with Ryan Construction Company possibly could come to a settlement this week. A meeting with Governor Karl Rolvaag has been scheduled with all parties involved in the dispute, namely Local 25, International Union of Operating Engineers, and the Inland Boatmen's Union and Local 49.

Buffalo

Delegates of the Buffalo Port Council Maritime Trades Department were in Washington last week to meet with Senators Kennedy and Javits about the grain shipments from the port of Buffalo on American-flag vessels. Representatives of the Niagara Frontier Port Authority were also in this delegation, and it is felt that some good will come of this trip since both senators pledged their support in this effort to get more grain moving in and out of all the Great Lakes Ports on American-flag ships. Senator Javits was in Buffalo recently and met with members of the Buffalo Port Council about this situation. Shipping has remained good in

all departments, but it has been a little difficult to fill all the rated jobs on vacation reliefs.

Chicago

Shipping in the last period, of course, has been again exceptionally good and no let up is in sight.

Joe Yukes is up and around again after suffering from a bad back and ready to wheel again.

On the local scene, all Checker and Yellow cabs, which are back in operation, are a welcome sight in this city. An individual survey has been made with Yellow and Checker inside workers, and all are happy to be back working, particularly under the new contract which has been called the best in the country.

As a follow through on the successful cab contract, the SIU-Transportation Service and Allied Workers have been busy picking up pledge cards. Over 150 were collected last week and meetings are being scheduled with independent companies. The first of these is American Cab Company where we expect to petition the N.L.R.B. for an election.

Alpena

Things are really quiet around the hall in this port, except when a ship gets in and we have a few visitors. Everyone has shipped out. If a rated man happens to venture into the hall to register, he is registered and shipped before he even gets his hat off.

We have been trying to influence the entry rated men with enough time, to write for their AB and Fireman's tickets. It is hoped that next year the rated man ratio will equal the non-rated men more closely.

Frankfort

Floyd Hanmer is back in the Frankfort office after an extended illness. In his absence, Virgil Appleton, was appointed patrolman for the port of Frankfort.

Shipping has been good from Frankfort and we still experience shortages of rated men for jobs on the Lake freighters. Because the Ann Arbor Carferry No. 5 is still tied up, we have been able to keep most of the vacation requests filled.

Clinton Brown, broke his right arm while on vacation. He and Robert Jackson with his broken left wing make a good pair for daily coffee breaks.

Simon Harwood, lookout on the City of Green Bay, was taken to the Paul Oliver Hospital where he will be confined for a couple more weeks. Speedy recoveries are wished to all of our laid up members.

SIU Of Canada Urges Govt. Require Ship Radio-Telephone

OTTAWA—The Seafarers International Union of Canada has urged that all ships sailing the St. Lawrence River and the Great Lakes system be equipped with both AM and VHF radio-telephones as a legal safety requirement. The SIU made its recommendations in a 36-page brief on marine safety which has been handed to the Canadian Transport Minister.

The Union asked that the radio-telephones be manned by English-speaking operators at all times. It also recommended that non-Canadian ships or vessels carrying non-Canadian crews be required

to carry three Canadian or United States helmsmen while operating on the St. Lawrence or the Great Lakes.

Safety Drive

The SIU recommendations are part of the Union's continuing drive for increased maritime safety on the St. Lawrence and the Great Lakes. A major goal in the

campaign is the requirement of safe minimum navigation watches on every ship.

The Union is calling for one lookout on the navigation bridge or on the bow during the hours of darkness or fog. Another lookout on the bow who would be ready to drop the anchor in an emergency should also be required, the Union declares.

The SIU of Canada brief charged that the main cause of the tragic collision on the St. Lawrence last summer between the Lakes ore carrier Leeclyffe Hall and the deep-sea freighter Appolonia was the fact that the crews couldn't communicate with each other. Several crewmembers drowned as a result of the \$11.5 million disaster.

The Union's brief summarized the recommendations made by official inquiries into every disaster since a fire on the Noronic in Toronto killed 120 people in the space of 11 minutes in 1949. Leonard (Red) McLaughlin, president of the SIU of Canada, asserted this record shows that not enough men were on duty in the case of each disaster.

Situs Picketing Approved By House Subcommittee

WASHINGTON—A House Labor subcommittee voted 7-1 approval of a situs picketing bill, allowing picketing at multi-employer construction sites without running afoul of the secondary boycott ban in the Taft-Hartley Act.

The only dissenter was Representative Robert P. Griffin (R-Mich.).

The subcommittee amended the bill to provide a 10-day "cooling off" period in labor disputes at space and missile bases and weapons centers.

It would require 10 days notice of intent to strike to be given to the Federal Mediation and Conciliation Service, to any appropriate state conciliation agency, to the employers at the site, the government defense agency affected, and to the international union to which the local is affiliated.

Enactment of a situs picketing bill is a high-priority goal of the AFL-CIO and its Building and Construction Trades Dept. and has Administration backing.

Your Union Benefits



By Al Kerr, Secretary-Treasurer

Death Benefits Vary With Recipient

Most Seafarers are well aware that they enjoy, along with their families, the broadest possible protection from the various benefit plans. Since there are so many, however, such as Welfare, Vacation and Pension that cover almost every conceivable type of benefit, there is occasionally a need to explain one in particular to a member. In this case we received a question from a brother inquiring about the death benefit, and the answer would be interesting and informing to all Seafarers and their families.

The brother asked: "Why, although the death benefit is \$4,000, did the beneficiary of a deceased friend of mine receive a payment of only \$500?"

We told him this: In order for the beneficiary of a deceased member to receive the \$4,000 death benefit the deceased member must have maintained eligibility prior to his death by having sailed 90 days in the calendar year, and also have had one day sea time within the previous six months aboard ships of companies that are a party of the Seafarers Welfare Plan. Obviously, this is a very simple requirement for the professional seaman. For the sailor who does not meet the simple eligibility requirement there is a protective feature in the Welfare Plan by which his beneficiary is assured of a \$500 death benefit if the deceased SIU member has at least one day sea time in the year prior to his death.

Remember, the payment of the benefit is a big and complicated job and the Union pays considerable attention to it. In this manner the membership can be more easily assisted in obtaining all the benefits to which they are due—as quickly and as simply as is possible. Each week hundred of applications are processed and benefits paid to members and their beneficiaries.

This, as I have so often mentioned, is why our plans offer the broadest possible protection to members and their families. It is another reason why the Seafarers benefit plans are exceptional.

Brothers and kin are reminded that questions are most welcome and that we will make every effort to see that any and all aspects of the benefit plans are clarified. Seafarers can be assured of a proper answer if it is within our power to do so.

Great Salt Lake—America's Dead Sea

(Continued from page 7)

Young fled to her shores to take possession of "a land no one else wanted." That same year, an enterprising Mormon settler named Charlie White initiated the first effort to tap the Lake's enormous mineral wealth. White boiled down large quantities of brine to extract a residue of crude table salt. The experiment worked and commercial companies were later to follow in his footsteps, making salt extraction the sole successful commercial venture in the Lake's history. For despite the fact that scientists and businessmen have known about the fabulously rich mineral content of her waters since the 1880's, today the Great Salt Lake remains almost as wild, unharnessed and unyielding as she was on the day that Brigham Young, moved by her untamed splendor proclaimed: This is the place."

Since Charlie White's pioneering success back in 1847, there have been dozens of get-rich-quick schemes to exploit the Lake's brackish waters. In the late 19th century, a commercial attempt was made to establish an oyster and eel culture in her inlet bays. But no sooner were the little sea creatures planted at the mouths of incoming streams than they were pickled by the Lake's brine.

Paddle-Wheelers

Salt Lake Steamship commerce had a short but interesting history in the 1870's when the water reached its highest recorded levels. But the steamship companies soon went under when the unpredictable Lake withdrew from their piers in the drought years, and then swelled to submerge them in wet cycle periods.

The most impressive boat to ply the waters of the Great Salt Lake was the old City of Corinne, a 150-foot paddle wheeler. The mighty steamship was built in 1871 to transport ore and other cargo across the lake, to and from the just-completed transcontinental railroad that passed through the Promontory Mountains just north of her shores.

But within the year, the enterprise foundered. The \$45,000 steamship found that it could not negotiate the sandbars at the mouth of the Bear River and was declared a financial failure.

The ship was purchased by a mining company which promptly outfitted it as an excursion cruiser and renamed it the General Garfield, after James A. Garfield. On a voyage to Utah, the General himself succumbed to local advertising and took "the voyage lengthwise of Salt Lake, the Dead Sea of America," aboard the boat that bore his name.

Fluctuations in the Lake's water levels, dubious financial success, and the corrosive action of the salt water forced a premature beaching of the General Garfield in

1878. The craft survived for a brief period, first as a resort and then as a boathouse, before finally burning in 1904.

Outside of salt production, all attempts to exploit the mineral content of the Salt Lake have also ended in failure. In 1939 investors launched a campaign to produce sodium sulphate from the Lake's Glauber salt for use in paper manufacturing. Output never surpassed half of the expected levels and the plant was shut down within the year. During World War I, faced with shortages, several attempts were made to extract potash from the brines. These attempts proved so unsuccessful that speculators were discouraged for years to come.

The lack of mineral development of the Great Salt Lake seems almost incredible in light of the fantastic amounts of valuable salts, some of which — if refined out from brine concentrates and marketed — could yield profits running into billions of dollars. These mineral deposits have collected over many thousands of years, washed down from nearby mountains by streams and then concentrated by evaporation. The U.S. Geological Survey estimates that at least 2,000,000 tons of mineral salts are deposited into the Lake by the Jordan, Bear and Weber Rivers each year, further adding to the concentration.

Nature Lovers

There are many, however, who believe that the Great Salt Lake should remain free from all commercial encroachments. Conservationists and nature lovers throughout the United States contend that the Lake is one of the natural wonders of the world and should be designated and preserved from exploitation. But, despite their protests, there is little doubt that the efforts of the conservationists are doomed to failure. Some even question the sincerity of their demands.

"Whenever there is talk about developing the Great Salt Lake, a cry is immediately raised among the nature lovers and conservationists," says Robert E. Cohenour, resident geologist of the Utah Geological Survey. "But," he points out, "you can spend a week out on the water or along the shore and never see a human being. People don't like it out there. It's uncomfortable for them out there, and they stay away."

Basically, the Lake's mineral resources are just too rich to remain "unmined." A cubic foot of Great Salt Lake water contains nearly 16 pounds of sodium chloride (table salt), almost two pounds of sodium sulphate, more than a pound of magnesium chloride, nearly a pound of magnesium sulphate and potassium chloride, as well as substantial amounts of lithium, calcium, iron, boron, copper, zinc, manganese, and a few rare elements.

To meet the demand for scientific research into methods of ore extraction, the State of Utah has already contributed a token \$35,000 to begin a systematic survey of the Lake. Of the three major pilot projects already in motion, the first — and probably most advanced — is the one being conducted by scientists from the University of Utah. They have already begun taking samples and constructing equipment for test-core drilling. The location of their project is historic Stansbury Island, and theirs is the first overall study of the Great Salt Lake since Captain Howard Stansbury — for whom the island is named — surveyed the Lake in 1850 at the head of a U.S. Army Topographical Core research group.

Condition "Goop"

For those involved in the project, there is a close association with the Lake every working day. Unfortunately, the association is not always a harmonious one. In the spring, swarms of tiny black gnats descend upon the job site to feast upon the workmen. In the summer, the sun beats down mercilessly, with the flats serving as a huge reflector to intensify the heat. The sun may calm the gnats, but it wilts the workmen at the same time.

Transportation too often proves a problem. Vehicles bog down in the swampy oolitic sands (round granules caused by wave action) — and in the rain glutted mudflats which workers have named "goop." Even the wide-tired beach jitneys, made especially for travel over sand, falter in the gray goop, which one worker described as "slippery as grease and sticky as calking compound."

Basically, the process for mineral extraction that these companies will use is the same as that used by pioneer Charlie White more than a century ago. Charlie boiled away the water to get at the salt. The companies will do the same. But where Charlie used fire, these modern enterprises will reach back over the centuries to imitate the ancient Egyptians who extracted salt from water via solar evaporation. Brine will be pumped into a series of excavated ponds on the lakeshore flats. There, evaporation by the sun will begin the long process of isolating the valuable minerals. During the summer, sodium chloride precipitates out and drops to the bottom, a process that salt companies have been using along the Lake for years. In the winter, sodium sulphate precipitates out, further concentrating the brine into a "mother liquor" containing the most precious minerals. Finally, chemical methods are used to extract the most valuable of these.

The plans are large in scope, the competition keen, the stakes high, and the odds are risky. Thus far the great, prehistoric Salt Lake has carefully guarded her secrets and her wealth from the reaching hands of men.



By Frank Drozak, West Coast Representative

Jobless Benefit Increase Signed

An increase in California's maximum unemployment insurance benefit from \$55 to \$65 per week has been signed into law by Governor Edmund (Pat) Brown. The rise in payments is expected to assist some 380,000 unemployed persons and will go into effect in the fall. The new unemployment bill provides other increases totaling \$43.8 million per year for 40 percent of the program's beneficiaries, and extends coverage to an additional 9,000 workers. In signing the law, Governor Brown stated that he regretted the failure of the legislature to include farm workers under the bill. He also said the Sacramento lawmakers had been too severe in clamping down on workers who quit their jobs without good cause or were fired for misconduct.

The SIU-Pacific District contracted Alaska Steamship Company has resumed regular weekly service between Seattle and Valdez, Alaska for the first time since the Alaskan port was destroyed by the disastrous earthquake in March, 1964. Valdez will be the second port of call on the company's weekly vanship sailings. The entire town of Valdez is being moved to a new location a few miles from its former site which suffered tremendous damage from the big 'quake.

Back in San Francisco, the Machinists Union Local 1305 was forced to strike new car dealers and repair garages when negotiations for a new contract became deadlocked.

Over 1,200 Machinists remained off their jobs at 34 dealers and 127 garages. Support for the members of the local included the new car salesmen who joined other crafts in respecting the picket lines. As a result, very few new cars are being sold in the port at the present time.

The Machinists are also continuing their walkout at several major shipyards in San Francisco. The smaller yards, such as Pacific Ship Repair and Triple A, have signed contracts with the union. Unions belonging to the Metal Trade Crafts, including the Boilermakers, Ship carpenters, etc. have also been meeting with the shipyard operators in an effort to work out new contract terms.

San Francisco

Shipping activity in San Francisco has been moving at full steam for the last few weeks, and the outlook continues to be very good. There is an urgent need for all ratings, here in the Land of Sunshine. Payoffs in the last period included the *Transyork*, *De Soto* and *Delaware*. The *Western Planet* will be crewing up in the middle of the month for a one-year run to the Persian Gulf, and all interested members are urged to keep the August 15 sign-on date in mind.

Among the old timers around the hall here has been Perry Klauber, a veteran member of the engine department who got off the *Los Angeles* recently. Perry tells us he's ready for anything heading toward the Far East. John Williams who is an old deck department pro says he can't wait to take a ride on the Powell Street cable car. After piling off the *Delaware*,

Guinier Mass Set Aug. 12

NEW YORK — A solemn requiem mass will be offered in memory of former SIU official Howard A. Guinier at the St. John's Evangelist R. C. Church, 250 Twenty-first Street, Brooklyn at 9 A.M. August 12, the first anniversary of his death.

SIU members are invited to attend the service. The church is located one block from the Union hall in Brooklyn.

Brother Guinier died suddenly at the age of 56 on August 12 last year. He had been active as an SIU official and member for more than a quarter of a century.

he thinks he'll be in town to take in the sights for the next week.

Clayton Engelund has been collecting lots of praise for the great job he did as ship's delegate on the *Transyork*. He was on the job for over six months and brought her in beef-free for payoff. John, who sails in the deck department is a living example of the kind of unionism that the SIU stands for. Bob Hall dropped into the hall recently to pass the word that he's back on his feet again and has his FFD. He claims he's waiting for a sharang job.

SEATTLE

Shipping has been moving along at a good pace in Seattle and should continue to hold up in the coming weeks. The outlook for rated men in the black gang is especially bright. Among the ships paying off in Seattle recently were the *Summit*, *Steel Flyer*, *Rio Grande*, *Anchorage* and *Seattle*.

Alan D. Williams, a veteran Union man for the last 22 years, is taking it easy on the beach after finishing a run on the *Rio Grande* as chief steward. He reports the voyage was excellent with a great crew on board. Joe Penner, who dates back to 1938, tells us he's going to stick around Seattle a while before he starts hunting for a long run heading anywhere. His last ship was the *Summit*. Daren (Red) Redmond is keeping sharp eye out for a Sea-Land ship heading up Alaska way. Red, who was last on the *Ocean Anna*, says the Alaskan run is for him because it gets him home every 12 days to see his two children.

WILMINGTON

Shipping has been holding up very good in Wilmington, and the predictions for the future look fair. The *Oceanic Spray* crewed up here recently. The boys around the Wilmington hall were wishing Charles Kath a speedy recovery. Charlie had to get off the *Mankato Victory* after falling ill, and it looks like he'll be laid up for a while.

Delmar Richer just blew into town after paying off the *Los Angeles* as an oiler on a three-month trip. He doesn't plan to let too much of the Southern California dust settle on him, since he plans to ship out again in the near future. Tony Vilanova, on the other hand, tells us that he's had enough time on the beach to last him a good while. He says he is ready and anxious to go on anything heading for the Far East with an opening for a bosun. Tony has been helping out at home because of his wife's recent illness, but reports his better half is back in good health again.

Los Angeles Fireman Foils Rightist Attack

LOS ANGELES—It took fireman Bill Wheatley three years, but his one-man war against right-wing extremism in police and fire ranks here has paid off.

Wheatley, 46, president of AFL-CIO Fire Fighters Local 748, was completely vindicated when his departmental personnel record was expunged of charges and penalties that once barred him from all union activity during duty time.

He had been found guilty in 1962 of "spreading malicious gossip" after he reported to Mayor

Sam Yorty's office that the mayor had been branded a card-carrying Communist by a representative of the Fire & Police Protective League, a departmental employee association.

FI-PO Foe

Before and since, Wheatley waged his crusade to expose the league's propaganda offshoot, the Fire & Police Research Association (FI-PO), as an ultra-conservative machine some of whose members had John Birch Society connections.

A fireman for 18 years, Wheatley reported to the mayor's office that members of FI-PO were meeting with on-duty firemen in Birch-type sessions and making derogatory remarks about Yorty, Governor Edmund G. Brown and President Kennedy.

"They were calling them out-and-out Communists because they were supporting civil rights legislation and appointing Negroes and Mexican-Americans to commissions and to the bench," Wheatley recalls.

Suddenly, Wheatley found he was the accused. He was brought before a board of inquiry and found guilty of what he terms "trumped-up" charges.

A subsequent investigation recently by city officials disclosed that the board of inquiry did not swear its witnesses and refused Wheatley the right of counsel or permission to cross-examine witnesses, among other things.

His exoneration was announced publicly throughout the Fire Department by its chief.

Ship Strike

(Continued from page 3)

mated ships. Under the Wirtz proposal AFL-CIO President George Meany would have been asked to work with a panel including Assistant Labor Secretary James Reynolds; Lane Kirkland, assistant to President Meany, and Theodore Kheel, labor arbitrator.

Despite management's rejection of the proposal, Secretary Wirtz said that negotiations would continue. This week, President Johnson assigned his former press secretary, George Reedy, to assist in the efforts to work out a solution.

'Unfortunate' Decision

MEBA President Calhoun said that the shipowners' rejection of the Wirtz proposal was "indeed unfortunate . . . at this crucial moment."

Approximately 100 ships have been affected on the Atlantic and Gulf coasts. The MEBA began its strike on June 16. A week later they were joined by the MMP and ARA. The talks were undertaken in Washington by Secretary Wirtz last week. Up to that time virtually no collective bargaining had taken place. Although MEBA negotiators had indicated their desire to meet on an around-the-clock basis, the shipowners showed no willingness to discuss the issues and few meetings were held.

Panama Canal Cuts Maximum Vessel Draft

BALBOA, C.Z.—Low water levels, which have proved to be a serious headache for shipping in the Great Lakes Waterways, are now plaguing vessels transiting the Panama Canal. The canal authorities have been forced to cut the maximum permissible draft from its normal height by 4½-feet to 34 feet, six inches as a result of water levels in Gatun Lake dropping to within six inches of its all-time low figure.

The Gatun Lake serves as the waterway which ships traverse to get through the isthmian hills. The restrictions, which will go into effect on August 1, were imposed because of lack of rain in the lake watershed, following the loss of water that occurred during this year's dry season in May.

The new draft limits are the most severe that the canal has yet to place on ships using its facilities. The maximum draft is 39-feet under ideal conditions, although two previous restrictions had to be imposed earlier this year because of the dry season.

The new restrictions will have the most serious effect on larger tankers and bulk carriers. Shipping experts estimate that for each foot of loading cut by a draft restriction, \$10,000 in freight revenues are lost.

Keeping Up



Seafarer Charlie Bedell glances through an issue of the LOG he missed, while waiting for a ship call in the Baltimore SIU hall. Bedell, who sails in the steward department, says the LOG keeps him up to date on the latest news of the Union.



Question: Do you have any particular concern about shipping to Vietnam?

Barry Doe: The prospect of a trip to Vietnam doesn't bother me at all, especially with all those GI's over there. We all heard President Johnson tell the nation last week about the need for more Americans in Vietnam, and we Seafarers have to

do our part to make sure the country remains free.

Desmond Kenny: The idea of shipping to Vietnam doesn't bother me particularly. I sailed during the rough days of World War II and later during the Korean Conflict, so I've been around too long to start worrying about getting attacked. In this profession, you have to be prepared to sail wherever your ship takes you.

Joseph Cappelli: I don't see what the problem would be in signing on for a voyage to Vietnam. Of course there is some danger, but most of the problem civilian ships have had has been from sabotage attempts. Since this doesn't happen too often, it

doesn't scare me. S. G. Morris: Why worry about a trip to Vietnam? I don't believe that our shipping has run into that much trouble to get alarmed about. I was there before the Communists got active, and it was a nice, quiet place. I'll take the President's word that our boys are needed over there, and we have to pitch in to make sure they get what they need.

Fernando Zavala: I've got no worries about a trip to Vietnam. Anytime there is a job open, I'll take it, no matter where the ship is going. That's what Seafarers are supposed to do. I don't think anyone should sit around worrying about possible troubles while shipping to Saigon.

M. Reid: Sailing to Vietnam doesn't give me a single worry. I've always figured that if your time has come, that's it; there's no use fighting it. I sailed during Korea and World War II—I didn't get hurt then, and I don't think anything is going to happen to me in the future, no matter where I sail. I was in Saigon last year, and we had a quiet stay.

SPAD

Seafarers
Political Activity
Report

The 1965 New York legislature—controlled by Democrats for the first time in 30 years—passed more labor-backed bills than in any session for at least a generation. But Gov. Nelson A. Rockefeller vetoed more than three dozen of them, including many of the major proposals of the New York State AFL-CIO.

Summing up the session at the close of the 30-day bill-signing period, State AFL-CIO Pres. Raymond R. Corbett charged that Rockefeller by his vetoes had shown "callous disregard" for workers' needs and interests.

The "outstanding example" of this, Corbett said, was the governor's veto of a bill that would have ended a continuing injustice to workers injured on the job and to survivors of those killed at work by bringing benefits in line with present-day wages and living costs. Under the existing law which the governor refused to update, he said, a worker totally disabled in 1944 when the workmen's compensation maximum was \$28 still gets only \$28 a week.

Corbett noted that Rockefeller also vetoed bills to set a \$1.50 statewide minimum wage and raise by "a much needed \$10 a week" the maximum benefits in workmen's compensation, unemployment insurance and sickness disability laws—instead of the \$5 limit set by the governor.

The effect of other vetoes of labor-supported bills, the State AFL-CIO president said, was to:

- Withhold labor relations rights from government workers and keep on the statute books "the punitive and unworkable Condon-Wadlin law that gives no bargaining rights but provides for dismissal in case of a strike."

- Permit continued use of so called lie detectors by employers instead of banning them as provided in the bill passed by the legislature.

- Put off attempts to regularize waterfront employment and give hiring supervision back to joint labor-management control now exercised by a bi-state waterfront commission.

Through these vetoes, Corbett charged, the governor has revealed himself "as committed to the interests of business and industry with but little concern for the worker citizens of our state."

Among the 27 labor-backed bills signed into law by Rockefeller were those giving workmen's compensation benefits from the first day when disability continues 14 days or more (formerly 28 days), ending the two year limitation on filing claims for silicosis (dust disease), providing free text books to all pupils in grades 7 through 12, making permanent personal registration statewide by the 1967 election, and extending jurisdiction of the State Board of Standards & Appeals over hazardous job conditions.

LABOR ROUND-UP

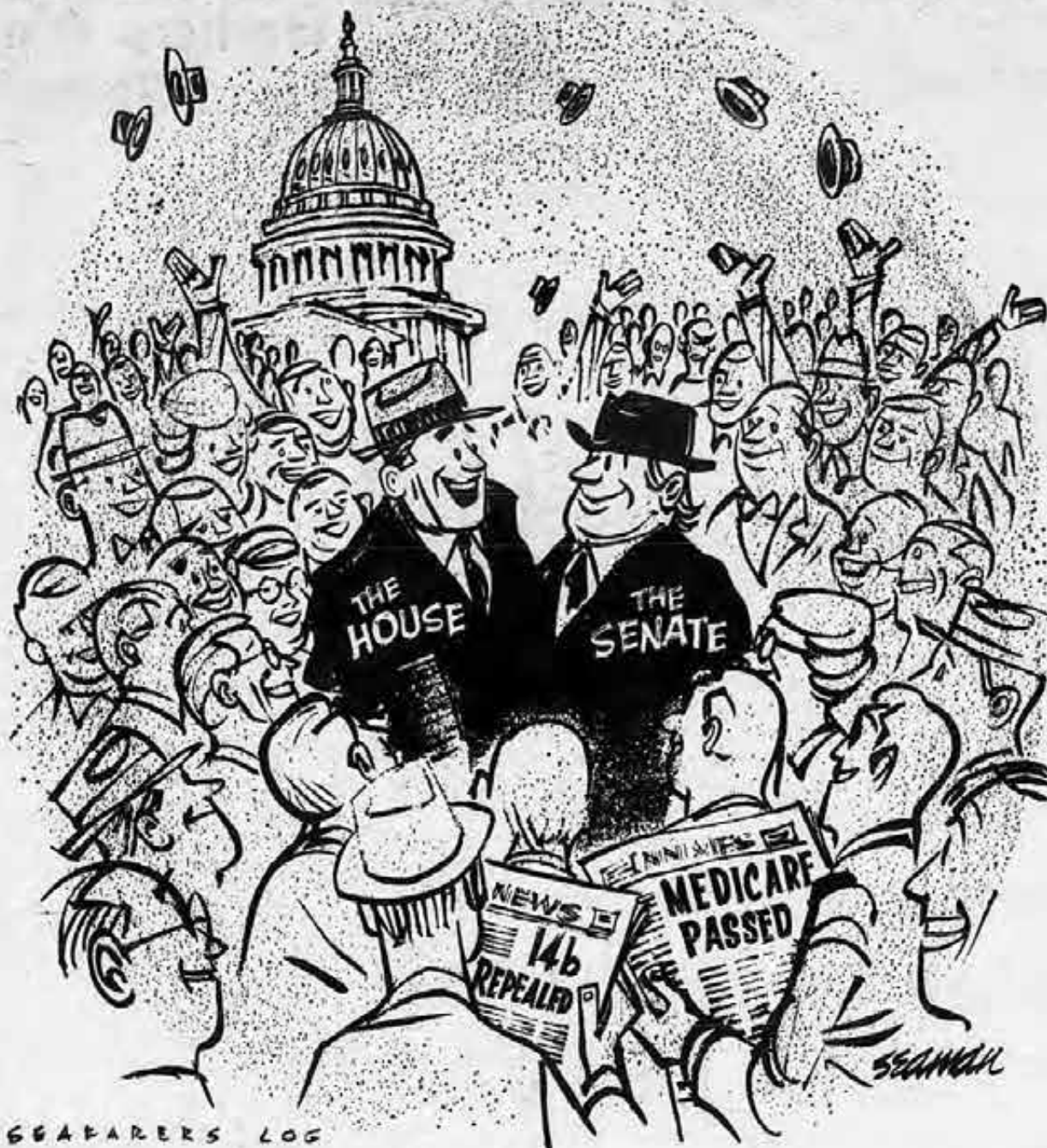
No employee of E. J. Korvette Inc. in four North Jersey stores can be compelled to take "lie detector" tests under a new three-year contract with Retail Clerks Local 21. The agreement covering more than 1,000 workers at stores in North Brunswick, Watchung, West Orange and Paramus, provides backpay to Apr. 22, Local 21 Pres. George Meisler reported. Hourly pay increases of up to 65 cents were won for workers who had been regularly employed for 48 hours a week with pay for 52 hours. They will get a \$3 weekly increase as of Apr. 22, a reduction in hours to 44 with no drop in gross earnings as of July 19. Next July 6 their workweek drops to 40 hours with no reduction in gross pay, and they get another \$3 hike on Apr. 22, 1967. The contract provides minimum increases of 22.5 cents to 40 cents an hour and improvements in hospital benefits, life insurance, sick leaves, vacations and other conditions. Employees are entitled to 20-minute rest periods with pay; overtime after eight hours a day; posted work schedules, double time for Sunday work and better leave of absence, severance pay and funeral leave provisions.

Two veteran trade unionists have been named to a new task force to study ways to wage war on the poverty of the nation's 5.2 million aged poor. Sargent Shriver, director of the Office of Eco-

nomic Opportunity, announced the appointment of Charles E. Odell as chairman of a 19-member Task Force on Programs for the Older Poor. Odell is director of the Auto Workers' Older Retired Workers' Dept and vice-president of the National Council on Aging. John Edelman, president of the National Council of Senior Citizens and former longtime Washington representative of the Textile Workers Union of America, also was named to the task force. Shriver called the aged poor, "the most invisible of the invisible poor"—scattered as they are in rundown hotels, in ghost towns, in shacks, old homes and apartments.

Six state central body officers have been named to regional Manpower Advisory Committees by the Secretary of Labor and the Secretary of Health, Education & Welfare. They are Pres. Clifford W. Shriver of the South Dakota State AFL-CIO and Sec. Treas. James A. Davis of the Missouri State AFL-CIO, in the Great Plains region; Pres. Harry Boyer of the Pennsylvania AFL-CIO and Pres. Raymond R. Corbett of the New York State AFL-CIO, in the Middle Atlantic region; Pres. John J. Driscoll of the Connecticut State AFL-CIO and Sec. Treas. James P. Loughlin of the Massachusetts AFL-CIO, in the New England region.

"We Must Be Doing Something Right!"



SEAFARERS LOG

The 89th Congress of the United States is rapidly compiling a record as one of the most productive in the nation's history. Many of the bills on which it has already acted or is expected to act in the near future are of special interest to union members as well as being of immense benefit to all Americans.

This is in sharp contrast to recent Congresses who had been scored by American labor and by the national Press for their inactivity and insensitivity to the needs of the American people which was reflected in their "do-nothing" records on vital and much needed social legislation.

Medicare legislation for instance, passed by the 89th Congress and recently signed into law by the President, provides long-overdue health security to our older citizens—security which the AFL-CIO and other forward thinking Americans have been calling for and fighting to achieve for years. In spite of a massive propaganda campaign into which foes of Medicare poured millions of dollars, Congress recognized the need for such legislation, heeded the urging of American labor, and provided even greater coverage than was originally asked for in the Administration bill.

On another important issue, the scrapping of anti-labor Section 14B of the Taft-Hartley Act, Congressional action is also moving along quickly. Legislation repealing Section 14B has already been passed by the House and similar action is expected soon by the Senate.

Repeal of 14B has been called for by responsible leaders on all levels of government and labor. The AFL-CIO has fought for repeal for years and President Johnson considered 14B repeal important enough to include in his last labor message to Congress. Labor Secretary W. Willard Wirtz is another strong

advocate of 14B repeal. The elimination of this legislation, which allows states to set up so-called right-to-work laws which are used to strangle union activity and hold down workers wages to miserable levels, is a must if we are to have uniform progress in this nation.

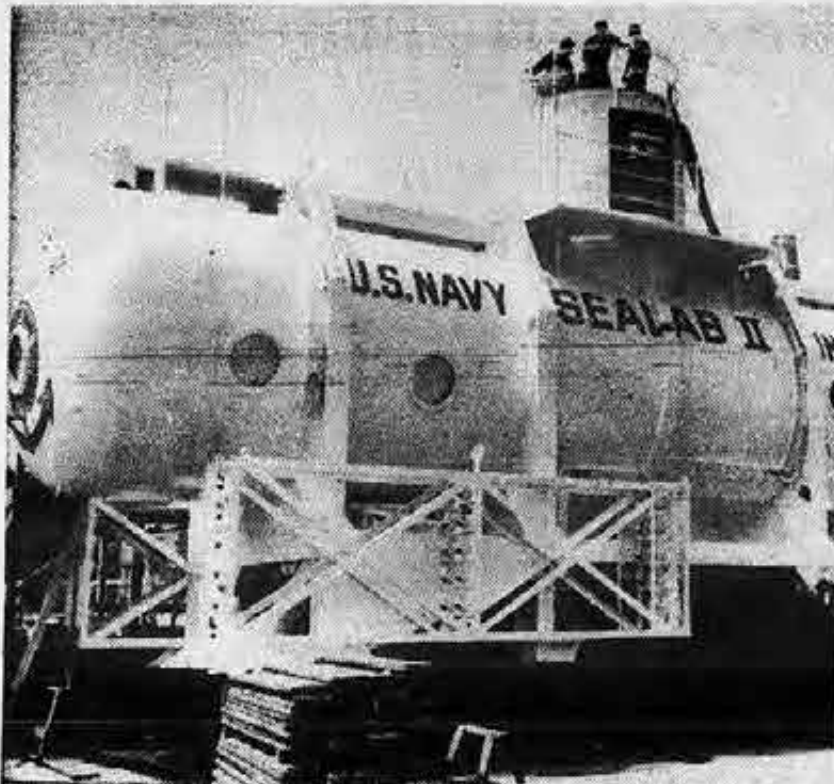
As with medicare, there are strong, volatile, well-heeled forces working to prevent repeal for their own petty gain. But in voting for repeal the House has already shown that it knows what is right and there are few doubts left that the Senate will follow suit.

In addition, other important labor legislation is pending in Congress, including improvements in the Fair Labor Standards Act and the unemployment compensation program and regulation of employment in agriculture. The improvements in the Fair Labor Standards Act would extend the minimum wage and overtime pay requirements to many additional workers not now covered under the law and would provide doubletime for work over 48 hours.

Improvements in the unemployment compensation program would bring millions of additional workers under the protection of the law and would beef up the law in other ways. Increased regulation of employment in agriculture would benefit many farm workers who are not now offered any protection under the law.

The AFL-CIO has long advocated adoption of such legislation and the President presented much of it to Congress in his message on labor.

The SIU and other member unions of the AFL-CIO are hopeful that Congress will now display the same forward thinking which provided swift passage of Medicare in its action on these other pending labor proposals—starting with repeal of 14B.



The Navy's newest laboratory, "Sealab II" is pictured before christening ceremonies at Long Beach, Calif. The 12x57 foot steel cylinder will be taken to La Jolla, Calif. where it will be sunk about 215 feet deep to serve as an underwater home for a team of 20 Navy divers and scientists, including astronaut M. Scott Carpenter. The Navy researchers will conduct a series of experiments, including a communications test with a Gemini-Titan 5 spacecraft which will be orbiting the earth at the same time.

'Sealab' To Operate 215 Feet Down

Navy Undersea Lab To Make TV Debut

Television viewers, sitting high and dry in the middle of the country, may get a chance this month to see live pictures of what life is like some 215 feet beneath the surface of the ocean. The TV pictures will be broadcast from an undersea laboratory maintained by the U.S. Navy over 35 fathoms beneath the Pacific.

Inside the laboratory, which will be known as "Sealab 2," will be U.S. astronaut Commander Scott Carpenter and nine other men, who will be spending 30 days beneath the ocean. The Sealab project will be in conjunction with an eight-day flight by a Gemini-Titan 5 spacecraft. Blast-off time for the flight has been tentatively set for Aug. 19. The TV broadcast, which will include voice reports, will take place during the flight period.

The team of 10 aquanauts will descend 215 feet below the surface of the ocean enclosed in a "house" complete with hot showers, food, bunks, and electric lights.

For 15 days, Navy divers and scientists will live in the 57 x 12 foot "Sealab II," and they will emerge from the shelter from time to time to swim in the surrounding waters on experimental ventures. Two of the aquanauts may remain for a full thirty days. A third team may extend the test for 15 days more.

The tests are a broader phase of the exploitation of the oceans that is now described by many in Washington as ocean engineering.

The Navy believes that like the astronaut in space, the aquanaut in the sea will be required to do useful work and to provide the intelligence and judgment for which no machine can substitute.

The free swimming aquanauts, operating on the continental shelf and down to eventual depths of perhaps 1,000 feet, should be material help in rescue and salvage operations, in the recovery of nose cones or other objects on the sea floor, in charting and exploration, in capping undersea oil wells and in developing and exploiting the mineral and fish wealth of the ocean.

The navy's 30-day SeaLab project will take place on the North end of the Scripps Canyon, a mile off the end of the pier at the Scripps Institution of Oceanography at the University of California at La Jolla.

The Navy aquanauts will use three principal types of diving equipment with mouthpiece and facemask, and will try out a variety of suits. Power will be supplied to the shelter from a shore connected cable, with an alternate source aboard a surface support vessel.

The divers will be constantly watched on television and the men will be continuously monitored by telemetered electrocardiograms and other means.

The aquanauts will be permitted to make brief dives down to 360 feet, but in general, they will work between the 180-foot and 240-foot levels.

Both scientific and military experiments will be carried out. An experimental salvage procedure, utilizing a plastic foaming technique, will be tested in attempts to float a Navy fighter plane to the surface. Various other salvage and underwater jobs will be performed, and Marine biologists will make a census of ocean life on the bottom, collect specimens and perform other research.

But most important will be the physiological and psychological effects on human beings under great depths of water for prolonged times.

Sheet Metal Workers Win Tenn. Strike

NEWPORT, Tenn.—The Sheet Metal Workers have successfully concluded a 37-day strike for a first contract at two plants of the Detroit Gasket Company here.

Edward J. Carlough Jr., the union's director of organization, said the drive has won the firm's 35 production and maintenance workers a benefit package including five extra paid holidays, more than double their former vacation pay, and wage increases of 6 cents an hour this year, 6 cents more next July and 7 cents a year later plus upgrading of several job categories.

The strike started June 1 despite a management announcement of a 4-cent wage increase. Pay at the plants had averaged only \$1.33 an hour.

Other Gains

Carlough called the economic benefits "the least of the accomplishments" of the strike. The important gains, he said, were the job protection and seniority provisions built into the agreement—safeguards the workers never before had enjoyed.

The settlement included a union-management agreement that all charges brought during the strike would be dropped and all strikers returned to their jobs, including 11 pickets whose discharge the firm had at first demanded. The 11 had been jailed for picket line incidents and placed under \$10,000 bond pending hearings. They were protected under a separate settlement agreement.

Carlough said the strikers ratified the new pact unanimously and more than 85 percent signed dues checkoff forms within 24 hours of ratification.



By Cal Tanner, Executive Vice-President

Soviet Challenge At Sea

The continuing drive by the Soviet Union to become the world's foremost maritime nation has been reported in many newspapers in this country and recently the American Maritime Association released a report which showed how the Soviet merchant fleet has grown from insignificance in 1939 when it had only 354 vessels to its imposing size of 1,746 ships today.

The report entitled the "Growth of U.S.S.R. Foreign Trade" also includes a study on the size, tonnage, propulsion and design of the vessels within the Russian fleet.

The AMA report predicts that the Soviet tanker fleet will increase five times from its present status. Russia's seven year plan called for a 240 percent increase in tanker tonnage, and this goal was reached at the end of 1963.

In describing the Soviet buildup, the AMA pointed out that the Russians are commissioning merchant ships at the rate of two or more a week. These ships include the technological advances and design which have been developed by the Western nations.

In the all-important bulk carrying segment of the fleet, the Soviet Union rose from 20 in 1956 to 163 at the end of last year. The AMA also reports that freighters, which now make up the largest part of the Russian merchant fleet, number 780 with 327 more under construction or on order as of May 1, 1965.

These statistics quite obviously illustrate the importance that the Russians attach to their maritime industry when drawing up their national planning goals.

The opposite would seem to be true of the United States. According to the latest maritime construction statistics issued by Lloyd's Register of Shipping, construction of worldwide shipping tonnage hit a new high during the second quarter of 1965, while U.S. shipbuilding continued its decline.

Lloyds reports that the U.S. has fallen to eleventh place among the shipbuilding nations of the world, having been bypassed by the Netherlands between April and June of this year. During this period only 62 merchant ships totaling 340,061 gross tons were under construction in American yards. This represented a drop of 28,000 tons from the previous period.

Lloyds also found that a total of 523,156 tons of new shipping was destined for registration under the Liberian flag. Liberia is one of the chief havens for U.S. runaway ship operators who use the Liberian flag to escape taxation and to avoid paying U.S. wage standards and adherence to this country's safety rules.

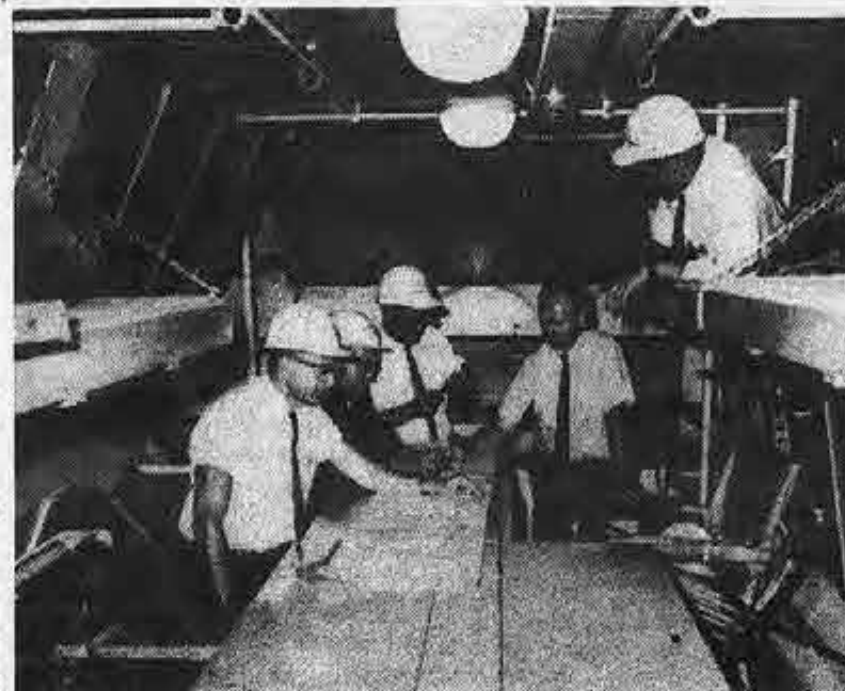
The report also disclosed that the major portion of new shipping under construction in Poland and Yugoslavia has been ordered by the Soviet Union. In other words, not only are Soviet shipyards going full steam to provide Russia with merchant ships, but they have also farmed out some of the work to some of the Soviet bloc countries. At last reports, U.S. shipyards were working at only 55 percent of capacity.

Evidently, the Soviet Union does not put much stock in the "effective control" policy that the United States seems to rely on. They recognize the fact that no great world power has ever been without a merchant marine that is at their disposal in case of need.

U.S. Drops To 11th Place In Shipbuilding Standings

LONDON—Construction of new shipping tonnage hit a new world record high in Britain during the second quarter of 1965, while the U.S. shipbuilding industry dropped deeper into the doldrums, according to the latest maritime construction statistics compiled by Lloyd's Register of Shipping.

Lloyds reports that the U.S. has fallen into eleventh place among the shipbuilding nations of the world, having been bypassed by the Netherlands between April and June of this year. During this period only 62 merchant ships totaling 340,061 gross tons were under construction in American yards. This represented a drop of 28,000 tons from the previous period.



Civilian engineers employed by the Navy check over construction plans in the eating and sleeping quarters of Sealab II, the Navy's newest undersea laboratory.

Contrasted to this dismal lack of U.S. shipbuilding progress, global ship construction amounted to 1,709 merchant vessels, representing a total of 11,059,606 gross tons, the noted British maritime information service reported. Lloyds' figures did not include new ship construction in the Soviet Union, East Germany or Communist China.

The world's leading shipbuilder continues to be Japan which has ten times more new tonnage under construction than the United States. The Japanese are building 3.4 million tons of new shipping, compared to the 3 million tons under construction in the first quarter of the year.

Britain maintained its hold on (Continued on page 22)

MEDICARE

One of the greatest single advances for the security of all Americans since the passage of the Social Security Act in 1935 was the signing into law this week of the Medicare program.

As a result, the health needs of 20 million elder citizens, 65 and over, will be protected under a comprehensive system of social security insurance.

While pensioned Seafarers have been protected by unlimited hospital and medical coverage, the Government plan is of importance to all SIU members who have to provide care for their elderly parents stricken by illness.

The new plan becomes effective July 1, 1966.

Highlights of the new Medicare program for the aged appear below.

HEALTH insurance for persons over 65 years old is provided under two plans, one designated as "basic" and the other as "supplementary," starting July 1, 1966. The basic plan automatically covers everyone who is 65 except aliens with less than five years of residence in the United States, aliens without status as permanent residents and Federal employees eligible for Government health insurance under another law. Participation in the supplementary plan is optional, subject to the same eligibility requirements.

Basic Plan

This insurance will be financed by increases in the Social Security payroll tax. The cost of benefits for about 2 million aged persons not covered by the present Social Security or Railroad Retirement Insurance programs will be met by appropriations from general tax revenues.

Benefits under the basic plan include:

HOSPITALIZATION

Up to 90 days in each spell of illness. The patient pays the first \$40 of hospital costs. If he stays more than 60 days, he pays \$10 for each additional day up to the 90-day limit. A spell of illness starts with the first day of hospitalization and ends when the patient has spent 60 consecutive days without hospital or nursing care.

The insurance covers room and board, prescribed drugs while hospitalized and other services and supplies except private duty nursing and services of physicians other than internes or residents in training. Christian Science sanatoriums and psychiatric hospitals are included. But there is a lifetime limit of 190 days in a psychiatric hospital.

NURSING HOME CARE

Up to 100 days in an extended care facility in each spell of illness after a stay of at least three days in a hospital. There is no charge to the patient for the first 20 days. The patient pays \$5 for

each day above 20, up to the 100-day limit.

HOME NURSING

Up to 100 visits by nurses or technicians in a one-year period following the patient's discharge from a hospital or extended care facility. The insurance covers the full cost. The services furnished must be in accordance with a plan set up and periodically reviewed by a physician.

DIAGNOSTIC SERVICES

Tests and related diagnostic services, other than those performed by physicians, that are normally provided by hospitals to out-patients. The patient pays \$20 of the charge for each diagnostic study—that is, for diagnostic services provided by the same hospital in a 20-day period. The patient also pays 20 percent of the charges above \$20 and the insurance covers the remaining 80 percent.

Supplementary Plan

Persons enrolling in this plan will pay \$3 a month in premiums. The Federal Government will match this with a payment of \$3 a month for each participant. The Federal share, about \$600 million a year will come from general tax revenues. The insurance supplements the basic plan by covering most other major medical expenses except those for dental services medicines and drugs.

The coverage includes:

- Physicians' services including surgery whether formed in a hospital, clinic, office or home.
- Up to 100 home nursing visits each year in addition to those allowed under the basic plan and without any requirement for prior hospitalization.
- Various services and supplies, whether provided in or out of a medical institution, such as X-ray and other diagnostic tests, radiological treatments, surgical dressings, splints, casts, iron lungs and other specified prosthetic devices, artificial arms, legs and eyes and ambulance service.

A participant in the plan pays \$50 of his annual costs for the services and supplies covered. He also pays 20 percent of the annual costs above \$50 while the plan pays 80 percent.

Cash Benefits

A 7 percent increase in all cash benefits under the present Social Security program of old age, survivors and disability insurance is retroactive to last Jan. 1, with all recipients entitled to at least \$4 in additional monthly payments.

The minimum monthly benefit rises immediately from \$40 to \$44. The maximum for a single retired or disabled worker is increased from \$127 to \$135.90. Maximum family benefits are raised from \$254 to \$309.20.

For most persons going on the benefit rolls in future years, monthly benefits will be further increased as they acquire higher wage credits under provisions for payment of Social Security taxes on \$6,600 of annual earnings instead of the present \$4,800. Maximum benefits will be \$168 for a single worker and \$368 for a family.

Retirement Test

The bill increases to \$1,500 the amount that a retired worker may earn in a year without losing part of his Social Security pension. The old exemption was \$1,200. There will be a reduction of \$1 in benefits for each \$2 of earnings from \$1,500 to \$2,700 and a dollar-for-dollar reduction on earnings above \$2,700.

Widows' Benefits

The bill gives widows of workers covered by Social Security the option of drawing benefits at the age of 60 on a reduced scale. Full widows' benefits will still be payable at the age of 62.

For a widow who exercises the new option, the monthly benefit will be 71½ percent of what her husband, if living, would have received at age 65. If a widow does not start drawing benefits until she is 62, she is paid 82½ percent of the husband's benefit.

NLRB Scores Illegal Union-busting Tactics

Boss Fires Union Father For Standing Behind Son

WASHINGTON—One of the nation's largest textile manufacturers has been charged by the National Labor Relations board with firing the son of an employee for union activities, and then trying to force the father, who was also a union member, to run him out of town.

When the father refused to give in to these steamroller tactics, he was also discharged.

As a result of such examples of union-busting tactics, an NLRB trial examiner has ruled that the company unlawfully discharged 69 of its employees and recommended that these workers be reinstated with compensation for loss of earnings. The company's flagrant anti-union campaign was directed at an organizing drive conducted by the Textile Workers Union at 20 Stevens plants in North and South Carolina.

Anti-Union Reputation

The Textile Workers and the AFL-CIO have long considered the Stevens company one of the most bitterly anti-union employers in the southern U.S. The firm's president is Robert T. Stevens, former Secretary of the Army under President Dwight Eisenhower, and a militant defender of the so-called "right-to-work."

NLRB trial examiner Horace A. Ruckel charged the company with widespread violations of the National Labor Relations Act, based on evidence contained in the 12,000 page record which was amassed during six months of hearings.

Violated Law

Ruckel's report said that in campaigning to crush the union, the company "interfered with, restrained and coerced its employees

in the exercise of their rights under the Act, flagrantly, cynically and unlawfully."

The NLRB report found that a substantial number of Stevens employees had agreed to sign up with the union. These workers signed joint letters addressed to plant managers announcing their membership and their intention to "help in every legal way to get our fellow workers to do the same."

The company reacted swiftly, giving full indication of the extremes to which it would go to defeat the union. First, the names of the signers of the letter were posted on plant bulletin boards. This action was followed by a flood of anti-union statements, interrogations of pro-union employees and "writeups" or derogatory personnel "action" reports drawn up by plant supervisors. The last step in this brutal procedure was the discharge of many employees with union sympathies, reports the NLRB.

The NLRB examiner's findings of unfair labor practices by the company was based on the following examples of its special board of union-busting:

- Spying upon employees who supported the union.
- Threatening to shut down plants if the TWUA won certification in a bargaining election.
- Questioning applicants for jobs about their union sympathies.

• Refusing to grant overtime work to workers to discourage membership or support of the union; altering work conditions to defeat the union's organizing efforts.

• Interrogating and intimidating employees about statements which they made to NLRB agents; discharging or in other ways discriminating against workers who testified under the provisions of the National Labor Relations Act.

• Encouraging employees to work against the union, but forbidding other employees from similar activity in favor of the union.

• Intimidating and coercing company employees, and encouraging and helping them to withdraw from the Union.

Union Wiped Out

The board report said that the union-busting campaign worked with the most efficiency at the company's Watts plant. Management at the plant helped anti-union employees prepare announcements of withdrawal from the union, lending the use of typewriters and mimeograph machines. These announcements were then distributed to plant workers for signing and mailing to the union. By the time this gimmick had run its course, only two out of 46 employees remained with the union. These two brave workers were then discharged, and the union was wiped out, the report declared.

In addition to ordering the rehiring with back pay of the 69 employees discharged in the anti-union drive, the NLRB also ordered the company to offer two workers overtime work as had been the past practice before this work had been stopped because of their support of the union. The NLRB also ordered these workers be paid for lost overtime opportunities.

The Stevens Company, which recently showed how enlightened it was toward its workers by offering them two paid holidays per year (LOG, July 9, 1965), has announced it would appeal the NLRB ruling.

and the doomed trawler's captain had yelled over that he had a huge torpedo in his nets. The Snoopy also radioed the Prowler with the message that there was "something in the bag."

'Nothing But Splinters'

Both skippers watched as the Snoopy dropped astern of the Geraldine and began to haul the deadly tube over its midsection. The captain of the Prowler said the torpedo seemed to hit something, and suddenly there was a "big bang followed by smoke. Then there wasn't a ship." The Geraldine's skipper had an equally gruesome description: "This terrific blast shook the whole area. I looked, and she was just gone. There was nothing left but splinters."

Four survivors were plucked from the wreckage by the horrified spectators on the nearby trawlers. The body of the Snoopy's captain was picked up a short time later after it had been spotlighted by flares dropped from rescue aircraft.

Fishing in the "Graveyard of Ships" area is still a risky proposition two decades after the end of World War II. The area was heavily mined during the days of unrestricted U-boat warfare, and old rusty mines still have been observed from time to time.

Deadly Torpedo 'Catch' Claims Fishing Trawler

NORFOLK—A fishing trawler, trolling for deep sea scallops off North Carolina's Outer Banks, met with tragedy recently when it hauled in a deadly relic of World War II from the waters of an area which Sea-

farers still refer to as the "Graveyard of Ships." Eight crewmembers of the trawler Snoopy lost their lives when their vessel was blown to smithereens by a rusty, but still deadly torpedo dredged up in the vessel's nets.

Four survivors were picked by rescue boats following the explosion. The Snoopy's home port was Portland, Maine, and all crewmembers were natives of the state.

Crowded Graveyard

The area where the tragedy occurred, about 55 miles southeast of Cape Henry, was a crowded graveyard for American shipping during World War II. German submarines were so successful in their treacherous attacks on U.S. vessels, that members of the merchant marine dubbed the area "Torpedo Junction." Over a hundred ships were sunk by the Nazi U-boat pack in the space of six months in 1942. The fishing trawler disaster, occurring more than 20 years after hostilities had ceased, was grim reminder of these tragic events.

The explosion which shattered the boat was witnessed by nearby trawlers, the Geraldine and the Prowler. The Geraldine's skipper reported that the Snoopy had pulled along side his vessel,



Beef Box

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

In response to several requests for information, we are reprinting a number of interesting questions and answers which have been dealt with in the past Beefbox columns. The first question, dealing with the servicing of the ship's evacuators was submitted by Steve Krkovich on the Mount Washington.

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

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

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

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

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

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

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

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

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

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

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

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

(g) "In the event the midnight lunch is not served the men involved shall be paid the supper meal allowance in addition to the

overtime provided for in paragraph (b) above."

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

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

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

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

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

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

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

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

Pickets Balk At Rattlers, Grower Cries

BLYTHE, Calif. — Domestic workers are scared of rattlesnakes.

This in effect, was the complaint of a melon grower in this southeastern California area who railed against the end of the bracero program because domestic workers refused to go into the fields to pick melons unless the grower hired men to go ahead of them with long bamboo poles to flush out the rattlesnakes.

The grower, whose farm is situated between Yuma, Arizona, and Blythe in the heart of the rattlesnake country, had not been obliged to afford this minimal safety measure for imported foreign workers.

As a captive labor force ignorant of the terrain in which they worked, they were apparently less afraid of the rattlesnakes than they were of losing their jobs.





VERA CRUZ

SEAFARERS PORTS OF THE WORLD

The city of Vera Cruz, in the Mexican state bearing the same name, is traditionally considered the most important port of the nation. The city is linked to the rest of Mexico by good road and rail transportation, and to the rest of the world by air and shipping lines—including the SIU manned ships of Delta Lines.

The Spanish conqueror Cortez landed near Vera Cruz on April 22, 1519 and the first Spanish stockade was built there. For three hundred years the city was the main export center for silver cargoes going to the Spanish Crown. The famous "Silver Fleet" sailed from there. Many old structures still remind the visitor of the glorious past of the port, and at least one, the San Juan de Ulua fort at the mouth of the bay in Vera Cruz, is still in regular use as a naval training center.

The general flavor of the city is that of an old Spanish town. Vera Cruz differs from other old Mexican towns however, because of its magnificent shoreline. Visitors with an interest in fishing can try their luck going after giant Tarpon in deep water or simply surf-casting outside the bay. For simply viewing the shoreline, the best bet is a drive along Manuel Avila Camacho Boulevard which follows the seacoast.

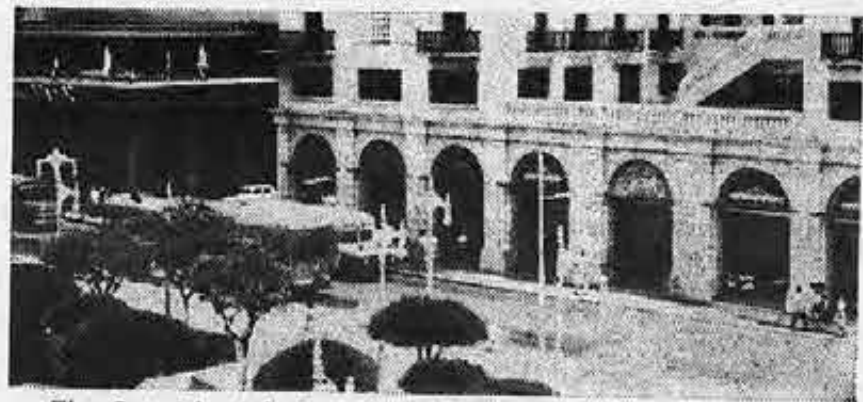
Another favorite with local people and visitors alike is the Malecon, a steel and cement pier built out over the bay, where strollers can enjoy the cool sea breezes of early evening. Vera Cruz is also dotted with fine hotels and restaurants where everything on the menu is a treat and seafood is naturally the specialty.

Carnival time in Vera Cruz, which continues for a whole week prior to Lent, finds all routes into the city jammed and happy people filling the streets. There are dances everywhere, including the city's parks, and guitar players serenade in the cafes under the arcaded promenades that circle the plazas.

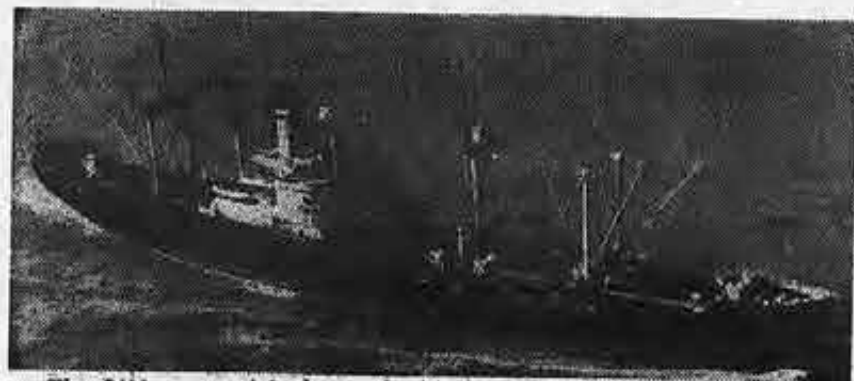
For anyone with some time to spend in Mexico, Vera Cruz can also serve as the gateway to the rest of the nation. Mexico City can be reached easily by railroad or by car over good highways, and many smaller cities, like Tlacotalpan, lie close by. Tlacotalpan for example lies deep in the jungles in a tropical setting of tiny river villages.



Many of the buildings in Vera Cruz, especially the official buildings like the Municipal Palace or City Hall (above), retain the Spanish architecture for which the city is famous.



The Spanish style is reflected even in Vera Cruz's more modern buildings with their shaded colonnades.



The SIU-manned Del Mundo (Delta Lines) includes the port of Vera Cruz on the Gulf of Mexico in its ports of call.



Carnival or Mardi Gras time in Vera Cruz is a time of dancing and singing all over the city, and strolling guitar players serenading everywhere. Carnival comes the week prior to Lent.

California Lady Skipper Sails Solo To Hawaii

HONOLULU — A 34-year old blond widow from Los Angeles made sailing history here recently when she came ashore after making a 40-day, 2,300 mile trip from California to Hawaii by herself in a 25-foot sailboat. Sharon Sites, the intrepid distaff sailor, is believed to be the first woman to have made a solo ocean crossing between the two states.

Unfortunately, Mrs. Sites was unable to finish her voyage without assistance. As a result of a broken right wrist which she suffered while four-days from Hawaii, the Coast Guard went to her aid and gave her a tow after she had reached the island.

The brave lady sailor, who makes her living as a dental secretary in Los Angeles, reported her most frightening moment of the trip came when she ran into a 65-mile per hour wind which blew for six days. She said she had been forced to lash everything down, "hang on for dear life, and pray" to keep afloat.

39-Day Voyage

Leaving her home port on June 12, the entire voyage took 39 days. Mrs. Sites made the trip with only five months of sailing experience behind her, taking neither radio nor fuel for her engine. Most of her food was donated. Had she been out for another four days, the Coast Guard would have listed her as overdue and started search operations.

Mrs. Sites told reporters that as far as she was concerned, she had completed her trip, despite the assist from the Coast Guard. Exercising her woman's prerogatives, she explained that she had sailed past Diamond Head, but had failed to put into port because the lights listed on her map didn't jive with the navigation lights in the area.

Mrs. Sites requested Coast Guard assistance from the skipper of a passing fishing craft when she was about 25 miles north of Honolulu.

Looking back on her trip philosophically, the bold female skipper said she didn't recommend solo ocean crossings to either men or women.



One of the newest and most modern bulk carriers in the SIU fleet, the Missouri (Meadowbrook Transport), is seen passing through the Suez Canal on her maiden voyage to Kandla, India. The new bulk carrier is the former troopship Marine Swallow which was jumboized in a Tampa shipyard. A sister ship to the C-4 carrier, the Yellowstone is expected to join the Missouri after conversion work is completed in Tampa. The Missouri, which left Baton Rouge on June 12, is scheduled to arrive in Galveston on August 15.

Labor Presses Improvements On Wage-Hour Bill Provisions

Labor pressed its case for broad-ranging improvements in the Fair Labor Standards Act as congressional hearings on wage-hour amendments shifted from the House to the Senate.

AFL-CIO Legislative Director Andrew J. Biemiller outlined the federation's four major proposals before a subcommittee headed by Senator Pat McNamara (D-Mich.). He stressed these key points:

Minimum wage increase—In response to President Johnson's statement that "the question is not whether the minimum wage should be increased, but when and by how much," Biemiller declared:

"We say the time to raise the minimum wage is now, and that the amount should be \$2 an hour. . . . Anything less is legislated poverty, and that has no place in America."

Labor rejects the "myth" that raising the minimum wage throws people out of work and employers out of business, he said. "If there were any truth in it," he commented, "this country's businessmen would have all gone bankrupt long ago, and there would be no jobs left for anyone."

Quickly Spent

Money added to the minimum wage goes to the lowest-paid, Biemiller stressed. "Those extra dollars are needed and they are promptly spent for the necessities of life." The money "flows at once into the stream of trade."

Minimum wage coverage—Labor "welcomes" the Administration proposal for extending coverage to 4.6 million additional workers by applying the law to enterprises with gross receipts of \$250,000 a year—instead of \$1 million—and by eliminating exemptions for employees of hotels, restaurants, laundries, hospitals, small logging operations, motion picture theatres, taxi firms and certain agricultural processing workers.

"We welcome all this, but we would go further," Biemiller said. He urged that the \$250,000 annual business test be applied to all units of an enterprise which grosses that amount—even if some individual units in the chain do a lesser amount of business.

This alone, he said, would extend coverage to an additional 800,000 workers. He also asked elimination of partial exemptions of groups such as seamen and seafood processing workers.

Overtime Pay—The Administration proposal to increase the penalty pay for overtime from the present time-and-a-half to double-time would create a "substantial"

number of new jobs, the federation's legislative director predicted.

After 40 Hours

The AFL-CIO believes, he said, that the doubletime rate should begin after 40 hours of work, rather than after 45 hours as the Administration has suggested.

"We want to discourage overtime," he said. "We do not accept the proposition that overtime pay is a substitute for decent hourly rates, even though it is used that way by many employers. Our goal is a good wage for every worker within the span of a normal workweek."

Shorter workweek—"It is our deep conviction that a 35-hour week is both essential and inevitable. . . . We do not claim that 40 hours is too long a workweek in itself. But we do insist that in a very few years, even under the most favorable circumstances, there simply won't be enough 40-hour jobs to go around."

Biemiller expressed the wish that "instead of complaining about the impossibility of coping with the inevitable, the business leaders would tackle the positive problem of how to do it."

Earlier, Labor Secretary W. Willard Wirtz said an estimated 31 percent of the 4.5 million workers the Administration wants to bring under the wage-hour law now make less than \$1.25 an hour.

Their need, he said, is not for public assistance or charity but for "a living wage."

Wirtz also rejected the argument that most overtime is worked because of a shortage of workers in highly-skilled, high-paid occupations.

He said a labor department study showed "a significantly greater proportion of workers who earned \$2 or less an hour worked overtime than was true for workers earning \$3 or more an hour."

Navy Plans Craft For Sub Rescues

WASHINGTON—The U.S. Navy is planning to develop a deep-diving rescue vessel which will be capable of going to the aid of submarine crewmembers trapped deep beneath the surface of the ocean. Navy officials see the new rescue craft as being especially useful in assisting submarines which run into difficulties while cruising beneath the polar ice cap.

The Navy's undersea rescue vehicle will be developed by the Northrop Corp. which has received a five-year, multi-million dollar contract to work on a craft that would operate from nuclear submarine. The vessel, which would carry a crew of 14, would be capable of being flown to an area where a submarine is in trouble within 24 hours after a distress call was received.

According to Navy plans, the minimum depths at which the rescue vessel will operate will be the present collapse limits of submarines now in use. These collapse limits have not been made public for security reasons. As part of the program, techniques will be worked out for removing crew-

members trapped in submarines lying as deep as 600 feet and bringing them back to safety on the surface without outside assistance.

Missile Recovery

Another important aspect of the Navy's deep diving program will be the development of a manned-craft which would be capable of recovering missile fragments from depths of 20,000 feet. These recovery craft could move objects weighing under a ton, and would be used on missile test ranges on the Atlantic and Pacific oceans.

The Northrop Corporation reports that it is also studying the possibility of building large undersea shelters for divers who could use them to work for periods as long as 90 days at depths of 800 feet. Another Navy job being worked out by Northrop researchers is the development of a salvage system for the recovery of 1,000-ton ship hulls lying in deep water.



Your SIU Clinic

By Joseph B. Logue, MD, Medical Director



How To Live With The Sun

Premature aging of the skin is probably the most common ill effect of too much sun. Yet by applying common sense and taking a few preventive measures, much of this injury can be avoided. Here are some suggestions from the American Academy of Dermatology to help you live with the sun.

Before and after sunbathing care can be equally important for long-range protection. Before, it's a good idea to apply suncreening agents more often at first. This gives your skin extra protection while your natural tan-producing capability, if you have it, reaches its peak. After sunbathing, lubricate your skin with a soothing, softening lotion to prevent excessive dryness.

Stay away from home-style lotions such as baby oil, mineral oil, and vinegar. Protection from ultraviolet light must come from chemicals called sunscreeners which absorb the waves of ultraviolet light before they reach the skin. Stay away also from tanning pills, except under your doctor's direction. These pills act internally and can increase the skin's sensitivity to sunlight by altering the skin's response to the wave lengths of ultraviolet light.

Photosensitivity means sensitive to light, and some common drugs taken by mouth can make your skin sunburn even on the slightest exposure. If you are taking a prescription drug, ask your physician about this before trying to get a tan.

Protective creams and lotions can produce irritation in some cases if they are rubbed vigorously into the skin. Apply these agents gently and avoid massaging them into the skin. Their purpose is to prevent ultraviolet light from reaching the skin, not to absorb it after it strikes the skin.

Sunscreening chemicals in some of these protective agents absorb ultraviolet light before it hits the skin. Such agents include one or more of the following groups of sunscreening chemicals: Para-aminobenzoates, salicylates, benzimidazoles, anthra-dilates, cinnamates, and benzophenones. Read the label before you buy a suntan product to make sure it contains a sunscreening agent. Their effectiveness depends on the percentage in the lotion or cream and the thickness of the film formed on the skin.

Children should be protected by a sunscreening agent and a white cloth shirt, jacket, or robe—one with a tight weave like a man's white broadcloth shirt.

Sunglasses and umbrellas are useful physical sunscreeners. But some investigators feel beach umbrellas are less effective than is popularly believed in reducing ultraviolet light exposure due to reflected waves from the sand and sky. Glasses, colored or plain, filter out most of the ultraviolet rays, just as ordinary window glass does. The advantage of colored lenses is that they reduce glare.

Common sense means don't take too much sun at once. Fifteen minutes a day for a starter is enough, for body skin previously unexposed will start getting pink in that time under a hot July or August sun. Start off in the early morning or late afternoon, for the sun's ultraviolet waves are slanted through the atmosphere at these times and more of the injurious wave lengths are blocked. And remember, it takes days for natural tanning action to reach its peak.

(From Today's Health Magazine.)



By Fred Stewart & Ed Mooney
Headquarters Representatives

Food Plan Aims For Perfection

Better food prepared under more sanitary conditions for our membership. This has been the aim of the SIU's Food and Ship Sanitation Program since its inception.

It is the duty of any representatives of this program to assist all steward department members in any way possible in enabling them to provide well prepared, high quality food for all of our SIU membership.

All of the representatives of the Food and Ship Sanitation Department are full SIU Book Members and each of them has sailed as a chief steward on SIU-contracted ships for many years.

The Food and Ship Sanitation Program stresses the following four areas as being the most important in insuring good quality and the adequate preparation of foods on board SIU ships.

STORING: The starting point of an effective feeding program is proper storing in three areas: quantity, quality and variety. The Food and Sanitation Department has developed a master storing list based on 30 day units for a crew of 50. Using this list as a starting point, food representatives can check on the adequacy of stores and see that they are of proper quality. Short-storing results in items running out while enroute while excess stores leads to spoilage and waste.

The purpose of the master list is to make certain that neither of these happens. Emphasis is also placed on the uses of top-quality, pre-cut and pre-packaged frozen meats and produce. Food supplies of this type are more uniform in quality, keep better and prevent waste and spoilage.

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

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

SERVICE—The end product of

Get Certificate Before Leaving

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

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

In the relatively short period of time that the food and ship sanitation program has been in effect, it has been able to insure for all Seafarers a better grade of food, greater variety, three entree menus and better service (individually worked and served to order by trained waiters).

Your Food Program was also instrumental in setting up and maintaining training for entry ratings in the steward department and will continue to be active in any future training for the improvement of the steward department.

The SIU feels that the training program promotes teamwork, creates harmony and builds and improves technical abilities. The results to be gained from good training programs come back many-fold in a more efficiently run steward department. By building a well qualified steward department, we are also building a stronger union as a whole.

SANITATION COMMENDATION AWARDS: Sanitation Commendation awards have been presented to many SIU-contracted ships. Recently, William E. Holy, a regional director of the Public Health Service commended SIU crewmembers sailing abroad the ships of the Bloomfield Steamship Company. At the time of the presentation, Regional Director Holy said that "it was a proud moment for everyone when the Bloomfield Steamship Company was awarded its third consecutive certificate of Sanitation by the Public Health Service of the Department of Health Education and Welfare.

"The award is a particular tribute to the company's sea-going personnel whose devotion to duty made possible the rating of 100 for a second year on all of the company's ships in the fleet."

Seafarers aboard Bloomfield ships have shown for the third consecutive year that an SIU ship is a clean ship.

New Ship Naming Policy Dooms Japanese 'Maru'

TOKYO—There was a time when Seafarers who saw the bow of a passing ship with the word "Maru" in its name, knew instantly that the vessel was of Japanese registry, without having to wait for a look at the rising sun on the stern. This means of traditional identification, however, is about to start disappearing, according to an announcement of the Japan Line, one of the island nation's largest shipping companies.

The Japan Line has let it be known that it will drop the suffix "Maru" from the names of all new vessels which join its fleet in the future. Spokesmen for the company said the operator was taking the action because foreigners found it hard to understand and remember ships with Japanese names. When translated into everyday language, the Japanese are saying that ships bearing names from their own language are bad for business in the international shipping community.

English Helps

To remedy this difficulty, the Japan Line has decided to use English language descriptions in naming their new vessels. Although "Maru" is going to be a word of the past, Seafarers will still have a ready means of identifying Japanese-flag shipping since the new names will all contain the word "Japan."

The English word used in conjunction with "Japan" will reflect the Japanese love of beauty, according to the company. Tankers, for instance, will bear the name of flowers, while dry cargo vessels will carry the name of trees.

Payments Boost

Observers have pointed out that one important reason for this major switch in naming policy is Japan's poor balance of payments position. During the last fiscal year, Japanese ships carried 44.5 percent of their own imports. While this is many times over the percentages of imports which American-flag ships carry to the United States, the Japanese are plainly dissatisfied to the point where they are ready to cast past tradition to the winds. The new naming policy, it is hoped, will

drum up more business and ease the country's international financial situation.

Experts on Japanese culture say the word "maru" has no set meaning, even though it has appeared on most of the country's tonnage since trading started with the Western world in the nineteenth century. Some experts define the word as meaning circle, while others say it refers to the moats which once served to defend ancient feudal castles. This latter definition has been linked to the maritime world by historians who report that the coun-

try's early merchant vessels were also armed as men-of-war, and thus considered floating castles.

Other Japanese shipping operators are watching the experiments in naming to see if positive results show in the Japan Lines' profit statement. If the company succeeds, Japan may be in for a mass series of changes in the names of its vessels.

The first vessel to fall under the re-naming policy will be the Japan Elm, a 13,850 ton carrier scheduled for delivery in September.

President Calls For Desalting Progress

WASHINGTON—The deepening crisis caused by prolonged drought conditions over large sections of the nation has led President Johnson to issue a call for advances in desalination techniques. The President declared that the need for progress in desalting seawater is "imperative" if the country is to succeed in "drought-proofing" its metropolitan areas and their surrounding agricultural regions.

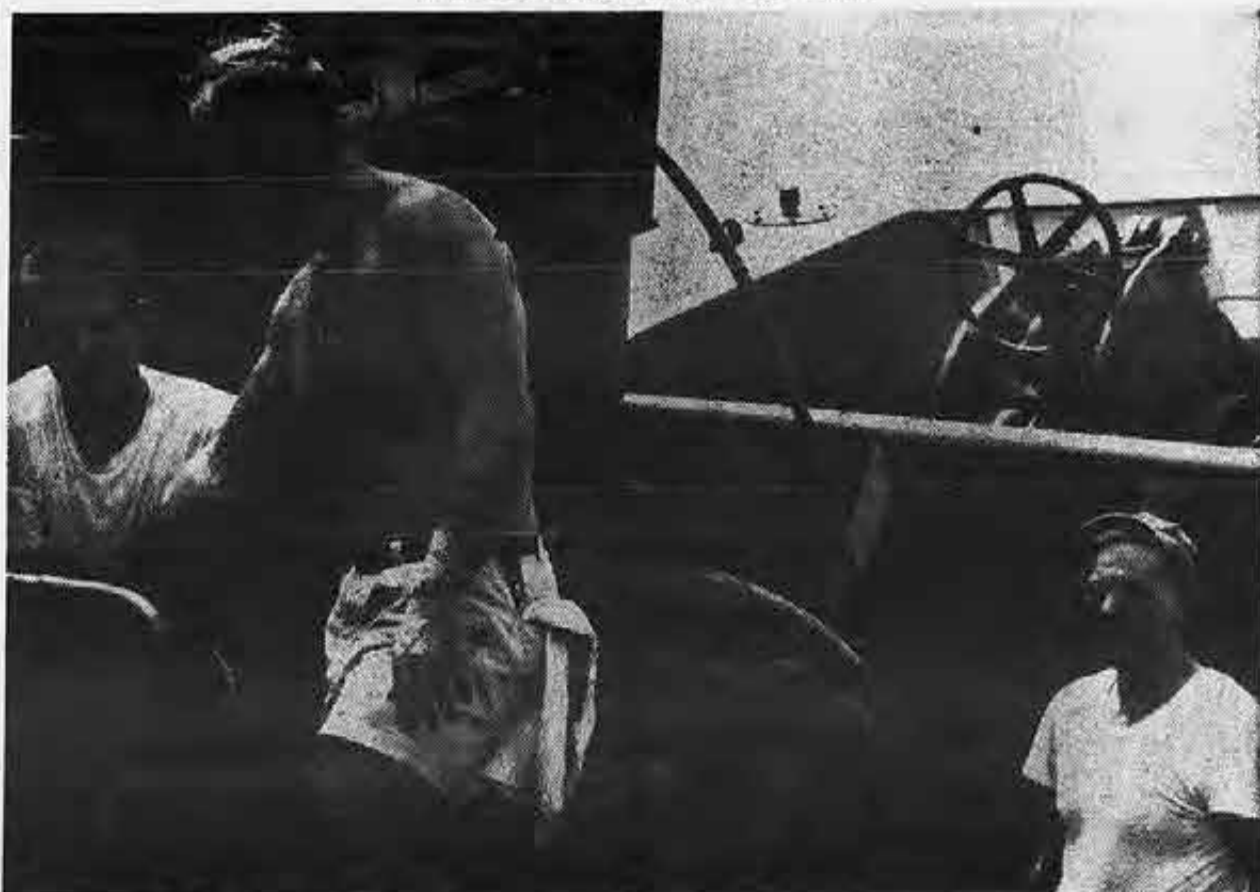
The President's remarks signaled formal White House recognition of the growing importance attached to desalination as a means of solving the continuing water problems facing the country's metropolitan areas. His comments were made at a White House ceremony where he signed a bill setting up a 10-year Federal-State planning program to solve the country's growing need of water.

President Johnson informed his audience that he had assigned high priority to planning work by governmental departments and Congress that is aimed at putting desalting systems into operation.

At the present time there are four desalination plants in the U.S. operated on a demonstration basis by the federal government. These plants operate through the use of conventional power. The country's first nuclear-powered desalting facility is scheduled to go into operation in the vicinity of Riverhead, Long Island, N.Y. sometime in the future. This plant will be built by the American Machine and Foundry Co. for New York State.

Under the provisions of the water planning program signed by the President, \$5 million in federal funds will be available over a 10-year period to states engaged in developing water resources. The bill requires states to provide matching funds.

Lowering The Boom



Seafarer R. Holt (center) explains some of the finer points on running a winch to T. Neeth (left) as he lowers the boom on the Seamar (Calmar) while the vessel stopped in Baltimore recently. Backing up Holt with some friendly advice is B. Harwell (right). All three SIU members sail in the Seamar's deck department.

Party Line Twist Topples Top Soviet Whaling Hero

MOSCOW—A Russian whaling skipper, whom the government hailed as the kind of man every young Russian should grow up to be, has suddenly been toppled from his lofty perch by an abrupt twist in the party line.

In the years following World War II, Captain Aleksei Solyanik basked in the glow of the mass admiration of thousands upon thousands of Russian school children who enthusiastically applauded his successful Antarctic whaling expeditions. The Kremlin thought so highly of their star whaler that he was presented the Soviet Union's two top awards for civilians—the Order of Lenin and official designation as a "Hero of Socialist Labor."

Victim of New Line

The whaling captain, however, has now fallen victim to one of those sharp twists in the Communist Party line which the Russians have grown so famous for. Back in the days when Josef Stalin reigned over the U.S.S.R., no honor was to great for a man who broke the sacred production quota—and no inconvenient questions were asked about how badly he treated his workers in doing so. Today, however, the Kremlin bosses have apparently decided that its about time that the workers had some rights in the so-called "Workers' State."

As a result of this policy switch,

Captain Solyanik now finds himself accused of gross maltreatment of the seamen under his command, according to the official newspaper of the Communist Youth League. The paper charges him of being overwhelmed by the un-Communist vices of ambition, arrogance and conceit, in addition to killing the ideals of justice, honor and dignity among his own crew.

Gone Are The Days

The captain undoubtedly remembers the days when his star shone high in the Communist heavens. Only five years ago a huge crowd filled the shore of the port of Odessa to see his fleet return from a successful whaling expedition. Reports of the occasion said thousands of roses were cast into the harbor in his honor, and all ships present blew a three-whistle salute to the (then) greatest Red whaler of them all.

Now the former whaling hero is buffeted by such charges as abuse of his high office, favoritism to family and friends and the rude quashing of criticism to cover up his own mistakes. According to the

Young Communist paper, he ordered his fleet into the tropics without arranging for proper ventilation equipment on the ships, which were designed for work in the Antarctic. As a result, his crew suffered illness, injury and even death.

Capitalist In Disguise?

Perhaps one of the most significant accusations brought against the whaling skipper is the charge that he has come to enjoy the fruits of high living, a trait usually associated with the capitalist world. His Young Communist critics reveal that his dress has become immaculate and his home laden with fine furniture. In addition he is accused of building a swimming pool on his ship's bridge for the use of his wife, who, incidentally, sails as a high officer. The paper claims that the wife performs work that any sailor could do in a few minutes.

The captain is also charged with permitting his son and daughter-in-law to live in luxury on his flagship's bridge, while the seamen below suffer from their terrible living conditions.



Television's Dave Garoway stands before a large mural in AFL-CIO headquarters in Washington, D.C. in the opening scene of "When Day's Work is Done," a film produced by the labor federation to spotlight the after-work activities of union members in programs designed to better their communities. The documentary will be shown on nationwide television over the Labor Day weekend.

AFL-CIO TV Documentary To Be Seen Labor Day

WASHINGTON—A special AFL-CIO film documentary on leisure time which was critically acclaimed when it premiered on nationwide television will be re-released for showing over the Labor Day weekend.

Arrangements for presenting "When the Day's Work is Done" are now being made with

commercial and educational television stations in areas where there are heavy concentrations of union members.

The half-hour film examines the ever-increasing leisure time that has come from shorter workweeks and longer vacations and salutes union members who utilize their after-work hours for community betterment.

Labor Lends A Hand

Scenes of union activities in New York, California, New Jersey, West Virginia and Washington, D.C. are shown as well as community projects in Florida, Louisiana, Michigan, Pennsylvania and Connecticut. Among these are construction of health facilities, community cultural projects, disaster aid and programs for the very young and the very old.

The film also covers achievements realized from the millions of dollars donated each year by union members to united fund appeals, as well as the uses made of labor-donated service aids, such as mobile Travelers Aid and Red Cross disaster units.

Narration is by Dave Garoway, with comments by AFL-CIO President George Meany and Vice President Joseph A. Beirne.

Alaskan Salmon Haul Is Biggest In Five Years

SEATTLE — Members of the SIUNA-affiliated Alaska Fishermen's Union hauled in their biggest salmon catch since 1960. More than 37 million red salmon were caught in Bristol Bay, Alaska, during this year's fishing season. In 1960 approximately 30 million salmon were caught by the Alaskan fishermen.

This year's catch represented a huge increase over 1964 when only 13 million fish were hauled in.

The catch amounts to 1,250,000 cases of canned fish, worth about \$50 million. Even optimistic guesses at the beginning of the salmon run placed the total catch at under a million cases.

Approximately 17 million fish in the run were not caught and have gone to their spawning areas.

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

By Sidney Margolius

Compact Vs. Full-Size Car Costs

Families in the market for a new car get a double bonus this summer. The usual ebbing of prices late in the model year has been pyramided by the recent excise tax cut.

But be warned that you now need to comparison-shop prices more closely than ever, including charges for financing, insurance and optional equipment. While most dealers are reported to have reduced prices, reporters around the country did find several instances of failure to pass on to buyers the full amount of the cut. Even though car manufacturers have reduced wholesale prices to reflect the tax cut of 3 per cent, dealers set their own prices.

And while manufacturers have reduced 1965 models in line with the excise cut, there is no guarantee they will continue to do so on the forthcoming 1966 cars. It was noticeable at the beginning of the 1965 model year, that while prices officially were not increased, actually there were a number of actual increases as more optional features were made standard, and included in the base price.

Ownership costs for compacts are lower, even though some of the full-size cars do have relatively good resale value.

Runzheimer & Company, a noted auto accounting firm, estimates these costs nationally for a standard-size, eight-cylinder car traded-in every three years (the model used in the example was a 1965 Chevrolet eight-cylinder Bel Air four-door sedan).

Variable costs	Avg. per mile
Gasoline and Oil	2.58 cents
Maintenance	.69 cents
Tires	.44 cents
<hr/>	
	3.7 cents
Fixed costs	Annually
Fire and Theft Insurance	\$ 31.
Property Damage and Liability (\$25/50/5M)	126.
License and Registration	24.
Depreciation	626.
	<hr/>
	\$807.

Thus, for a family that drives 10,000 miles a year, the full costs of car ownership now run about \$1,177 a year. Nor does this include finance charges if you buy on time.

As this list shows, biggest expense in car ownership is depreciation (the difference between what you paid and what you can get). Runzheimer found that the full-size car lost an average of \$626 a year of its resale value in the first three years, or a total

of \$1,878. Most moderate-income families who buy new cars or late-model used cars, generally do keep them more than three years; thus do not lose as much in depreciation.

In general, these figures indicate that a popular make of full-size car loses close to 30 per cent a year of its current value. Thus, a car that cost \$2,700 would be worth in the neighborhood of \$1,900 at the end of its first year. The second year it would lose about \$570 of its resale value, and have a market value of approximately \$1,330, and so on.

After the first two years, depreciation becomes relatively low and your ownership cost correspondingly reasonable. Two other factors can reduce the depreciation cost: careful maintenance, which adds to the resale value, and arranging a private sale when you do want to re-sell.

Runzheimer also compared costs of the full-size car with those of a domestic compact and a foreign compact. It made this survey in just one city—Chicago—but considers the findings reflect the relative costs nationally.

In the Chicago area, per-mile fuel and maintenance cost for the eight-cylinder standard car were computed as 3.6 cents; for a popular domestic compact, 2.85 cents, and for the leading foreign compact, 2.05 cents. The annual fixed costs, including depreciation, insurance and registration fees were computed as \$929 for the standard; \$855 for the domestic compact, and \$579 for the foreign compact.

This makes the total annual costs (during the first three years), \$1,289, \$1,140 and \$784 respectively for 10,000 miles a year. In other words, normally a domestic compact saves about \$149 a year, and the most widely-sold foreign compact, about \$505.

However, the foreign compact used in the study is the Volkswagen, which many families find too small and limited for normal family needs, although it has won some usage as a second car. Other foreign cars do not have as high resale value as the Volkswagen, R. H. Kastengren, Runzheimer Field Relations Director, told this writer. Thus you could not expect that the VW's relatively low depreciation would apply to the other foreign compacts.

The domestic compacts do offer some cost saving while still providing enough capacity and power for usual family needs.

Interestingly, a special breakdown provided for us by Runzheimer, shows that the main saving of the U.S.-made compacts over the full-size cars, is in operating costs rather than in depreciation.

Wave Motion Powers New Harbor Buoys

TOKYO—Japanese marine engineers have developed two new kinds of harbor buoys that use wave motions to produce electricity to power their lights and fog horns. The new buoys have aroused considerable interest in maritime circles since they are reportedly cheaper to operate and easier to service than devices currently in use.

The buoys utilize two different principles to generate the electricity they need to produce signals. One is the pendulum-type buoy which takes the up-and-down motion movement produced as it rides on the waves, and converts it into a horizontal force that generates electricity.

The second type of buoy is called the turbine type. It produces electricity by a combination of vertical wave action on a long stem attached to its underside and air pressure above its surface.

Produce Own Power

Both varieties of buoys are capable of producing enough electricity to power two 5-watt lights which flash every three seconds in addition to operating a fog horn which sounds for 20 seconds at 1.5-second intervals. The buoys need a battery check only twice a year at the maximum, according to their manufacturer. A general overhaul will only be required once every two years.

The devices are built of special metals which are designed to ward off corrosion by salt water.

Both buoys have undergone tests along the Japanese coast line.

Watching The Board



Keeping a sharp eye out for that right ship, W. Szczepanek (left) and Eddie Broders are pictured as they look over shipping prospects on the Rotary board in the Baltimore SIU hall. Both Seafarers are veteran members of the deck department.

FROM THE SEA

A lot of the boys out on the West Coast are still shaking their heads and knocking wood over the close call that Seafarer Tadeusz (Tad) Chilinsky had down California way. Tad, who has been shipping as a bosun out of Wilmington, California, was on his way to Baltimore



Chilinsky

where he and his family have a new home. After packing all his furniture on a trailer and sending his wife ahead by plane, Brother Chilinski climbed into his brand new car and set off down highway 301. Running into high winds, the trailer began to buffet wildly and the car swerved out of control and struck an abutment. The furniture, trailer and auto were totally destroyed. He lost \$3,000 worth of household goods alone.

"It was a rough break," Chilinski says. "But in a lot of ways I was lucky. First of all, I had sent my wife on ahead and she was spared the danger and terror of the accident. In the second place, although all my property was lost, I walked out of the accident without a single scratch. You know," he continues, "I was torpedoed three different times during World War II and never injured. All in all," he grins, "I guess I have to say I'm a pretty lucky guy. The next trip I take though will be on a ship—as soon as the right deck slot hits the board." By the "right job" Tad means one that will take him to Baltimore where his wife and new home are waiting.

Spring cleaning is an all hands, all year affair aboard the Del Oro (Delta Lines). Ship's delegate H. J. Galardi reports that flashing brooms, rags and mops are working up a storm from stem to stern. "There are rumors," he says with a wink, "that Mister Clean has been seen below, and he's doing so much work that gray hairs are beginning to sprout on his bald dome." The bosun and crew are also cooperating to keep the Del Oro ship-shape and spottless.

Seafarer George Davis dropped into the Norfolk Hall the other day to let his buddies know about his recent runs to western Europe and to shoot the breeze about the old days. "After the good old USA," he says, "my two favorite countries are Germany and Holland. Those are probably the two cleanest countries in the world. You can't find a cigarette butt on the streets. People over there take a real pride in their homes and cities. And they're usually real friendly and hospitable to the visiting seaman." Before shipping out, Brother Davis

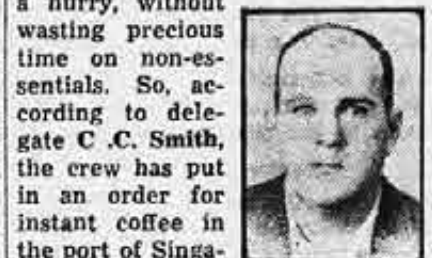


Davis

worked as a coal miner. "I've been sailing since 1951," he says, "and there's no comparison between shipping out and digging coal. I'll take sailing anytime." In response to a question from a fellow Seafarer in the hall about how he started shipping out Davis says, "nobody was surprised when I took to the sea. Most of my friends were veteran seamen and they convinced me that it was the best life. And today," he smiles, "I'm glad they did. Shipping out—if it's SIU—is tops."

Seafarers aboard the Thetis (Rye Marine) like to get things done in a hurry, without wasting precious time on non-essentials. So, according to delegate C. C. Smith, the crew has put in an order for instant coffee in the port of Singapore. "There are plenty of times," he says, "when instant coffee serves better than the regular stuff—especially in a pinch." As for leisure time, the boys on the Thetis know how to use that too. "We like movies on board this vessel," Brother Smith announces. "We expect to get a new batch of films in Japan," he says, "and we sure hope that they'll be good ones."

By this time, it's no news to anybody that SIU mess staffs care enough to serve the very best. From the halls of Montezuma to the shores of Tripoli, SIU galley gangs enjoy the highest reputation on the high seas. The steward and galley crews of the following vessels have earned the praises of their fellow Seafarers for chow and service above and beyond the call of duty:



Smith

Venore (Venore Transport); Alcoa Explorer (Alcoa Steamship); Mt. Vernon Victory (Victory Carriers); Maiden Creek (Waterman Steamship); Steel Director (Isthmian Steamship); Seatrain Louisiana (Seatrain Lines).

The boys around the Baltimore hall are always glad to see Seafarer William T. Rose drop by. Growing up in New Bedford, Mass., one of America's most famous old whaling ports, Brother Rose has been sailing for about forty years. Looking up from a hand of cards with an old-time sailing buddy, Rose says, "living

in that town I guess it was just natural to go to sea. So I did—at the age of sixteen. I suppose I've sailed just about everything," he continues, "and that includes the old three-masted schooners. My family were sailors for generations. My father was a fisherman and I got my taste for the sea when I was a kid going after lobsters and deep sea scallops. You can believe me," Rose says, laying down his cards and nodding reflectively, "it was tough back in those days. And if it hadn't been for the SIU, the seaman would still be deprived of decent wages and working conditions. I can still remember carrying home only \$60 after a month of hard labor. Things have sure changed since." "Amen to that" adds his card partner. Now making his home in Baltimore, Brother Rose is married and has two children, twelve grandchildren and one great-granddaughter. He sails as a chief cook and baker but laments the fact that most seagoing cooks no longer specialize in one kind of dish. "Now-a-days," he says, "you've got to give them a variety. That way you keep everybody happy."



Rose

Seafarers sailing aboard the Venore (Venore Transport) have discovered that there are more waves at sea than just those that billow on the ocean surface. Ship's delegate B. H. Richerson reports that waves have appeared on the ship's tv screen. "These waves we can do without," he says. "They're swamping all the best programs. But never fear," he assures, "we're rigging up a new tv antenna and the video should be shipshape any day now."

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The summer sun is beginning to shine in earnest on the high seas, stoking up the atmosphere and pushing the mercury to new heights. Keeping cool under the pressure, crewmembers aboard the Globe Explorer (Maritime Overseas) are giving the mess hall air conditioners the once over. "Looking good," is the report of delegate Israel Farhi, fixing the cooling machines with what he hopes is a "cold eye."

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Sign Name On LOG Letters

For obvious reasons the LOG cannot print any letters or other communications sent in by Seafarers unless the author signs his name. Unsigned anonymous letters will only wind up in the waste-basket. If circumstances justify, the LOG will withhold a signature on request.

VENORE (Venore), July 4—Chairman, R. Serans; Secretary, U. W. Escherbach. Brother C. James was elected to serve as ship's delegate. No beefs were reported by department delegates.

MT. VERNON VICTORY (Victory Carriers), July 8—Chairman, Ted Jones; Secretary, J. Melton. Ship's delegate informed crew that if ship goes to Japan, draws will be in American money, if possible. No beefs reported by department delegates. Vote of thanks to the steward department.

SEATRIN LOUISIANA (Seatrain), July 18—Chairman, C. Jacks; Secretary, R. Donnelly. Some disputed OT to be taken up with boarding patrolman. \$74 in ship's fund. No beefs reported by department delegates. Brother R. Donnelly was elected to serve as ship's delegate. Vote of thanks to the steward department for a job well done.

DIGEST of SIU SHIP MEETINGS

YAKA (Waterman), July 11—Chairman, Lee Harvey; Secretary, Guy Casey. Brother W. W. Brown was elected to serve as ship's delegate. No beefs reported by department delegates. General discussion held.

POTOMAC (Empire Transport), July 18—Chairman, Joseph Decingue; Secretary, Edward Kress. No beefs reported by department delegates. Brother Frank Pasulak was elected to serve as new ship's delegate.

STEEL DIRECTOR (Isthmian), July 8—Chairman, Jack Farrand; Secretary, Milton Brown. \$3 in ship's fund. Few hours disputed OT in deck department. All hands asked to donate to ship's fund at payoff. Vote of thanks to the crew messmen and chief cook for a job well done. Motion made to have draws in bunker ports if stay exceeds two hours.

ALCOA EXPLORER (Alcoa), July 15—Chairman, Jose L. Ramos; Secretary, G. E. Pettipas. Vote of thanks was extended to the steward department for adequate and excellent food. No beefs reported by department delegates.

OVERSEAS JOYCE (Maritime Overseas), July 19—Chairman, Walter C. Snell; Secretary, R. Hernandez. Ship's delegate reported on safety conditions and repairs. Brother Snell was re-elected to serve as ship's delegate. No disputed OT reported.

DEL SUD (Delta), July 22—Chairman, J. Tucker; Secretary, H. Crane. No beefs and no disputed OT reported by department delegates. \$140.04 in ship's fund.

NORINA (Wall Street Traders), July 11—Chairman, A. C. May; Secretary, R. T. McNeil. \$78 in ship's fund. No beefs reported by department delegates. Brother A. C. May was elected ship's delegate. Crew agreed not to sign for next trip until problem of getting new linen is settled.

CITIES SERVICE BALTIMORE (Cities Service), July 15—Chairman, J. Maytum; Secretary, C. C. Harman. \$17.06 in ship's fund. Disputed OT in deck and engine departments. Captain informed the ship's delegate that the ship will go to shipyard within one month, and asked for repair list.

VENORE (Venore Transportation), June 20—Chairman, R. K. Wardlow; Secretary, Richard Nelson. One man was hospitalized in Gibraltar. \$4 in ship's fund. No beefs reported by department delegates. Some disputed OT in deck department. Vote of thanks to the steward department for a job well done.

THETIS (Rye Marine), July 10—Chairman, C. C. Smith; Secretary, Oscar M. Raynor. Brother Raynor was elected to serve as ship's delegate. \$17.14 in ship's fund, donations appreciated. Some disputed OT in deck department. No beefs reported by department delegates. Special vote of thanks to the steward department for a job well done. Our cooks, messmen and pantrymen are tops, none better.

MISSOURI (Meadowbrook Transport), June 20—Chairman, Ernest L. Tatro; Secretary, Wilfred J. Moore. Some disputed OT in deck and engine departments. Question regarding delayed sailing in Baton Rouge.

STEEL AGE (Isthmian), June 26—Chairman, Egbert W. Goulding; Secretary, Alfred Salem. \$27 in ship's fund. Few hours disputed OT in deck department.

DEL ORO (Delta), June 20—Chairman, Claude A. Bankston; Secretary, Ramon Irizarry. \$53.45 in ship's fund. No beefs and no disputed OT reported. Brother Harold J. Galardi was elected to serve as ship's delegate.



Perilous Adventures At Sea Recalled By Three Seafarers

In the length of their sailing experiences, Seafarers come to regard perilous and unusual events as normal occurrences, all in a day's work—as most of the men put it. Nevertheless, there are some experiences that even the most seasoned of SIU veterans recall with a clarity that long years have failed to lessen. These are the events that eventually provide the raw material out of which the most enduring and exciting sea yarns are spun.

Seafarer Chester H. Green who has been sailing for 45 years went to sea in 1920, but of all his many adventures one remains vivid in his memory. Although he can't recall exactly how long ago the incident occurred, it is still sharp in his mind.

"It all happened quite a few years ago," he says. "But I can still hear that call for help as if it were only yesterday."



Green

of weather and heavy seas. I was alone on deck.

Man Overboard

"Suddenly I heard a man yelling for help," he said. "I looked around and was amazed to see someone swimming weakly in the ocean near the ship. I threw him a life preserver and then made for the bridge on the run, yelling, 'Man overboard' as loud as I could."

The Steel Architect put about and lowered a lifeboat to pick up the stranded swimmer.

"She turned on a dime," remembers Green. "It was a real neat rescue."

The "man overboard" turned out to be an Algerian seaman.

"He was in pretty bad shape when we got him on deck," says Brother Green, "suffering from a bad case of shock and exposure."

A short time later, the Steel Architect's crew learned the circumstances under which the Algerian sailor had gone over the side.

Loose Rail

"The victim was chief mate on a French wine tanker," Green re-

lates. "He had been leaning against a loose rail on the poop deck. The rail wasn't chained and the next thing he knew he was overboard and in the sea. Evidently no one had seen him fall and the tanker continued on its course."

Fortunately, the sailor kept his presence of mind and did everything he could to keep himself afloat while waiting and praying to be picked up.

"He had kicked off his shoes and all his clothes so that he could swim more easily," Green says. "But the weather and water were ice cold and the seas rough. He ended up in a bad state of shock."

The Algerian's ship was notified by wire and arrangements were made to get the man back home.

Lucky To Help

"Maybe it sounds corny," says Green with an embarrassed grin. "But I believe that just about the best thing a man can do on this earth is to help out a fellow human being in trouble. I think I was lucky to have the chance and I'll never forget it."

Brother Green also remembers one other thing: the hard conditions that faced the seaman before the SIU was there to fight for progress.

"We used to sail with no fresh water on some ships," he recalls. "Conditions were just generally terrible. The SIU is the best thing that ever happened to the American seaman."

Torpedoed

When it comes to intense and memorable experiences, those of Seafarer Joseph O. Snyder are second to none. Snyder was aboard the Steel Navigator when she was torpedoed and sunk in the North Atlantic during World War II.

The freighter was returning from Carter, Wales, with a load of sand ballast.

Blasted by the gales of a strong nor'wester, the ship's ballast shifted and, developing a 33 degree list, she had to drop out of the convoy.

In the midst of her battle with the storm, the German U-boat struck.

"We were caught between the

German devil and the deep blue sea," Brother Snyder recounts. "The Steel Navigator didn't have a chance."

While the ship foundered in the winds, the sub fired its deadly torpedoes. One of the "fish" scored a direct hit.

"The Navigator went to the bottom in less than five minutes," Snyder recalls. "We had to go over the side as we were."

"Before the thing was over," Snyder relates, "we lost twenty-one men, out of thirty-seven, and drifted for seven days before we were finally picked up."

Make Raft

The lifeboat that Snyder went in capsized in the wake of the freight-



Snyder



Mitchell

er as she went down. The men bobbed about in the water, hastily throwing together a raft from the debris and keeping afloat as best they could. A second lifeboat disappeared, never to be seen again.

The next morning, the men could see that the capsized lifeboat was still afloat and not too far away. The sea had flooded it and it was filled to the gunwales and had no freeboard at all.

The captain of the Steel Navigator swam to the boat alongside Snyder and together, they bailed it out.

"We used our hands and anything else we could grab hold of," Snyder says. "It took a little while, but it was sure worth it."

A total of seventeen men boarded the lifeboat seeking safety, but one—a messboy—died of exposure and had to be buried at sea.

7 Days Adrift

Seven long, hard and dangerous days later, the sixteen survivors were picked up by the H.M.S. Decoy and deposited in Scotland. From there they were returned to the United States where all were hospitalized for immersion and prolonged exposure.

Despite the ordeal, Snyder, a hardy SIU veteran, shipped out again less than two months later.

"That's not unusual," he says. "Someday the full story of the wartime Merchant Marine will be told and that tale will be filled with such examples of steady courage and quiet endurance that my own story will seem commonplace in comparison. Even so," he concludes, "I'll remember it till my dying day."

A strong Union man, Snyder says that "the SIU has brought us a long way in just a few years."

Meteor of Doom

Seafarer Walter M. Mitchell has been sailing since the early days of World War II, and although he has never had any really close calls

(Continued on page 21)

'Messing' Around



Penn Carrier messmen (l-r) Grant Marzett, George Quinn, and William (Duck) Toliver were busy dishing out the hot plates on the Carrier's last run to India. The crew were all agreed that the trip was a good one and that the galley gang did a terrific job.

TRANSORIENT (Hudson Waterways), July 18—Chairman, W. Fisher; Secretary, P. L. Luketic. Some disputed OT reported in deck and engine departments. Vote of thanks extended to the steward department.

DEL VALLE (Delta), July 4—Chairman, R. Ferrera; Secretary, C. M. Dowling. \$4.10 in ship's fund. No beefs reported by department delegates. Brother J. T. Beasley, acting ship's delegate resigned. Chief electrician, C. C. Harris was elected ship's delegate.

MAIDEN CREEK (Waterman), June 20—Chairman, N. E. Gend; Secretary, M. L. George. Request patrolman and

quested to return dirty linen. Repairs are all being taken care of. No beefs reported by department delegates.

VENORE (Venore), May 16—Chairman, B. H. Richardson; Secretary, R. Wardlow. \$4 in ship's fund. No beefs reported by department delegates. Motion made to secure separate rooms for engine department watches.

STEEL SCIENTIST (Isthmian), June 29—Chairman, Wm. H. Harrell; Secretary, Fazil Ali. \$5 in ship's fund. No beefs reported by department delegates. Vote of thanks to former ship's delegate. New ship's delegate elected.

FANWOOD (Waterman), July 4—Chairman, Homer O. Workman; Secretary, Michael Miller. Crew requested to cooperate in keeping natives out of quarters and passageways.

SEA PIONEER (Pioneer Tankers), June 27—Chairman, Garret A. Wiley; Secretary, None. Beef about the water in showers. Vote of thanks to the steward department.

WARM SPRINGS (Columbia), June 13—Chairman, J. C. Arnold; Secretary, J. T. Siny. Ship's delegate reported that there were several items to be taken up with boarding patrolman.

ELIZABETHPORT (Sea-Land), July 23—Chairman, R. Mills; Secretary, John St. John. Safety meeting held. No beefs reported. Vote of thanks was extended to the crew for their cooperation in keeping messroom clean at night.

GLOBE EXPLORER (Maritime Overseas), April 28—Chairman, Chester Wilson; Secretary, None. Ship sailed short one messman. Nothing else reported.

DEL NORTE (Delta), July 17—Chairman, Robert Callahan; Secretary, Bill Kaiser. General discussion held. Everything is O.K. with no beefs. \$219 in ship's fund and \$46.38 in movie fund. Brother Peter B. Valentine was elected to serve as new ship's delegate.

GLOBE EXPLORER (Maritime Overseas Corp.), July 4—Chairman, Israel Fahri; Secretary, Ernest W. Loftice. No beefs reported by department delegates.

DIGEST of SIU SHIP MEETINGS

food plan representative to be on board upon arrival in New York. Vote of thanks to the baker, crewmessman and pantry man for a job well done.

TRANSBAY (Hudson Waterways), May 20—Chairman, F. J. Ferro; Secretary, L. B. Moore. Some disputed OT in each department. Ship to be fumigated. Vote of thanks to the steward department.

STEEL NAVIGATOR (Isthmian), June 14—Chairman, Eugene Dakin; Secretary, Clarence A. Collins. \$34.50 in ship's fund. One man hospitalized in Bombay and one in Karachi. Some disputed OT to be taken up with boarding patrolman upon arrival in port. Motion made to have contract department negotiate with company for increase in hold cleaning rate, time and one half for watch below, straight time for watch on deck. Crew request that cash money be put aboard for draws, instead of travelers checks.

COMMANDER (Marine Carriers), July 25—Chairman, Roy L. Cuthrell; Secretary, Charles Galloway. \$6.23 in ship's fund. All members were re-

Notify Union On LOG Mail

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

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

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

NEW

EVERY THREE MONTHS

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

YOUR

SIU SHIP'S LIBRARY



SIU Wife Thanks Union

To the Editor:
I am writing this letter to thank the SIU for the hospitalization and medical care that a Seafarer's family receives even when he is away at sea.

Over the past few years, I have been seriously ill on two different occasions. Once, I required surgery. In both cases the SIU Welfare Plan was there

the Union continuing success in the years that lie ahead.

The Seafarers International Union has my Eternal support and gratitude.

Fraternally yours,
Theodore Pops

~ ~ ~

SIU Pension Appreciated

To the Editor:
Just a very quick note to let everyone know how grateful I am to the SIU and all the brothers for my pension which was recently approved. I am 67-years-old and have every intention of living another 67 years. And thank God that I will not have to worry about money for a single one of those years. My pension guarantees me \$150 a month for the rest of my life. The Union has made this possible. Thank you one and all.

Fraternally yours,
Harry J. Statler

~ ~ ~

Hits AMA Stand

To the Editor:
I would like to add my voice to the protest against the American Medical Association's stand opposing USPHS medical care for the American seaman. As members of the medical association must be aware, treatment for the seaman poses very special problems. Sailing is a very mobile profession and the sailor, when working, is rarely in one place long enough to establish a permanent relationship with a personal physician. It is very important for him to know that no matter what port he lands in, he can receive the necessary medical care by going to the nearest USPHS hospital.

If the AMA would take the trouble to examine the facts before making up its mind, it would soon discover that the American government knew very well what it was doing when it created facilities to meet the special medical needs of the seaman.

In conclusion, let me point out that the USPHS treatment that I personally have received, as well as the treatment received by all my seafaring brothers, is equal to any in the world. Skilled medical care and attention are the every day rule in any USPHS hospital. If these hospitals are closed, it will be a tragedy for all concerned.

Good luck in the fight for the USPHS,

Al (Duke) Rogers

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.

to make sure that my needs were taken care of. And let me add that I got only the best care and treatment.

As a mother of three growing children, I can tell you that without the SIU Welfare Plan we would be under a financial strain. We all know that kids have a tendency to get sick often in the early years, to say nothing of the cost of eyeglasses, dentistry and all the rest. Lord only knows what we would have done without the union.

My husband always says what a great Union he belongs to — how it fights for and protects him. As his wife, I can't help feeling that in a way I belong to the SIU too. From the way the Union has taken care of me and my whole family, there can be little doubt that it feels this way too.

God bless you all, and may all your members enjoy smooth sailing.

Sincerely yours,
Mrs. Robert Wolfe

~ ~ ~

Thanks Union For Benefits

To the Editor:
I received my first pension check several days ago and I wish there was some adequate way I could express my appreciation to the SIU.

I can look forward to the days of my retirement without the fear of financial destitution or illness without funds hanging over my head like a sword. The SIU has always fought to guarantee the rights and welfare of its members and I can only wish

Seafarers Lose Their Hearts To A Canine Sea Princess

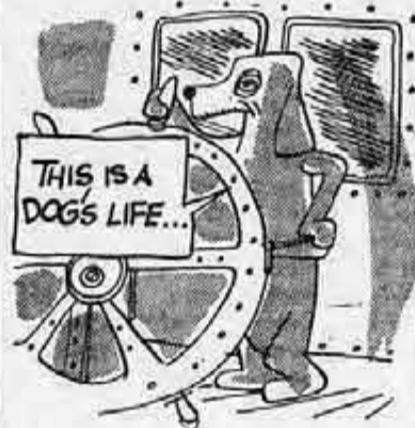
When Seafarers aboard the Sea-Island Seattle refer to "that salty old sea-dog," they are not, as one might expect, talking about the captain, but about a lovely, young, long-legged blonde named Sandy. And what's more, Sandy is in love with every last one of

them — from the deckhand who rubs her back, to the steward who feeds her, to the FWT who prepares her hot bath every Saturday night.

As Seafarers up and down the West Coast already know, Sandy is the 10-month old Golden Labrador pup that has been accompanying Seattle crew members on their voyages for more than half a year. Since being adopted by her SIU foster-fathers, the canine foundling has logged more than 50,000 miles at sea.

Seasoned Sailor

"This dog is probably the first in history to transit the Cook Inlet passage through the ice," boasts an affable Seafarer, smiling like a proud father as he thoughtfully scratches her ear. "All of Sandy's sea time has been put in from Seattle to Anchorage through the Gulf of Alaska and Cook Inlet," he continues. "And



she's got a good set of sea legs too. Leans right with a roll like a seasoned sailor."

Officially, Sandy belongs to Captain O. K. Collar, master of the Seattle. But in fact, after winning the hearts of every Seafarer on board, Sandy has been formally adopted by the entire crew.

Loves Snow

Sandy apparently feels right at home in the frozen expanses of Alaska. She handles herself on the ice with the same poise she exhibits on the land or on the sea.

"She loves the snow," states a galley man. "When we get into Anchorage we usually take her out for a run. She runs up and down the West Bluff Road, leaping, turning, twisting and rolling over and over. The deeper the snow, the better she seems to like it. Last summer," he swears, "she even spotted a moose and chased it for half a mile."

"And in Kodiak, Sandy can't wait to get into the water," an AB breaks in excitedly. "Since the earthquake out there, the water level is near the level of the road and she just dives right in and splashes around like a four legged female version of Tarzan."

"She swims in Cook Inlet too," adds a steward. "Cold water doesn't seem to bother her at all."

Name Game

The crew's fondness for the playful mascot is presently manifesting itself in a competition that has the whole ship buzzing with excitement. A contest to choose a new name for Sandy—the official title under which she will be registered—is being waged between crewmembers and a reward will be presented to the Seafarer whose entry best strikes the imagination of the crew. Although

the contest has not yet ended, the judges admit that they have "a couple of favorites." 'Lady of the Midnight Sun' and 'Golden Sea Princess of Chugach' are reported to be the two front-runners at present.

But life does have its restrictions, even for a pedigreed princess of the sea. Due to the work that is carried on while at sea and during loading and unloading periods, Sandy is often restricted to the Captain's deck. The well trained animal never steps outside of her boundaries while confined, the crew points out. While docking, or when sea conditions get rough enough to prove difficult, the dog remains in the cabin below.

"She's been shut in there for as long as 12 to 14 hours," announces a black gangman, "and never creates even the slightest disturbance. And I'll tell you something else," he says with a nod and a wink, "it took only two days to 'ship-break' the loveable wench."

Man's Best Friend

Sandy is no goddess, but is dedicated to the safety and well-being



of the crew. Whenever the crew goes ashore without the dog, Sandy's "eyes the water" as she stands watching from her vantage point above the gangway.

"During the cold spell in Anchorage, we went ashore for a short time," a deck hand relates, "and when we came back, there was Sandy on the deck waiting for us to come back from port."

But Sandy isn't waiting now. As the Seattle shoves off for Washington, Sandy begins her second 50,000 miles at sea. Not bad for a ten-month old dog.

LOG-A-RHYTHM:

The Forgotten Sailor

By FRANK BROOKS

About one year ago today
I set my seabag on the shore.
I'd signed my name on the dotted line
And I couldn't sail anymore.

Now as I sit by my window
And watch the ships far out at sea,
I'm sad and lorn, for ne'er again
In a sailor's world can I be.

I'm forsaken by King Neptune,
Who rules all of the seven seas,
And forgotten by my shipmates—
My only friends are birds and bees.

I may soon become a savage,
With bow, arrow and scalping knife,
For when I signed my name to sail
No more, I signed away my life.

I left my home in Ireland
When I was only just a boy.
And a home on the water was,
I'd thought, to be my pride and joy.

I attend the Union Meetings,
Though I seldom speak a word.
I hear them talk of ships and sailings
But my voice is seldom heard.

Now I want six drunken sailors
To carry me out when I'm dead,
And a jug of that old Jim Beam
Just resting at my feet and head.

Editor,
SEAFARERS LOG,
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Brooklyn 32, NY

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Adventures At Sea

(Continued from page 20)

at sea, he has had a few wartime experiences that he'll never forget.

He can still recall being moored at a dock in Holland and watching the German V-2 rockets being fired towards England.

"You could see that V-2 blast off

in a big ball of fire," he says. "Then it streaked across the sky like a fiery meteor of doom."

Another incident he can't shake from his memory occurred on a voyage he made to the port of Bari, Italy.

Dead Ships

"The area had been heavily bombarded," he remembers. "There were so many sunken ships in the harbor that it was almost impossible to navigate through the shallower waters. I still get an eerie feeling when I think of all those dead ships," he admits. "You could see them very clearly in the shallow water."

Brother Mitchell signed on with the SIU in 1943.

"The Union is great," he says. "It's always treated me just fine."



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:

- Ann Marie Long, born September 30, 1964, to the Thomas M. Longs, Bellwood, Ill.
- Kevin Miller, born May 15, 1965, to the Preston Millers, Eight Mile, A'a.
- Jeffrey Kelly, born June 19, 1965, to the Ronald B. Kellys, Toledo, Ohio.
- Darlene Denise Weaver, born June 25, 1965, to the Gleason G. Weavers, Houston, Texas.
- Brigett Renee Dickerson, born May 26, 1965, to the Bobby Dickersons, Theodore, Ala.
- Linda Roxanne Padgett, born June 30, 1965, to the William Padgetts, Jacksonville, Fla.
- Yvette Tesser, born May 17, 1965, to the Ralph Tessers, Duluth, Minn.
- Sheila Fuller, born June 12, 1965, to the Jerry E. Fullers, Houston, Texas.
- Bridget Ann Blencoe, born May 11, 1965, to the William Blencoes, Chicago, Ill.
- James Allen McNeil, born February 16, 1965, to the Jerry McNeils, Orangefield, Texas.
- George Ferl, born May 27, 1965, to the George F. Ferls, Conneaut, Ohio.
- Ellis Foster, Jr., born June 9, 1965, to the Ellis Fosters, Belhaven, N.C.
- Leannah Palmire, born June 20, 1965, to the James Palmires, Houston, Texas.
- Laurence Laurenty, born May 14, 1965, to the Richard Laurentys, Mentor, Ohio.
- Denise Lynn Desjardins, born June 5, 1965, to the George Desjardins, Detroit, Michigan.
- Lynn Elliott, born June 3, 1965, to the John Elliotts, Brooklyn, New York.
- Allison Israel, born June 23, 1965, to the Fred Israels, Philadelphia, Pa.
- Adena Gay Graham, born February 3, 1965, to the Larry Grams, Huntington, W. Virginia.
- Miville Militar, born October 4, 1964, to the Dioscoro Militars, San Francisco, Calif.
- Coralie and Aurilie Vichnair, born March 24, 1965, to the Hilton Vichnairs, New Orleans, La.
- Elizabeth Beverly, born April 19, 1965, to the Eugene Beverlys, LaMarque, Texas.
- Thomas Turski, born June 13, 1965, to the Eugen Turskis, Alpena, Michigan.
- Heidi Marie McGlone, born July 6, 1965, to the Francis McGlones, Rocky Point, New York.
- Lisa Isom, born June 13, 1965, to the Edward W. Isoms, Texas City, Texas.
- Michele Limon, born June 16, 1965, to the Dario Limons, Hitchcock, Texas.
- Janice Ann Wyatt, born June 12, 1965, to the Earnest E. Wyatts, Claremont, Virginia.
- Tina Louise Snyder, born April 19, 1965, to the Herbert Snyders, Chesapeake, Va.
- Richard Ferbes, born June 21, 1965, to the Alfonso M. Ferbes, Brooklyn, New York.
- Mary Earline Forrest, born May 15, 1965, to the James E. Forrests, Mathews, Va.

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):

Charles Peter Benway, 60: Brother Benway died March 21, 1965, of natural causes at Jewish Memorial Hospital, New York, N.Y. A member of the engine department, he joined the Union in 1938. Place of burial was St. Raymond's Cemetery, Bronx, New York. He is survived by his wife Myrie.

John Clark, 79: Brother Clark succumbed to heart disease on March 11, 1965, at his home in New Orleans, Louisiana. A member of the SIU since 1938, he sailed in the deck department. Surviving is his niece Mrs. Jessie Clark James. He was buried in the Garden of Memories Cemetery, New Orleans, Louisiana.

Lucien Robert Elie, 63: Brother Elie died of natural causes December 15, 1964, at the Galveston USPHS Hospital Galveston, Texas. A member of the Union since 1938, he sailed in the engine department. Place of burial was the Galveston Memorial Park Cemetery, Hitchcock, Texas. He is survived by Donald L. Lee, a friend.

Huey Pierce Cooley, 37: Brother Cooley died December 10, 1965, of injuries sustained in an automobile accident in Singer, Louisiana. A member of the Union since 1964, he sailed as a pumpman. He is survived by his sister Hoy Teal. Place of burial was the Newlin Cemetery, Singer, Louisiana.

Esmail Dora, 65: Heart disease proved fatal to Brother Dora at the Seattle USPHS Hospital, Seattle, Washington, April 24, 1965. A member of the steward department, he joined the Union in 1957. He was buried in the Veteran's Memorial Cemetery, Seattle, Washington. No beneficiary was designated.

Tillman Le Blanc, 51: Brother Le Blanc died of natural causes February 14, 1965, at the New Orleans USPHS Hospital, New Orleans, Louisiana. A member of the SIU since 1958, he sailed as a pumpman. Place of burial was McDonogh Cemetery, Gretna, Louisiana. He is survived by his wife Edna May.

Reactivation

(Continued from page 3)
able, now that the crash reactivation program has been ordered. Cost Skyrockets

As the SIU and the rest of maritime labor have predicted, this lack of skilled talent is making the reactivation more costly than had been estimated by the government. Since the shortage of repair craftsmen has begun to make itself felt, round-the-clock, seven day per week shifts at many of the yards have become common. The resulting overtime has pushed up the cost of refitting and overhauling the vessels drastically.

The difference in cost to the American taxpayer brought about by this situation has been estimated as high as \$150,000 per ship. MA estimates of the cost of reactivating reserve ships were in the neighborhood of \$250,000 per vessel. However, the shorthanded shipyards think this figure will eventually grow to more than \$400,000 per ship.

Maritime labor and shipbuilding unions have stated that a sound Government policy toward the American shipping industry would have avoided this additional expense. Government subsidies for the construction of replacements for the declining U.S.-flag merchant fleet and the assignment of Navy repair work to the country's private shipyards would have assured enough business to keep their highly needed skilled manpower on the job, declare the unions. Instead, the unions assert, government neglect has permitted the ship repair industry to decline to the point where every available facility is being stretched to meet the current crash reactivation program.

Numbers Change

The LOG has been advised of the following change in telephone numbers at the Public Health Service Outpatient Clinic at 67 Hudson Street, New York, N.Y.

- Medical Appointments — 264-3670
- Admitting Office — 264-3676
- Information — 264-3671

Seafarers are urged to telephone, wire or write in advance for a medical appointment.

SEAFARERS in DRYDOCK

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

- USPHS HOSPITAL STATEN ISLAND, NEW YORK**
 - V. Anderson
 - E. V. Bafaloukas
 - James Bergeria
 - H. Burgess
 - Robert Burton
 - Chester Coumas
 - D. Couvany
 - R. Danielson
 - Jeff Davis
 - I. Dongan
 - Edward Duffy
 - N. V. Eriksson
 - Dominick Fols
 - Claude Garnett
 - R. G. Gustafsson
 - O. Hernandez
 - W. Huneycutt
 - Anderson Johns
 - John Kallaste
 - K. Leelma
 - M. Loretto
 - G. P. Marcotte
 - Carlos Mojica
 - Francis R. Napoll
 - A. Niineberg
 - K. E. Olson
 - A. Pedro
 - Julio Quinonez
 - James A. Ray
 - Robert Roeder
 - Anthony Scaturro
 - H. R. Sojak
 - Sidney Turner
 - R. E. Waterfield
 - U. Weems
 - James E. Williams
 - Joseph Wirtas
- USPHS HOSPITAL JACKSONVILLE, FLORIDA**
 - A. N. Kitchings
 - P. C. Lee
 - B. H. McLendon
- USPHS HOSPITAL NORFOLK, VIRGINIA**
 - Carl Carlson
 - William Dough
 - Herbert Fentress
 - Dyer Jones
 - William H. Mason
 - John Thomas
- USPHS HOSPITAL BALTIMORE, MARYLAND**
 - Sidney Berger
 - Edward Cannon
 - R. W. Collins
 - Allen Cooper
 - Noble Duhadaway
 - Jennings Hockman
 - L. Konigkremer
 - Aouad C. Noah
 - James Portway
 - H. G. Reynolds
 - Andrew Sammons
 - Russell Shelton
 - John A. Smith
 - Wm. J. Stormer
 - Casimir Szymanski
 - Herman Whisnant
 - A. E. Zielinski
- USPHS HOSPITAL NEW ORLEANS, LOUISIANA**
 - John E. Adams
 - Tope Beans
 - Houston C. Bell
 - Edward L. Broadus
 - William H. Bunn
 - Ardeil Burkett
 - Mallory J. Coffey
 - Herbert P. Calios
 - Allen Collins, Jr.
 - C. E. Cummings
 - A. E. Cunningham
 - Fred P. Daugherty
 - Harry D. Emmett
 - Adrain Fase
 - Marshall E. Foster
 - Hipolito Gonzalez
 - James Gonzalez
 - Clifton Gullett
 - Seburn Hamilton
 - Herman Hickman
 - Johnnie Holladay
 - F. H. Houck
 - O. J. Kendrick
 - Luke LeBlanc
 - J. W. McFarlin
 - James E. McGee
 - Lawyer McGrew
 - Robert A. Medicus
 - Ethel Messonnier
 - Willis O. Moncrief
 - F. H. Nobles
 - B. E. Parnell
 - Eddie A. Patingo
 - John J. Powers
 - Kasimir Puchalski
 - James Redden
 - G. E. Richardson
 - Robert B. Ricker
 - Douglas Robbins
 - David A. Rogers
 - Robert M. Rutledge
 - Patrick Scanlon
 - E. R. Smallwood
 - Raymond Smith
 - Paul Stanley
 - F. G. Strickland
 - Harold W. Sweet
 - John M. Tujague
 - S. Tzortzakis
 - Marion C. Wells
- USPHS HOSPITAL GALVESTON, TEXAS**
 - Joe B. Block
 - William O. Davis
 - Paul Gilstrap
 - Wm. Lavinghouse
 - James A. Mallard
 - H. A. Payne
 - Fred D. Peterson
 - T. R. Sanford
 - Earl J. Sillin
 - Thomas E. Smith
- Lyndon G. Wade
- James T. Walker
- George E. Ward
- Charles E. Wynn
- USPHS HOSPITAL SEATTLE, WASHINGTON**
 - T. W. Canter
 - Bain Gifford
 - Melvin C. Gibby
 - J. S. Hauser
 - C. W. Lane
 - R. J. McPhillips
 - Felipe A. Nosta
 - D. N. Reditis
 - B. Spear
 - Lyn O. Sears
 - Robert H. Stanley
- USPHS HOSPITAL SAN FRANCISCO, CALIFORNIA**
 - Ruel G. Barr
 - Walter Anthony
 - Weiden E. Casey
 - Edward Fernandes
 - Melvin W. Grant
 - F. X. Keelan
 - James A. McAuley
 - Ho G. Ming
 - Pablo R. Ojara
 - Ding H. Woo
- USPHS HOSPITAL DETROIT, MICHIGAN**
 - Henry Bailey
 - John Grant
 - Theodore Hansen
 - L. Henderson
 - Charles Kodanko
 - Anton Jenko
 - Lester Johnson
 - Hubert Kangas
 - R. Kurkewicz
 - Marcus Langston
 - F. Leatherman
 - Clarence Lenhart
 - Willie Loving
 - John Madar
 - Arthur Miller
 - Ali A. Mohamed
 - Foy Pink
 - Leslie Pluff
 - J. W. Ricksgers
 - John Small
 - Carl West
- USPHS HOSPITAL FORT WORTH, TEXAS**
 - Benjamin Deibler
 - Abe Gordon
 - Thomas Leahy
 - Abraham Mander
 - Max Olson
- SAILORS' SNUG HARBOR STATEN ISLAND, NEW YORK**
 - Daniel Gorman
 - A. Gutierrez
 - Edwin Harriman
 - William Kenny
 - Harry MacDonald
- U.S. SOLDIERS HOME HOSPITAL WASHINGTON, D.C.**
 - William Thomas
- VA HOSPITAL HOUSTON, TEXAS**
 - Thomas Manion
- VA HOSPITAL WEST HAVEN, CONN.**
 - Paul Kolesnick
- VA HOSPITAL LONG BEACH, CALIFORNIA**
 - R. Arsenault
- VA HOSPITAL HINES, ILLINOIS**
 - Oscar Kvaas
- VA HOSPITAL ANN ARBOR, MICHIGAN**
 - Robert Asbahr

PERSONALS and NOTICES

Clarence M. Gordon
You are requested to contact your mother Mrs. Mary Gordon at 618 Elton Street, Brooklyn 8, New York.

Tom Coughlin
You are requested to contact your brother Noel at 226 East 12th Street, New York City.

Red Kahn
Please contact your father Harry at 1317 North Buena Vista Road, Burbank, California.

M. Levandowski
Your friend Bob wishes to advise you that Edgar had left for the Far East.

Income Tax Refunds
Income tax refund checks are being held for the SIU members listed below by Jack Lynch, Room 21, SUP Building, 450 Harrison Street, San Francisco 5, California: Alexander Ansaldo, Morris Berlowitz (2), Margarito Borja, Winfred S. Daniel, Birger R. Rasmussen, Emil H. Riutta, Pascual S. Sim, John W. Singer (2) and Harold R. Thomas.

Leroy T. Perry
You are requested to contact attorney George J. Garzotto, 1040 Maison Blanche Building, New Orleans, Louisiana, as soon as possible.

Dionisio Carrasquillo
You are requested to contact attorney George J. Garzotto, 1040 Maison Blanche Building, New Orleans, Louisiana, as soon as possible.

James Swain
You are requested to contact Jo at 679 4th Ave., Brooklyn, New York.

Shipbuilding

(Continued from page 12)
second place among the shipbuilding nations of the world with 1.6 million tons, under construction. West Germany rose to third place, followed by Sweden and Italy. Other leading world shipbuilders in the order of their importance are Norway, Spain, France, Poland and the Netherlands.

Lloyds found that a total of 523,153 tons of new shipping was destined for registration under the Liberian flag. Liberia has the dubious honor of being one of the chief havens for runaway ship operators who use the country's flag to escape taxation, working and safety standards and wage rates of their home countries.

Building For Russians
The report also disclosed that the major portion of new shipping under construction in Poland and Yugoslavia had been ordered by the Soviet Union.

Lloyds also reported that construction of oil tankers constituted 41.7 percent of new tonnage being built worldwide. There were 317 tankers, totalling 4.6 million tons being built in the second three months of this year. This represented a slight decrease from the previous quarter.

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EXECUTIVE VICE-PRESIDENT
Cal Tanner

VICE PRESIDENTS
Earl Shepard
Al Tanner
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Gordon Spencer, Acting Agent 622-1892

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John E. Arline, Agent DEwey 6-3818

SAN FRANCISCO 350 Fremont St.
Paul Gonsorichik, Agent DOuglas 2-4401

SANTURCE PR 1313 Fernandez Juncos
Stop 20

Keith Terpe, Hq. Rep. Phone 723-8594

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TAMPA 312 Harrison St.
Jeff Gillette, Agent 229-2788

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Frank Boyne, Agent TErminol 4-2528

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Fred J. Farnen

ASSISTANT SECRETARY-TREASURER
Roy Boudreau

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EL 4-3816

BUFFALO, NY 735 Washington
TL 3-9259

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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 267 ELgin 7-3441

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River Rouge 18 Mich. Vinewood 3-4741

Inland Boatmen's Union

NATIONAL DIRECTOR
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GREAT LAKES AREA DIRECTOR
Al Tanner

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Tel. DE 6-3838

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Dredge Workers Section
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Arthur Miller, Agent TR 5-1536

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Trygve Varden, Agent ALbany 2-1154

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Harold Yon, Agent TA 5-5723

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Paul Greco, Agent RA 2-3732

SAULT STE. MARIE Address mail to Brimley, Mich.
Wayne Weston, Agent BRimley 14-R 5

TOLEDO 423 Central St.
Leslie Willard, Agent 243-6859

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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, N.J. HENDerson 3-0164

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G. P. McGinty

ASSISTANT REGIONAL DIRECTORS

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NORFOLK 115 Third St.
622-1892-3

PHILADELPHIA 2604 S. 4th St.
DEwey 6-3818

United Industrial Workers

BALTIMORE 1216 E. Baltimore St.
EAstern 7-4900

BOSTON 276 State St.
Richmond 2-0140

HEADQUARTERS 675 4th Ave., Brooklyn
HYacinth 9-6600

HOUSTON 5804 Canal St.
WAInut 8-3207

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Franklin 7-3564

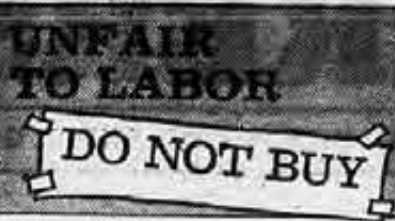
MOBILE 1 S. Lawrence St.
HErnlock 2-1754

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



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

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

Eastern Air Lines
(Flight Engineers)

H. I. Siegel
"HIS" brand men's clothes
(Amalgamated Clothing Workers)

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

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

Bourbon whiskeys
(Distillery Workers)

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

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

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

Empire State Bedding Co.
"Sealy Mattresses"
(Textile Workers)

Pepsi Cola Company
(Soft Drink Workers, Local 812)

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	Sept. 7	Detroit	Aug. 13
Philadelphia	Sept. 7	Houston	Aug. 9
Baltimore	Sept. 8	New Orleans	Aug. 10
Mobile	Aug. 11		

West Coast SIU-AGLIWD Meetings

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

Wilmington	Aug. 16	San Francisco	Aug. 18	Seattle	Aug. 20
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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	Aug. 16-2 P.M.
Alpena, Buffalo, Chicago,	
Cleveland, Duluth, Frankfort,	Aug. 16-7 P.M.

SIU Inland Boatmen's Union

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

Phila.	Sept. 7-5 P.M.
Baltimore (licensed and un-	
licensed)	Sept. 8-5 P.M.
Houston	Aug. 9-5 P.M.
Norfolk	Sept. 9-5 P.M.
N'Orleans	Aug. 10-5 P.M.
Mobile	Aug. 11-5 P.M.

RAILWAY MARINE REGION

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

Jersey City	Aug. 9
Philadelphia	Aug. 10
Baltimore	Aug. 11
Norfolk	Aug. 12

GREAT LAKES TUG AND DREDGE REGION

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

Detroit	Aug. 9
Milwaukee	Aug. 9
Chicago	Aug. 10
Buffalo	Aug. 11
Sault Ste. Marie	Aug. 12
Duluth	Aug. 13

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

Cleveland	Aug. 13
Toledo	Aug. 13
Ashabula	Aug. 13

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

United Industrial Workers

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

New York	Sept. 7
Baltimore	Sept. 8
Philadelphia	Sept. 7
Houston	Aug. 9
Mobile	Aug. 11
New Orleans	Aug. 10

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

SEAFARERS PORTO'CALL

IN NEW YORK
675-4th AVE.

IN BALTIMORE
1216 E. BALTIMORE

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.

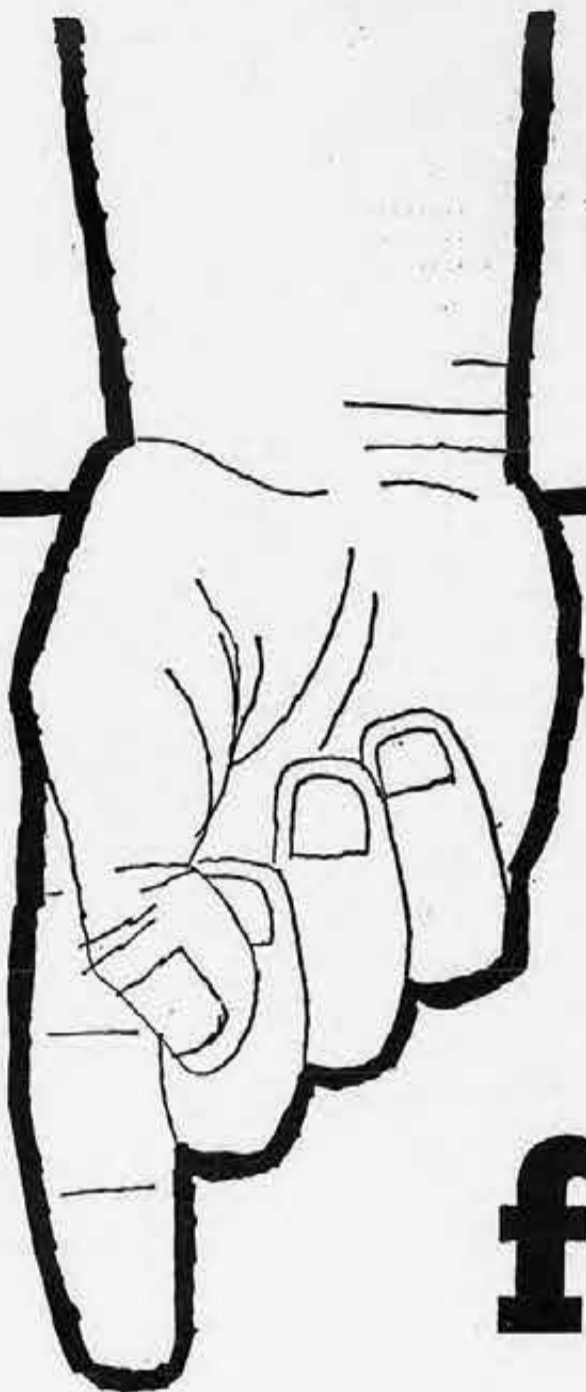
CONSTITUTIONAL RIGHTS AND OBLIGATIONS. The SIU publishes every six months in the SEAFARERS LOG a verbatim copy of its constitution. In addition, copies are available in all Union halls. All members should obtain copies of this constitution so as to familiarize themselves with its contents. Any time you 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.



Is yours filled out?

SEAFARERS WELFARE PLAN
ENROLLMENT-BENEFICIARY CARD

17 Battery Place, New York 4, N. Y.

Name _____
PRINT: LAST NAME FIRST NAME MIDDLE INITIAL

Address _____
PRINT: NUMBER AND STREET CITY ZONE No. COUNTY STATE

Social Security No. _____ Z No. _____

Date of Birth _____

I revoke all previous beneficiary nominations and make the following nomination with respect to all benefits provided now or at any time in the future under the Seafarers Welfare Plan, still reserving to myself the privilege of other and further changes.

Name of Beneficiary _____ Relationship to You _____
PRINT:

Address of Beneficiary _____
PRINT: NUMBER AND STREET CITY ZONE No. COUNTY STATE

Date _____ Employee's Signature _____

Witness _____
SIGNATURE

Address _____
PRINT: NUMBER AND STREET CITY ZONE No. COUNTY STATE

IMPORTANT—Dependents must be listed on Reverse Side

In order to speed the prompt payment of welfare benefits, Seafarers must have an enrollment-beneficiary card properly filled out and on file at the Seafarers Welfare Plan Office.

If you have never filled out an enrollment-beneficiary card, you should do so immediately. Or, if you have filled out a card, but have since moved, acquired new dependents, or want to change your beneficiary, you should fill out a new card at once.

This card, which is available on all SIU ships and in all SIU halls, has been prepared so that it is simple to fill out and can be mailed, to the Welfare Plan office, without postage, from any part of the Continental United States.

In filling out this card, be sure to fill out both sides, and fill in all information required. State the name and address of your beneficiary clearly, and have your signature witnessed (no notary is needed). Also be sure to mark the date of signing, since the latest card is the one which counts in presenting a claim. Then simply drop the card in a mail box.

DO IT NOW!