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# MTD Urges U.S. Blacklist Ships In Red Viet Trade

NEW YORK—The Executive Board of the AFL-CIO Maritime Trades Department has called for passage of legislation which would blacklist vessels carrying supplies to communist North Vietnam. The MTD board also urged the enactment of a far-reaching program to revitalize the declining U.S.-flag merchant fleet at its recent meeting held here.

The board declared that the Maritime Trades Department is determined to back up President Johnson in every step which he decides is necessary to free Vietnam of communist aggression. As part of this program the MTD urged Congress to enact a bill (H.R.7816) that would exclude from U.S. foreign commerce vessels owned or operated by persons engaged in

trade with North Vietnam. The department also recommended the extension of the blacklisting procedure to vessels trading with North Vietnam, as is now applied to ships carrying goods to and from Castro Cuba.

MTD Executive Board members declared that the U.S. needs a first-rate merchant marine for both economic and national defense reasons, and called for the enactment of a new national maritime policy.

Other major resolutions passed

by the department's executive board called for:

- A request to liberal Republicans to fight a filibuster threat against the repeal of section 14(b) of the Taft-Hartley Act.

- Enactment of an oil import program for U.S.-flag tankers.

- Passage of a bill requiring 75 percent of government-generated cargoes to be carried in U.S.-flag vessels.

- Support for the government's fight against Red aggression in Vietnam.

The Maritime Trades Department consists of 32 international unions representing more than 5 million trade unionists. The department is headed by SIU President Paul Hall who served as chairman of the executive board's recent meeting.

### Small Cargo Share

In urging a new national maritime policy to re-energize the American-flag fleet the MTD pointed to statistics showing that the fleet carried only 9 percent of the nation's foreign trade and that 90 percent of U.S. dry cargo ships and 55 percent of our tankers are now obsolescent. By contrast Russia is building up its merchant fleet at a rate 14 times greater than the U. S., the MTD board said.

The MTD asserted that the decline of the American fleet had hurt the country economically because of the consequent drain on our gold reserves and the drag against business growth resulting from the shrinking maritime industry and large numbers of unemployed seamen. To reverse this deterioration and insure that the

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# SIU Tugs, Ships Aid Comeback Of New Orleans Disaster Area

NEW ORLEANS—SIU Inland Boatmen's Union contracted tugboats were busy before and after the disastrous passage of hurricane Betsy through this port, first hauling ships,

barges and drilling rigs to safety before the storm hit and then rescuing disabled and damaged ships, barges and drilling rigs—in addition to hauling in vital cargoes and supplying many other useful functions.

The SIU-manned Crescent Towing Company tugs Humrick, William S. Smith and Shamrock did a fine job in freeing three major ships which were broken loose and driven aground during the storm.

The Crescent tugs Marie G. Smith, Sandra, and Betty Smith were pressed into service in Pointe a la Hache transporting refugees to higher ground at Belle Chasse. Many tugs, including Crescent's Orleans and Port Hudson were kept busy refloating grounded barges, small tugs and crewboats in the

New Orleans harbor area and behind the Industrial Canal locks. They also took part in refloating and towing numerous drilling rigs.

SIU-contracted Coyle Lines reported two small work barges sunk in front of their fleet at Algiers. Gulf-Canal Lines suffered no losses. Dixie Carriers has raised its 1,800 hp — 100-foot-long tug Vanguard which sank at Belle Chasse without any injury or loss. Inland Tugs Company reported seven barges lost, one at Baton Rouge and six in New Orleans. George W. Whiteman Towing Company craft went to the aid of three major ships which the storm left either disabled or aground in the disaster area.

The AFL-CIO has made a spe-

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## International President's REPORT

By Paul Hall



Early next week, President Johnson's Maritime Advisory Committee will meet again in Washington, D.C. This Committee has held several meetings over the past months for the purpose of exploring the many problems which plague the industry that provides a living for thousands of American seamen and shoreside workers.

The importance of these meetings increases as time goes on for a number of reasons. The use of more and more American-flag ships to carry cargoes to Vietnam as well as the break-out of additional ships from the moth-ball fleet has emphasized the vital role of our merchant marine in terms of its military value. At the same time, the question of the carriage of wheat and grain to Soviet Russia has again become a topic for debate in Washington. With all this in mind, we turn to the Maritime Advisory Committee with the hope that constructive action be taken, that constructive policies be developed, and that cooperation by all parties concerned with the upgrading and updating of the American-flag fleet be the first order of business.

The Soviets are wasting no time in not only rejuvenating what was once a meager number of ships but also in building their fleet to unprecedented size and strength. The French and Norwegians are surveying proposals through which they intend to grab off even more U.S. cargoes. The Japanese are leading the pack where ship construction is concerned. A recognition of the importance of a strong merchant marine is understood by these nations. We, maritime labor, will not sit by and watch. The time is coming when action must replace words.

The Seafarers International Union has gone to Washington many times in the past to fight for the rights of its members and this of course, means fighting on behalf of all seamen. Your union has met with Government officials, appeared before Congressional committees regarding those pieces of legislation which affect the economic life of the seamen, and now is taking a constructive part in the activities of the Advisory Committee.

We have put in the record the facts concerning the runaway-flag threat to the American-flag merchant marine. We have illustrated the fallacies of the theory of effective control. The position of the SIU relative to automation and manning has been carefully documented, set before the Committee, and is now part of the record.

The inadequate enforcement of our cargo preference laws has been a topic for debate at the Committee meetings and the SIU has presented fully documented presentations on this matter. Many other areas of vital concern to maritime have been explored, for example, government policy on construction and operating differential subsidies.

Preparatory to the formulation of recommendations for revitalizing our merchant marine, sub-committee reports are being prepared and submitted to the entire body which comprises the Advisory Committee. One such report has already been set before the Committee, the Kheel sub-committee report. Others are expected shortly.

The meeting scheduled for next week will be one of great importance. A great deal of work is necessary if the demands placed upon the Committee are to be met. The members of the Committee have demonstrated a willingness to face up to the challenge of meeting these demands. Next week's meeting may tell part of the story.

# New Canadian Port Council Receives MTD Charter



SIU President Paul Hall, who is also president of the AFL-CIO Maritime Trades Department, addressed more than 500 American and Canadian trade unionists recently at a dinner in Montreal marking the chartering of the St. Lawrence and Tributaries Port Council of the Province of Quebec. Left to right above are Louis Laberge, Quebec Federation of Labor President; Hall; Jean-Paul Menard, head of the Montreal Building Trades Council and Montreal Central Labor Council; and Peter McGavin, Maritime Trades Department executive-secretary.



MTD executive-secretary Peter McGavin (far left) presents charter to Jean-Paul Menard, President of the new Port Council (second from right). Looking on are Don Swait (second from left), SIU of Canada secretary-treasurer and sec.-treas. of the new Port Council; Ray Green (center), vice-president of the new Port Council; and Paul Doucet, Council vice-president.

## Retain 50-50 On Wheat, Sea Unions Urge Senate

WASHINGTON, D.C.—In a joint presentation to the Senate Foreign Relations Committee, the NMU, ILA and SIU urged the Government to retain the requirement that at least 50% of any wheat sold to the Soviet bloc be carried in American-flag ships.

The joint position of the three AFL-CIO unions was presented by Hoyt Haddock, executive secretary of the AFL-CIO Maritime Committee in two and a half hours of testimony on September 27.

The hearings were the result of a Senate resolution which directed the Foreign Relations Committee to investigate whether the 50% shipping requirement on Russian wheat violates U.S. treaties and the Export Control Act.

The union spokesman accused grain dealers of seeking to avoid use of American-flag ships in order to increase their profits on the grain sales.

He pointed out that there was a great deal more Government subsidy involved in getting grain to the ships than would be involved in its movement by ship.

"We should take a look at the entire picture," Haddock said. "We should take a very close look at the activities of these grain traders—especially at the possibilities for

profit-making at the expense of the farmer and the Government in these transactions. Also, we should take a look at possible connections between these companies and foreign-flag shipping interests."

This reference to charges brought by Congressman Paul Rogers of Florida that only a few large grain companies would profit from selling grain to Russia, and these companies would profit not only from the actual sales, but from the financial interests they have in foreign-flag shipping enterprises.

Retention of the 50% requirement on wheat shipments was also urged by shipowners represented by Ray Murdock of the American Maritime Association.

Richard J. Goodman, an economist who appeared for the wheat growers, testified that he did not know if Russia was interested in purchasing wheat from the United States at this time.

It is the grain interests which have been seeking to have the 50% shipping requirement killed.

## Seven SIU Oldtimers Join Pension Ranks



Gibney



Malley



Dixon



Amity

Seven additional Seafarers have joined the growing ranks of SIU veterans whose retirement years are protected by lifetime \$150-monthly pension checks.

The seven additional pensioners are Frank Joseph Weber, 65, George Robert Gibney, 63, James John Malley, 62, Nathan Dixon, 68, John Francis Amity, 61, Konrad Knutson, 65, Harold Frederick Taylor, 71.

Weber sailed as a floatman after joining the SIU Railway Marine Region in the port of New York. Born in New York, he makes his home in Jersey City. He last sailed for the Pennsylvania Railroad.

Gibney joined the SIU Railway Marine Region in the port of New York where he sailed as floatman. A native of Blythe, England, he and his wife Kathleen presently make their home in the Bronx. He last sailed for the New York, New Haven & Hartford Railroad.

Malley sailed as a bridgeman, signing on with the SIU Railway Marine Region in the port of New York. Born in Ireland, he and his wife Anna now make their home in New York. He last sailed for the New York Central Railroad.

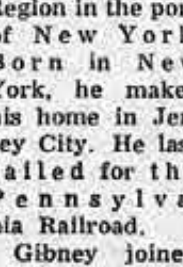
Dixon joined the SIU in the port of New York where he sailed as a member of the steward department. Born in Louisiana, he and his wife

Elba make their home in Brooklyn, New York. He last shipped aboard the Steel Architect.

Amity sailed as a motorman after joining the SIU Railway Marine Region in the port of New York. Born in New York, he and his wife Alice presently make their home in



Weber



Knutson



Nixon



Taylor

Nixon, New Jersey. He last sailed for the Pennsylvania Railroad.

Knutson joined the SIU in the port of Chicago and sailed as a member of the Great Lakes Tug and Dredge Region. He and his wife Hilda make their home in Chicago. Brother Knutson last sailed for the Great Lakes Dredge and Dock Company.

Taylor sailed as a member of the engine department after joining the SIU in the port of New York. Born in East Boston, Mass., he and his wife Linda now make their home in Chicksaw, Alabama. He last sailed aboard the Calmar.

# AFL-CIO Council Blasts Move To Block Vote On Repeal Of 14B In Senate

NEW YORK—A threatened Senate filibuster to prevent a vote on repeal of Section 14(b) "must be broken," and the Senate allowed to vote on the restoration of free collective bargaining, the AFL-CIO Executive Council declared during a four-day meeting held here last week.

The Executive Council made the filibuster threatened by Senator Everett McKinley Dirksen (R-Ill.) the first order of business at its fall meeting here, affirming its confidence that "the majority of the Senate will stand firm for their convictions . . . and will vote to carry out the will of the people at the present session of Congress."

AFL-CIO President George Meany said that to his knowledge this is the first time that a leader of a major political party has sponsored a filibuster. Dirksen is the Senate minority leader. The federation president said the AFL-CIO has counted "enough votes to pass" the repeal bill, but that no canvass has been made on the question of imposing cloture to cut off a filibuster.

### Repeal Has Support

A filibuster to prevent Senate action on the House-passed repeal bill that would knock out the section of the Taft-Hartley Act which allows states to adopt "right-to-work" laws "would be a flagrant perversion of the democratic process," the council stressed, especially in view of the "support of most Americans" for repeal of "this unique and inequitable provision."

It is "obvious," the council said, that Section 14(b) is not the only weakness in federal labor laws. The AFL-CIO, it noted has repeatedly called for a general overhaul and would like to see congressional hearings get under way next year.

"But repeal of Section 14(b) should not be thrown into the kind of complexities that would be involved in a general Taft-Hartley revision," the council stressed. "It is an open-and-shut matter; whether we have a national labor-management relations policy or not."

In response to questions, Meany reiterated at a news conference that the AFL-CIO does not object to wheat sales to the Russians, but that a problem exists over how the wheat should be shipped. The AFL-CIO, its maritime unions and government agencies are studying ways of coping with the problem, he said.

### Subsidies Essential

Meany said he considered a subsidy to safeguard the role of the American merchant marine essential in any alternative to the present formula.

Labor Secretary W. Willard Wirtz, who met with the council to discuss the progress of legislative programs, told reporters that the Administration would do "everything possible" to see that 14(b) is repealed. On the question of repeal at the current session of Congress, Wirtz termed the prospects "very probable."

Wirtz said he had discussed in addition to legislative matters various Labor Department programs,

manpower policies and wage and price levels. He said the Administration will continue to push "as strongly as we can" on the minimum wage bill reported out by the House Labor Committee, noting it is tentatively scheduled for action on October 11. On wage-price levels, he said he saw no signs of an inflationary spiral and that labor costs had remained stable over the past five-year period of economic progress. He noted the development of some labor shortages in various areas and said the Administration's anti-poverty program had helped reduce the youth unemployment figures, which he characterized as "still terrible."

### Other Action

The rallying of forces against the Dirksen filibuster highlighted the four-day meeting, which concerned itself with legislative issues and internal affairs of the federation.

The council also called for enactment of the following legislation:

- Called for action by House leaders to pry loose the House Labor Committee-approved minimum wage bill from the Rules Committee and bring it to a vote at the present session.

- Urged all-out support for a bill to give home rule to the District of Columbia, a measure that was brought to the House floor

September 27. (Ed. Note: This bill was defeated by a House vote.)

- Backed the President's national highway beautification measure passed by the Senate and urged House approval.

### Internal Action

On internal affairs the council:

- Set up three pilot projects to use modern data processing equipment and techniques in preparation for the 1968 congressional elections as part of a major effort to prevent the loss of liberal seats in the "off-year" balloting.

- Approved unanimously the report of a subcommittee composed of Vice Presidents Walter P. Reuther and George M. Harrison to be presented to the coming AFL-CIO convention to amend the federation's constitution by providing a method of electing the 27 vice presidents and members of the Executive Council. Meany told the press conference that a gap exists in election procedures for vice president and that the constitutional change approved by the council would provide an orderly procedure including methods of nominations and recall balloting.

### Religious Policy Set

- Declared it to be the policy of the AFL-CIO that all affiliates voluntarily work out arrangements

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# Gov't Report Perils U.S. Fleet's Survival

WASHINGTON, D.C.—Newspaper accounts of what had apparently been a carefully-guarded Government report have stirred up a storm of concern and protest in maritime industry and legislative circles.

The report is a document prepared by a Government study group called the Interagency Maritime Task Force which is headed by Alan S. Boyd, Under Secretary of Commerce for Transportation.

According to the newspaper accounts, the report calls for such drastic changes in present maritime policy as withdrawing Government support for passenger liners, ending cargo preference, and permitting shipowners to build or buy vessels abroad and operate them in all American trades, including the domestic trades.

Shock was registered in the maritime industry because of the fact that the President's Maritime Advisory Committee has been preparing a series of recommendations for dealing with the various shipping problems. In the view of many observers in the industry, the Task Force report bypasses the work of the Advisory Committee.

Commenting on the report, SIU President Paul Hall declared, "In recent days a number of newspapers have published stories concerning a carefully-guarded Interagency Maritime Task Force report which is expected to be the basis of the new maritime policy which the Administration has said it

would announce, probably some time early next year."

The SIU President said that on the basis of the information available in these stories, "it is readily apparent that there is a deliberate intent on the part of various Government agencies — notably State, Agriculture and Commerce — to liquidate an industry which has been an essential segment of our economy and an integral component of our defense structure since the inception of our Republic."

"This critical matter is not the concern only of those involved in the maritime industry. It should be and must be the concern of all American citizens who do not want our nation weakened in any respect, particularly during this delicate and uncertain period in the world's history," Hall asserted.

He warned that diminution or downgrading of the role of the American merchant marine would be an inevitable step toward the surrender of our position as a world power.

"Every American citizen who is concerned with the total economic well-being and security of his country should and must join in the fight to prevent these ill-advised and unsound recommendations from becoming national policy," Hall concluded.



# The Atlantic Coast



## By Earl (Bull) Shepard, Vice-President, Atlantic N.Y. Host To AFL-CIO Council

New York was the site of the AFL-CIO Executive Council meeting. At the meeting the AFL-CIO declared that a threatened Senate filibuster to prevent a vote on the repeal of Section 14(b) must be broken. The council further stated that the repeal of 14(b) was a prerequisite for the restoration of free collective bargaining. Federation president George Meany announced that the AFL-CIO has counted enough votes to pass the repeal bill, but he said that no canvass has been made on the question of imposing cloture to cut off a filibuster.

### Philadelphia

Shipping has been fair in the Port of Philadelphia and is expected to continue at the same pace in the weeks to come.

George Leach, an SIU member for 12 years pulled into the hall here after two trips to India aboard the Kent. George gives the negotiating committee a "well done" for what he considers a fine new contract. Oldtimer Comas Knight showed up at the hall bragging about the food and the air conditioning aboard the new C-4s

### Baltimore

Shipping has been very good the past two weeks and the outlook for the next few weeks looks just as good.

Corbert R. Myrick, last aboard the Steel Maker as bosun, says the crew made a friend when they spotted and picked up a fellow who had fallen overboard from a cabin cruiser.

### Boston

Shipping has been on the slow bell here during the last period but it is expected to pick up considerably in the weeks ahead.

Oldtimer Thomas Fleming is looking for the first coast-hugger that hits the board. Fleming last sailed as AB aboard the Mt. Washington. The first ship of any type to hit the board will be good enough for him, reports Kenneth LaRose.

### Norfolk

Shipping has been slow here but should be much better in coming weeks as some coal ships arrive and the Longlines comes out of the shipyard where she is undergoing emergency repairs.

Oldtimers around the hall recently have included bosun Alfred Sawyer who is waiting for a good ship after getting his new house all straightened away.

### Puerto Rico

Shipping has been holding pretty steady here, and should continue. Oldtimers on the New Yorker, which is on the Santo Domingo run, include Jack Winley, Bob Arizne, Gerald Smith, Lester Long and Delbert Shields.

## THE INQUIRING SEAFARER

QUESTION: What historical figure do you most admire?

Edward Strusinski: General Pulaski is the man who no American should ever forget. He came over to the U.S. during the Revolutionary War and taught our soldiers how to ride horses. He was the father of Cavalry. Pulaski gave his life fighting for American freedom.



Endel Loosaar: George Washington is the leader who always stands at the top of history's heap. He was the man who started America on the road to being the greatest power in the world. Washington is responsible for setting the foundations on which our country still rests today.



Willie Dixon: I think that George Washington Carver was one of the greatest figures in history. He was a famous scientist whose discoveries contributed much to our country's agricultural progress. He was the man who found so many uses for the peanut which were unknown until he came along.



Jack Fitzgerald: I'll take President John Fitzgerald Kennedy as the greatest man whoever lived. He showed the world that the U.S. couldn't be pushed around when the Russians tried to sneak their missiles into Cuba. He also gave us seamen a good deal when he established the 50-50 shipping requirement on the Russian wheat deal.



Brian Trujillo: American seaman will never forget the memory of Andrew Furuseth who did so much to make them decent citizens. Furuseth was the man responsible for building the strong maritime trade union movement we have today. He started out at the bottom and stuck with the fight for better conditions until he won.



Manuel Aguas: The guy I always remember is Babe Ruth, the greatest home run hitter who ever lived. I used to see him play in person, and I'll never forget how he used to blast them out of the ballpark. Now that he's dead, Babe Ruth is almost a legend, but as far as I'm concerned, there will never be anyone like him again.



## Japanese Seamen Latest To Say "No"

# More And More Foreign Ships Refuse U.S. Vietnam Cargoes

The U.S. is running into increasing difficulties in getting foreign-flag ships to carry vital military cargoes to Vietnam. In the latest instance reported, three of four contracted Japanese shipping companies have cancelled a contract to carry food and supplies to Vietnam. The Japanese ships

had been chartered by an American shipping company. The fourth Japanese company is expected to go along with the other three in their ban on carrying U.S. cargoes to South Vietnam.

Because of its steady downgrading of the importance of the U.S. merchant marine to national defense in the years since World War II, in spite of warnings from the SIU and others interested in

the maritime industry, the U.S. government is now finding that it must depend on foreign-flag ships to carry vital cargoes to Vietnam. The foreign-flag ships and crews are proving highly undependable however.

### Not The First

Trouble actually started some time ago when a Vietnam-bound cargo had to be unloaded from a Mexican-flag vessel when the Mexican government invoked a ruling

that none of its ships could enter a war zone. The same cargo was further delayed when the crew of a Greek vessel refused to move the cargo. Finally a U.S.-flag ship had to be diverted from other duties to transport the cargo.

Later another cargo for Vietnam was delayed when the crew of another Greek-flag vessel refused to handle it, and still another sat on the dock when the Greek crew of a Liberian-flag ship turned it down.

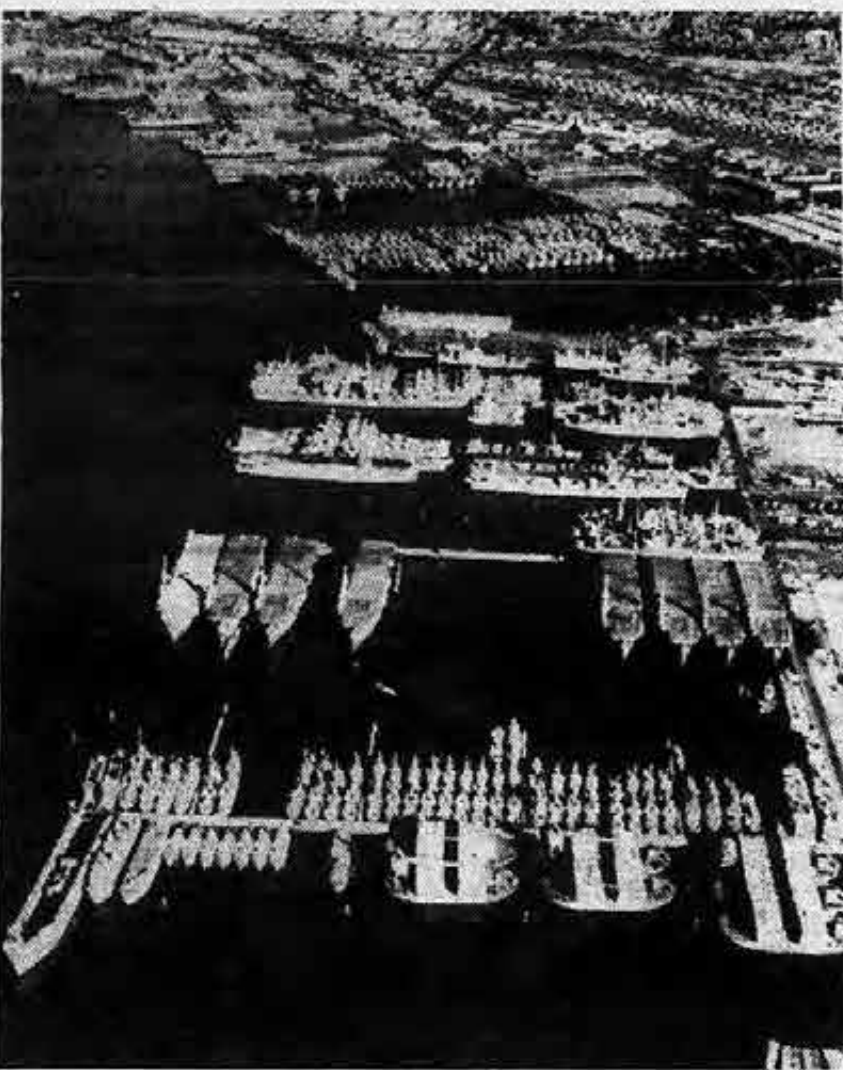
These recent events are making it increasingly clear that the U.S. government has been making a big mistake for years with its stubborn insistence that the deterioration of the American merchant marine would not injure U.S. national security because foreign-flag vessels are available to carry vital cargoes in a national emergency.

### Effective Control?

Another of the U.S. government's claims—that American-owned runaway-flag ships are still under the "effective control" of the U.S. and are readily available in time of need—is also rapidly going by the board. It has become quite clear that once a vessel is flying a foreign flag and manned by a crew of foreign nationals, there is no way of maintaining effective control over it.

The idea that vital military supplies can be air-lifted to places where they are needed is another theory formerly expounded by the U.S. government to defend its neglect of the maritime industry which is not being heard any more. Ships, it is clear and a lot of them, are the only way to move vast amounts of supplies over long distances.

## U.S. Calls On 'Boneyard' In Viet Crisis



For the third time since the end of World War II, the U.S. is dipping into the large number of vessels it has stored—as a hedge against an emergency—in the eight National Defense Reserve Fleets. (Part of the reserve fleet is shown in the above picture).

The Maritime Administration has released 48 mothballed vessels from the reserve fleets this year for use during the Vietnam emergency. SIU-contracted companies have been assigned to operate 31 of the 48 vessels released thusfar.

During the Suez Crisis in 1956, 35 ships were withdrawn from the reserve fleets to make up the extra carrying capacity required during the blockage of the Suez Canal. During the Korean emergency in 1950, over 600 ships were broken out of the mothball fleets.

About 1,500 of the more than 2,000 vessels which were mothballed after World War II are still in the reserve fleets. Since the program began some of the original vessels in the fleets were scrapped, but some vessels have been added to the reserve fleets through the MA's ship replacement program in which operators can turn in old vessels and build new ones to replace them.

The remaining vessels remain immobile, lined up side by side in rows—bow to stern—awaiting the call to duty once more. But even immobilized and mothballed, some have been put to use for special purposes, such as the grain storage program of a few years ago.

As the U.S. wheat surplus grew, grain storage facilities all over the country filled to capacity and additional storage areas became a necessity. The huge empty cargo spaces of the mothballed ships were recognized as an excellent storage facility for the grain and many of the vessels were used temporarily for that purpose.

## Cuba Blacklist Holds Steady

WASHINGTON—The list of ships forbidden to haul U.S. Government cargoes because they have been trading with Communist Cuba since January 1, 1964 held steady during the last reporting period as one ship was added and one removed from the blacklist.

The new vessel added to the list was the British-flag "Jointly," of 5,388 gross tons. Removed from the list on a pledge by the owners that it and all other vessels they own or control would be kept out of the Cuban trade was the tanker "Valny" flying the Finnish-flag.

Since the blacklist was established, 87 ships have been removed after similar promises to keep all vessels under the same ownership or control out of the Cuban trade. Thus far a total of 852 ships have been pledged out of the Cuban trade, and 240 ships of 1,680,896 gross tons remain on the blacklist as of September 3.

# SIU Vessels Tied Up Briefly During India-Pakistan Conflict

KARACHI—The recent outbreak of hostilities between India and Pakistan has caused the SIU-manned Alcoa Marketer and the Alcoa Master to be detained here for short periods of time by Pakistani authorities. The Marketer, which was delayed before a cease-fire was accepted by both

countries, sailed after port officials satisfied themselves the vessel was not carrying war materials for India. The Alcoa Master, which was detained after the cease-fire, was released after its grain cargo was searched for arms.

According to an Alcoa Steamship Company official, ships bound for the Indian sub-continent usually visit ports alternately located in West Pakistan, India and East Pakistan (or in reverse order). Since war broke out over Kashmir, suspicious port authorities in both countries detained foreign vessels on the grounds of keeping cargoes of war materials from the enemy.

Delays caused by this type of detention occur on top of time lost because of slow unloading and dispatching practices normally experienced by American ships in the ports of both countries. The Alcoa spokesman explained that it is often hard to tell the difference between time lost caused by wartime suspicions and those by so-called "normal" delays.

The Marketer unloaded a cargo of steel and military trucks in Karachi, and then delivered a large cargo of chemical fertilizer in India, following its clearance. The Master was scheduled to stop

in Bhavnagar, India on September 25.

Warfare between India and Pakistan broke out several weeks ago over the disputed Moslem state of Kashmir, which has been occupied by India since the partition of the two countries. India attacked Pakistani positions along the truce line after charging that Pakistan-based guerillas had crossed into Kashmir.

Fighting was extended over a wide section of the border areas of both countries and included

several aerial bombing attacks. The two countries agreed to a cease-fire on September 22 at the request of the United Nations. However, a tense situation between the two powers continues to exist.

The problem of detained American ships was complicated by port and military officials of both countries, in the opinion of U.S. shipping observers. It is believed that permission to clear both Alcoa vessels from Karachi had to come all the way from Rawalpindi, Pakistan's capital.

## Labor Dept. Seeks Oldest Pact

The Labor Department, has turned to the trade union movement and its veterans in a search for the oldest continuous collective bargaining agreement in existence—either national or local.

It's wanted for the department's Hall of Honor, opened last year to commemorate memorable achievements in labor-management relations.

"Over a long stretch of years American labor and management have developed a self-sufficiency for concord and cooperation and turned their backs on industrial discord and strife," said Secretary of Labor W. Willard Wirtz. "We want to honor the benchmark achievements in this historic evolution."

"In the Hall of Honor we intend to give special recognition to the labor and management parties who have kept alive the oldest collective bargaining agreement in America, one which emerged from the era when industrial struggle was the order of the day."

The oldest contract turned up so far is one dated March 25, 1891, between the Molders and the Manufacturers' Industrial Relations Association.

## The Gulf Coast

By Lindsey Williams, Vice-President, Gulf Area



### New Orleans Floodwaters Receding

As storm winds and floodwaters battered the port of New Orleans, there were several organizations and individuals who did a tremendous job battling the worst ravages of the hurricane and who continue to make heroic efforts as we dig out from under Betsy's litter of destruction. Among those who deserve a vote of thanks is the Mayor of New Orleans, Victor H. Schiro, who we feel did more than his share to bring back normal operations to a city that had been in chaos.

Shipping in the Gulf Area is very good and the outlook for the future is bright.

#### New Orleans

Leslie Guillot is on the beach here after completing a round-the-worlder on the Transorleans. Leslie says it was a real good trip, but he had to get off her to be with his daughter who must undergo surgery. Frank Halem is waiting for a chief cook's job and ready to go after a run on the Colorado. "Any ship, any place, I'm not choosy," he says. Back around the hall after six days on the Sabine, Trussel Beatros is raring to go. Trussel suffered a slight heart attack recently, but he's sporting his ffd and looking for a 3d cook's slot going anywhere on anything.

#### Houston

Shipping here has been good for the past month and the future looks every bit as good.

After getting off the C. S. Baltimore for medical reasons, deckhand H. La Fluor has his ffd and is ready to go again. Veteran deckhand C. R. Thompson is waiting for another good run after paying off the Western Comet on a Persian Gulf trip. Old timer Needom Galloway is raring to go. Needom has been on the beach for about three months now and he's looking for a steward slot going anywhere.

#### Mobile

Shipping has been moving at a fast clip and job prospects for the coming weeks are good.

Albert W. (Blacky) Saxon is looking for an AB job after piling off the Alcoa Roamer where he held down the bosun slot for seven months. Putting in some pleasant time with his wife and kids here is engineman Joe Hearn. Joe is off the Transhartford where he sailed as fwt on a run to India. The boys around the Mobile Hall have been saying hello to their old pal steward Daniel G. Harrison who stepped of the Claiborne after a few trips to Puerto Rico.

NEW ORLEANS—If all the coffee transported by SIU-contracted Delta Line during the firm's 46-year-old history (1.6 billion pounds) were brewed at once, it would undoubtedly produce enough coffee to float the thirteen-ship Delta fleet.

Coffee was the reason for founding the company back in 1919 and has remained the fleet's mainstay. Known unofficially as the "coffee fleet," the company was originally called the Mississippi Shipping Company when its first ship, the Bound Brook sailed from New Orleans in 1919 with 2,705 tons of cargo bound for Brazil. She returned two months later with 60,000 bags of coffee from Rio de Janeiro and Santos.

Before World War I, coffee had been a big item in New Orleans's trade. But during the war the South Atlantic waters became heavily infested with German submarines and the trade suffered severely. By 1918 the trade had dwindled to almost nothing. With the end of the war the new company was ready.

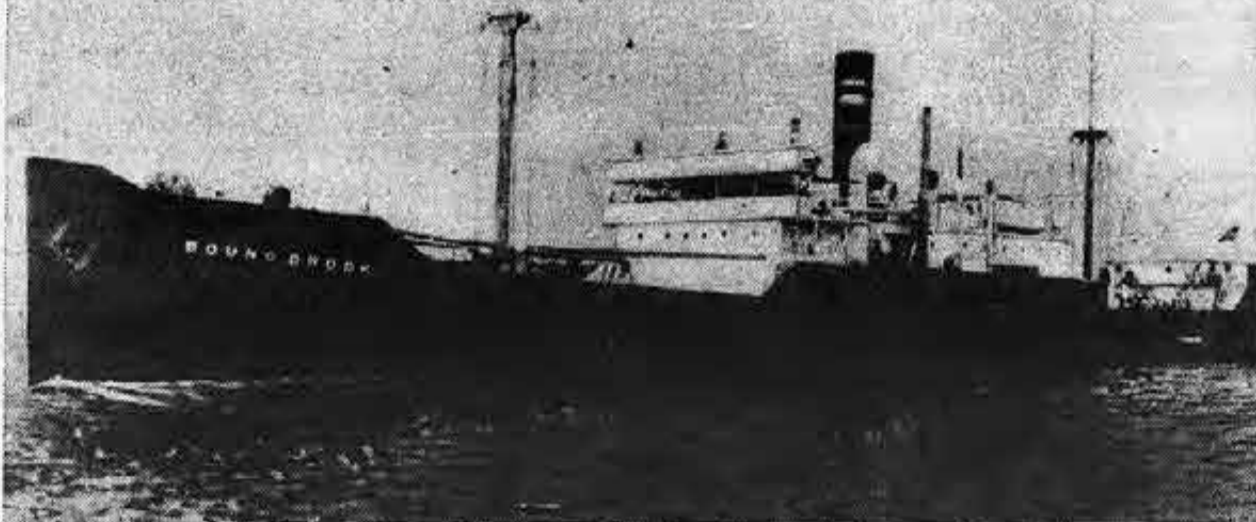
#### Company Grew

The first year of operations saw only 140,000 bags of coffee transported. But the trade grew through the years as more and more ports of call were added. Uruguay and Argentina, Houston and other Gulf ports were gradually added to the sailing schedule. In 1945, with World War II at an end, the company carried almost 4 million bags of coffee from Brazil to the Gulf.

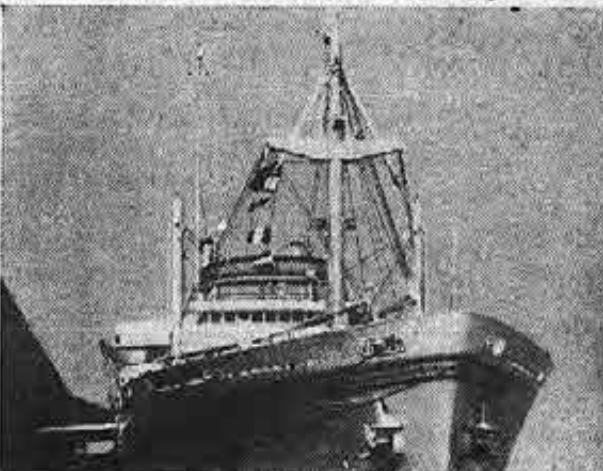
Delta has carried more than 50 percent of the total coffee imports from Brazil to the Gulf in recent years. Since the Bound Brook's first voyage, the company has moved over 77.5 million bags of green coffee from Brazil.

The "coffee fleet" is credited by many as the originator of a social innovation which has affected most Americans across the country, the coffee-break. Tradition says the custom was started at Delta Line where coffee porters serve hundreds of cups daily to employees of the line.

## DELTA - from 1919 . . .



The first Delta Line's vessel was the Bound Brook, which sailed from New Orleans in 1919.



Gulf Seafarers man the Del Mar, which joined the Delta fleet in 1947.



One of the newest vessels in the Delta fleet, the Del Rio was launched in 1961.

# COPE Maps 1966 Registration Drive

The AFL-CIO is planning a major effort in preparation for the 1966 congressional elections to prevent the loss of liberal seats in the "off-year" balloting.

Plans for three pilot projects were unveiled at a recent meeting of the COPE administrative committee which is composed of the federation's Executive Council and presidents and secretary-treasurers of AFL-CIO affiliates. The projects will be set up for the state of Pennsylvania, the Washington, D.C., metropolitan area and an eight-county area in the San Francisco Bay region.

The drive will employ modern data processing techniques geared to translating weeks and months of work checking registration lists and making mailings to union members to a matter of hours by using data processing and computer equipment. A number of unions have such equipment, and the objective is to have every national and international union supply lists of members mechanically for registration breakdown by states and local areas.

The Pennsylvania project will be based on obtaining lists from AFL-CIO affiliates of their members in the state—over one million—for breakdown by wards and precincts on whether or not they are registered and eligible to vote.

The San Francisco project will be an area example covering about 400,000 union members. Equipment is available in the area for a test project.

In congressional elections there is a falling-off of the total vote from presidential years and usually a loss of seats by the party in power. However, a major registration and get-out-the-vote drive in 1962 by the AFL-CIO stopped this trend and in effect reversed previous political history, bolstering hopes for 1966.

COPE is continuing its drive to improve registration laws in the states to make it easier and simpler for voters to become qualified. It has already had success in a number of states and legislative victories in others that were offset by gubernatorial vetoes in Michigan, Massachusetts and Washington.

## LABOR ROUND-UP

New York school teachers started the new school year with a new two-year contract providing average wage and benefit increases of about \$800 a year. The pact was won by Teachers Local 1 in a last-minute settlement reached with the aid of city mediators. The contract, covering some 50,000 public school teachers, sets a new salary maximum of \$11,950 a year by October 1, 1966. The settlement came three days before school opened when teachers voted at an open-air meeting. The secret ballot vote to accept, as certified by the Honest Ballot Association, was 3,392 in favor, 616 opposed.

President Alfred J. Manuti, of Musicians Local 802 died at his home after a brief illness. He was 56. President of the local since 1953 and a member of the International union's executive committee since 1959, he was the son of a Metropolitan Opera Orchestra tuba player. He studied the violin before turning to the bass, joined the union at 19 and played for years in night clubs and theater orchestras until he was elected to his first union post. As a union official he worked diligently for live music, and was a member of the New York State Council of the Arts.

Los Angeles Fire Fighters Local 748 has hailed as a victory for the union a California Supreme Court ruling that the city's use of fire and police pension funds to meet its statutory liability for workmen's compensation benefits is illegal. Union President William V. Wheatley said firemen, policemen and their dependents will be entitled to \$4 million to \$6 million in compensation benefits the city never paid. Local 748 initiated test cases before the Industrial Accident Commission seeking to have Los Angeles pay workmen's compensation benefits to firemen

and police under state law. The ruling supports the union claim that the city cannot use pension contributions to pay accident premiums, he said.

Samuel Levin, a leader in the 1910 strike at Hart Schaffner & Marx that sparked the foundation of the Clothing Workers and a co-worker with the late Sidney Hillman in the union's organization four years later, died in Chicago of a heart attack at the age of 80. He was one of the city's most widely-known labor and civic leaders and was honorary chairman of the Amalgamated Trust & Savings Bank, which he helped found in 1920 and of which he was active chairman until last year.

Pittsburg, California city employees and 37 trainees under the Economic Opportunity Act have completed a workshop series on the principles and practices of trade unions and the role they can play in anti-poverty programs. The program was initiated and organized by Contra Costa County Employees Local 1675, a unit of the State, County & Municipal Employees, and co-sponsored by the local and the city government. Assistance was given by the Center for Labor Research & Education of the University of California's Institute of Industrial Relations.

Three officials representing Little Rock, Arkansas building trades unions are serving on a team of Defense Department investigators who are looking into the explosion and fire in a Titan 2 missile silo at Searcy, Ark., in which 53 construction union members lost their lives. The union officials were named to the panel after C. J. Haggerty, president of the AFL-CIO Building and Construction Trades Department asked President Johnson to make sure labor was represented on the investigating team.

"Now!"



Supporters of the so-called "right-to-work" now find themselves at their wits end in Congress. In an effort to stem the overwhelming tide of approval for repeal of Section 14(b) of the Taft-Hartley Act, the R-T-W supporters are planning to throw a monkey wrench into the machinery of Congress in the hopes of avoiding almost certain defeat.

There is almost unanimous agreement in Washington today that the Senate will repeal Section 14(b) after a long, hard 18-year fight to wipe this infamous piece of legislation off the nation's statute books. Section 14(b) of the Taft-Hartley Act has served as a protective umbrella behind which the individual states have enacted the misnamed "right-to-work" laws.

Although the American labor movement waged a long, bitter campaign to put Section 14(b) to a well deserved death, 1965 marked the year that this fight was to be successfully concluded. An indication that victory was close at hand came when members of the House of Representatives voted for repeal by a decisive margin earlier this year.

The action of the House demonstrated plainly that the American people and their elected representatives stood behind repeal of a piece of legislation which had been callously used for years to destroy the security of workers.

As the repeal bill gathered support in the Senate and its passage had become almost a foregone conclusion, diehard supporters of R-T-W saw the clock was running out on the so-called "right-to-work" law.

Casting about for a weapon with which to stall passage of the bill, the supporters of R-T-W have seized upon the filibuster, the last refuge of all lost causes in the U.S. Senate.

Even though the will of the majority for repeal of Section 14(b) is plain, R-T-W sup-

porters have announced their determination to prevent this, as they wage their last ditch fight against passage of the bill.

The need for responsible debate on the issues and legislation confronting the nation is one with which there can be no argument. However, after a legislative topic has been thoroughly explored, continuing debate serves as a roadblock rather than further enlightenment of the issues. In this case, the R-T-W supporters have made absolutely no bones about their intention of trying to wear down the Senate from its intention of passing the repeal bill.

The leader of this coalition of bitter-enders is Senate Minority Leader, Everett McKinley Dirksen (R-Ill.). Senator Dirksen's fight to save the R-T-W law faces overwhelming rejection by a huge majority of U.S. citizens.

Senator Dirksen's filibuster plans are being wildly applauded by advocates of the open shop and other types of union busters from the 19 states which still have "right-to-work" laws. It is no coincidence that workers employed in these states are paid substandard wages and are covered by inadequate workers' compensation laws.

In describing the bright future of an employee who has the so-called "right-to-work," Senator Dirksen, has always managed to conveniently ignore the miserable conditions which workers face in these states.

Fortunately, Senator Dirksen's filibuster threat has not sidetracked the Senate leadership's intention of seeing 14(b) repealed in this session. Support for defeat of the threatened talk-a-thon has also been declared by the AFL-CIO Executive Council which has said it is confident that "the majority of the Senate will stand firm for their convictions . . . and will vote to carry out the will of the people at the present session of Congress."

# Congress Extends Vessel Exchange Act Until 1970

WASHINGTON—Members of a Senate-House conference committee have agreed to extend the Vessel Exchange Act for five years, from July 5, 1965 to July 5, 1970. The conferees also reached agreement ironing out differences in the bill on provisions governing vessel trade-ins.

In addition to extending the Vessel Exchange Act, the House-Senate agreement covers the following provisions:

- Owners will be permitted to
- Vessels will be approved for

trade in vessels built prior to September 3, 1945. This provision will allow trade-ins of older Great Lakes ships.

trade-in only if they did not receive an operating differential subsidy for three years immediately prior to the date of exchange. In agreeing upon this provision, the conferees decided to apply the three-year operating-subsidy restriction on trade-ins to the vessel, rather than the operator. The purpose of this provision is to permit shipowners to trade-in subsidy-operated vessels.

• The value of a vessel to be traded in or traded out is to be calculated in the same manner as it was when it was originally traded in. Vessels which were traded in prior to October 1, 1960 will be valued to yield the highest return to the government. The value of vessels traded in and traded out shall be calculated on the same basis, except when based on scrap value.

• Government tankers may be traded out for major conversion into dry cargo carriers, or liquid bulk carriers, to include natural gas carriers, for use on the Great Lakes, Saint Lawrence River and the Gulf. Tankers may not be traded out for conversion for use as liquid petroleum carriers.

• Action by the government is curtailed in selling traded-in vessels for use as barges or disposing of such vessels in a manner contrary to the policy of Congress.

## SIU Fishermen Protest Oil Explorers' Fish Kills

BOSTON—The SIUNA-affiliated Atlantic Fishermen's Union has issued strong protests against underwater explosions by Canadian oil explorers that have killed large schools of fish on George's Bank.

AFU president James Ackert charges that the explosions are a violation of the Continental Shelf Treaty. He said that he had reports from members of the union that the water was

"alive with dead fish killed by explosions."

As a result of the protests, the U.S. Bureau of Commercial Fisheries sent a plane over the blasting area to check on the effect of the explosions. John Skerry, a spokesman for the U.S. Bureau at Gloucester reported that the aerial investigation showed the Canadians are involved in seismic exploration for gas and oil beds in 180 feet of water.

### Fish Slaughtered

The Bureau spokesman also said that Canadian fishing boats are being used as a platform to perform blasting work. While there is no estimate of the amount of fish killed to date during the exploratory work, Skerry declared there was no doubt that such explosions would kill fish coming up to the surface and would disrupt spawning beds.

Ackert reported that the explosions started September 6 in waters 100 to 200 miles off Cape Cod in what U.S. fishermen regard as their traditional fishing grounds. He also announced that the union had contacted both Senators Edward M. Kennedy (D.-Mass.) and Leverett Saltonstall (R.-Mass.) about the problem.

Since the explorations involve questions of international law, legal experts of the Bureau of Commercial Fisheries in Washington are now looking into the problem.

### Probe Asked

In another matter involving the fishing industry, the AFU is demanding a Congressional investigation of an incident in Philadelphia where Customs officials permitted four Canadian vessels to unload scallops duty free on August 31 because of supposedly adverse weather conditions. The union contends there was no justification for this decision since wind speed was only 5 to 10 miles per hour on the day in question.

## Be Sure To Get Dues Receipts

Headquarters again wishes to remind all Seafarers that payments of funds, for whatever Union purpose, be made only to authorized SIU representatives and that an official Union receipt be gotten at that time. If no receipt is offered be sure to protect yourself by immediately bringing the matter to the attention of the President's office.

## New APL Ship Undergoing Sea Trials

The SIU Pacific District contracted American President Lines' new 23,000-ton cargo liner President Polk is presently undergoing extensive sea trials.

The \$12.5 million vessel, built at a San Diego shipyard, first took to the water to move along the California coast to San Pedro, where she was drydocked for painting. During the overnight run she was put through a series of tests by the builder.

After leaving the shipyard, the vessel was scheduled for still more tests, under the watchful eyes of the Maritime Administration, the American Bureau of Shipping and the Coast Guard.

### Many Tests

Among the things being tested are the efficiency of the steam plant, the horsepower rating, economy and endurance. Anchoring will be tested and circle maneuvers and steering tests performed.

The President Polk was designed for a sustained speed of 20.5 knots with 19,250 horsepower.

Following trials, final outfitting and finishing touches will be made to the President Polk before APL takes delivery. The ship will immediately go on berth in San Diego, Los Angeles and San Francisco for loading of cargo, and her maiden voyage across the Pacific to ports in the Orient is scheduled to begin on October 22.

The President Polk is the first of three Master Mariner cargo liners being built simultaneously for American President Lines. Construction began on the 564 foot long liner on March 20, 1964, when the keel was placed on the ways, and the ship was launched in ceremonies at the yard on January 23, 1965.

A sistership, the President Monroe, has been launched and is at an outfitting dock at San Diego. She is scheduled to be delivered to APL on December 31, 1965. The third ship, the President Harrison, will be launched on October 2, 1965, and be delivered in April of next year.



By Al Tanner, Vice President

and Fred Farnen, Secretary-Treasurer, Great Lakes

## Lakes Shipping Picture Looks Good

SIU Great Lakes District bargaining representatives are continuing to negotiate with shipowners and report good progress in the areas of base wages, transportation, tank cleaning and vacation pay. We will keep members up to date on the progress of contract talks through reports in the LOG.

### Detroit

Shipping has remained on a steady course in Detroit. Seafarers here were saddened by the recent death of Bill (Steamboat) Hollis. Serving as pallbearers at his funeral were Brothers Henry Howard, Larry Tremblay, George Telegadas, Joe Arnold, Joe Salisbury and Ed Doherty.

### Duluth

The job situation hit an all-time high here in the last period. The C. S. Robinson has been fitted out and was loading grain last week. The Union blood bank in Duluth has been very busy lately, and as a result, members are urged to pitch in and donate to bring it back to its former level.

### Cleveland

Shipping is still going strong here with no let-up in sight. "Little" Don Kapela and "Big" Don Maukonen have put in an appearance along with Omar Toler who is back from West Virginia.

### Chicago

The report from this port is that shipping is good in all departments with a brisk outlook for the future. Some 15 vessels were delayed on their way to Calumet Harbor recently when an accident put the 96th Street Bridge out of action for five days.

A recent meeting between SIUNA affiliated United Industrial Workers Local 300 and Cinch Manufacturing Company officials was reported to be satisfactory as all grievances presented by shop stewards were settled. Sixty new people who have come to work at Cinch have signed up UIW.

### AROUND THE LAKES

Shipping has tapered off a bit in ALPENA, but is still rated very good. It is hoped that SIU clinic facilities will be available for all Alpena members by this week. Four brothers in FRANKFORT, Ed Sheber, Francis Potter, Elmer Johnson and Dale Barton are working on the Chief Wawatam which is expected out of the yards by the latter part of December. The BUFFALO hall has announced that clinic facilities are now available to members shipping from the port.

## Vice-President Humphrey Casts Tie-Breaking Ballot

# Move To Bring Back Braceros Beaten In Close Senate Vote

WASHINGTON—An attack on the Government's policy of banning the importation of foreign farm workers (braceros) while American farm workers are available was defeated recently when Vice-President Humphrey cast a tie-breaking vote in the Senate on an amendment to the omnibus farm bill upholding the authority of the Secretary of Labor to decide whether foreign farm workers are really needed by growers.

The Amendment defeated a proposal which would have removed authority, from the Secretary of Labor and transferred it

to the Secretary of Agriculture.

In cases where a Senate vote ends in a tie, the Vice-President casts the tie-breaking ballot. The omnibus farm bill itself was later passed by the Senate by a 72-22 vote and will now go to a joint Senate-House conference where differences between the Senate

and House-passed versions of the bill will be ironed out.

The Bracero Program, under which almost 100,000 foreign agricultural workers were brought into this country annually to work for substandard wages under substandard working and living conditions while unemployed American farm workers were turned away, was terminated by Congress in December 1964. The Labor Department was given jurisdiction for deciding whether sufficient American farm labor was available in any given case or whether there was an actual labor shortage—in which case the Labor Secretary could allow a limited importation of foreign farm labor. Since then, Labor Secretary W. Willard Wirtz has been under almost continual attack from big farm interests, chiefly in Florida and California.

### Proposed By Floridian

The defeated proposal to the farm bill was introduced by Senator Spessard Holland (D.-Fla.) and strongly endorsed by Senator George Murphy (D.-Calif.).

The amendment which defeated the proposal was introduced by Senator Ross Bass (D.-Tenn.) who argued that the proposal ran counter to other laws passed by Congress this year relating to the authority of the Secretary of Labor.

## Meany Hails New Urban Affairs Unit

Creation of a new Department of Housing & Urban Affairs was described by AFL-CIO President George Meany as "another outstanding achievement of an incomparable congressional session."

The new Cabinet department "is even more essential now than when President Kennedy first sought to create it four years ago," Meany said. In the interim, he noted "great new housing and transit programs have been launched which urgently require close coordination and unified direction."

The new department, he continued, will benefit not only the 70 percent of Americans who live in cities but the remaining 30 percent whose well-being is inescapably linked with the well-being of all.

President Johnson, in signing

the legislation, noted that within his own lifetime the United States has been transformed from a rural to "a highly urbanized nation."

To take care of the doubling of the urban population expected in the next 35 years, the President said, "we must literally build a second America—putting in place as many houses, schools, apartments, parks and offices as we have built through all the time since the Pilgrims arrived on these shores."

The legislation allows up to 60 days for the establishment of the new department—the government's 11th Cabinet agency.



# The Pacific Coast

By Frank Drozak, West Coast Representative

## Vietnam Service For SIU Coast Ships

Several Alaska freighters are being pressed into service to carry supplies to American soldiers fighting in Vietnam. The first of these vessels, the Nenana, owned by the SIU-Pacific contracted Alaska Steamship Company, has already loaded cargo at Newport, Ore. Other Alaska ships which are expected to participate in the Vietnam sealift include the Talkeetna, the Coastal Rambler, Coastal Nomad and Coastal Monarch. The latter three vessels are all "Knot"-type ships which are usually laid up during the winter. During the Korean War, Knot-type vessels were used in a shuttle service between Japan and ports in Korea, and it is thought they may be put to similar use in Vietnam.

### San Francisco

Shipping continues to move at a good clip in all departments. There is a heavy demand for men holding AB, DM, FWT, OS, wiper, baker, cook and chief electrician ratings as well as all entry ratings in the steward department. Ships crewing up during the past period were the Bowling Green, Santa Emilia and Topa Topa.

Oldtimers who dropped into the San Francisco hall included B. L. Deparlier, who cut his stay short to hop on the Bowling Green. F. Paszkowski shook his shore dust for an oiler's slot on the DeSoto, while A. W. Spanraft, who was fresh off the Topa Topa, decided the Santa Emilia was the ship for him.

### Wilmington

The shipping picture in Wilmington remains very good, and there is need for rated men in all departments. The outlook for the coming weeks looks equally good. James Elwell dropped by to tell us that he'll be ready to take the first AB job to hit the board after he finishes a short stay on the beach. Charlie Kath barely had time to let the ink dry on his ffd before he landed an oiler's job.

### Seattle

The fight for a stronger U.S.-flag fleet got a shot in the arm recently when the Seattle Port Council went on record in support of Representative Paul Rogers' (D-Fla.) bill providing that 75 percent of all Government-generated cargoes move on U.S.-flag ships.

Shipping in Seattle was moving along in the past few weeks with a fair outlook for the future. William Rogers says he is waiting for an oiler spot to open on an Alaskan run. His last ship was the Summit. Also keeping his eyes peeled for an engine room slot to Alaska is Henry Hillian whose last ship was the Walter Rice. Perry Greenwood has announced he will take the next ship out with a DM opening no matter where she is heading. Perry recently piled off the Seattle.

# U.S. Sub-Spy Spies On Soviet Spy Subs

WASHINGTON—Russian submarine commanders who are ordered on snooping missions of the U.S. east coast are learning the hard way that American technology has furnished a way of detecting their unwelcome presence.

A sensitive sound detection system, which the Navy calls "Project Caesar," is now affording the U.S. with protection against attack by Red submarines as well as curtailing underwater spy missions.

Project Caesar maintains surveillance of the watery depths off the eastern U.S. through a network

The basic element of the system, the hydrophone, was widely used during World War II in discovering the presence of submarines. The instrument is still used extensively on board submarines to detect nearby ships and other subs.

One of the chief drawbacks in using a hydrophone is that the sound it picks up has a tendency to get lost in the noise which normally occurs in the ocean or is caused by the operation of the electronic equipment. However, Project Caesar combines the sounds picked up by several hydrophones and feeds them into a computer which analyzes the data to detect noise created by a submarine which would otherwise be lost.

In putting Project Caesar into operation, the Navy operated under a deep cloud of official secrecy, and was able to set up the sensitive acoustical network without press fanfare. Work on the network has been going on for ten years, but actual installation of the \$160 million system took place in 1963-4.



of hydrophones located on the continental shelf along the coast. By using the hydrophone, which operates like an underwater microphone, Navy engineers say that the sounds of a hostile submarine can be detected while it is still several hundred miles off the coast.

Project Caesar is made up of a large number of hydrophones which are linked together to feed their data into a computer. Computers are being used to insure maximum accuracy in detecting and locating unfriendly submarines.

## Type Minutes When Possible

In order to assure accurate digests of shipboard meetings in the LOG, it is desirable that the reports of shipboard meetings be typed if at all possible.

## Flush?



Having their picture taken during a hot pinocchle game at the Baltimore hall didn't disturb these Seafarers one bit because it's what's on the other side of the cards that counts. Seafarers W. Szczpanek (left) and J. J. Melita both sail in the deck department.

# Sea-Land Fighting New RR Rate-Cuts

NEW YORK—The SIU-contracted Sea-Land Service is fighting another attempt by the nation's railroads to slash rates on multiple-car shipments of canned goods. The railroads' proposed rate cuts represent another attempt to capture the canned goods transportation market by juggling tariff schedules until the inter-coastal shipping industry vanishes from the scene.

Sea-Land Service has been joined in its fight against the rate cuts by its shippers and the New York Port Authority. The shipping line, the shippers and the government agency are urging the Interstate Commerce Commission to forbid the rate changes.

### Want Volume Business

Unlike past years, the railroads are not masquerading their rate cuts as a move to provide cheaper service to shippers of canned goods. The conditions which the roads propose to tack on to the lower rates shows that the new tar-

iffs will be available only to large volume shippers.

According to the railroad's proposal, rates on canned goods will be cut 30 cents to \$1.30 per hundred pounds, but only for shippers who move a million pounds at a time in a maximum of eight freight cars. Another condition on this rock-bottom rate is that the shipper must move his canned goods from warehouse to market within one year.

Taking note of this discrimination against smaller shippers, the New York Port Authority has charged the new rates are made-to-order for large eastern shippers who want to sell goods produced on the west coast from eastern warehouses. Smaller shippers, the port authority noted, follow the practice of charging their customers for freight when they are dealing in west coast goods.

### Killer Rate Cuts

The goal of the proposed rail rate cuts — to cripple Sea-Land's role as a major shipper of canned goods, was also emphasized by the port agency. It cited statistics showing that canned food composed 75 percent of the shipping company's eastbound cargoes in 1964, and that these goods made up 52 percent of the line's total east-west intercoastal freight in 1963.

Maritime interests have long charged the nation's railroads with engaging in ruinous competition by slashing rates against other forms of transportation. After the railroad's competition withdraws from the trade, the roads are free to boost the rates higher than the previous levels since they are the only surviving means of transportation in the field.

# New U.S. Law Seen As Aid To Jobless

WASHINGTON—As many as one million new jobs can result from a law recently signed by President Johnson, an AFL-CIO spokesman reported recently.

Combining the concepts of two laws that expired earlier this year, the new public Works & Economic Development Act will help areas hard-hit by economic distress create a "public facility base to make the communities more attractive to industry," said Frank Fernbach, assistant director of the AFL-CIO's Department of Research.

"That, of course, means jobs—new, permanent, useful jobs," he explained.

Fernbach praised the multi-state or regional feature of the new law. He said this will encourage "states to do together what is mutually necessary for them to prosper—things that they cannot do alone." Such approach can be particularly effective in areas of common distress, like New England, the Great Plains and the northern Great Lakes, he said. Fernbach appeared on the weekly AFL-CIO produced public service interview, Labor News Conference, heard over the Mutual Broadcasting System.

# Reveal GOP Mailing Lists Sold To Extremist Groups

The Cleveland Plain Dealer in its August 26, 1965, issue ran a copyrighted story by Sanford Watzman of its Washington bureau under an eight-column heading reading "GOP Peddles Mailing List—PD Probe Shows Names Went to Extremist Units." Following are some of the highlights of Watzman article.

The Republican National Finance Committee has been peddling its contributors' mailing lists to outside organizations including several right-wing extremist groups—possibly in violation of the Corrupt Practices Act.

Indications that this criminal law may have been transgressed appear in top-secret documents obtained by the Plain Dealer exclusively from correspondence and other files at Republican national headquarters.

Trafficking in the mailing lists was not reported in a June financial statement that the party treasurer is required to file with the clerk of the House.

The official accounting did not show that the GOP National Committee profited from these transactions—indeed, even that there were such transactions. But the confidential documents which the Plain Dealer examined reveal that the GOP built up a \$45,000 credit with a commercial mailing house.

Circulation of the Republican lists around the country is seen as defeating GOP National Chairman Ray C. Bliss' attempt to reunify the party and to wrest control of it from the pro-Gold-water faction.

Bliss is the non-doctrinaire from Akron (O.), Republican who took over the party reins April 1. He has quarreled openly with conservative splinter groups who have launched their own fund-raising campaigns, siphoning off contributions that might otherwise have gone to the party itself.

Among these groups are the newly-founded Free Society Association and the American Conservative Union. The ACU is shown in the documents seen by the Plain Dealer to have obtained some of the names and addresses on the Republican master contributor list.

At first Bliss did not know that the party was selling, renting and exchanging its valuable mailing list of contributors. But he soon began receiving complaints.

Bliss issued a written order on April 26 which said:

"I have been receiving so many letters of complaint from contributors that, effective today, the Republican National Committee will cease the practice of selling or exchanging its contributor mailing list to or with other persons or organizations."

One month later, Bliss caused the order to be repeated, again in writing, because underlings were continuing to do what Bliss had prohibited. His original order was either being ignored or else it had not been transmitted down the line.

The order, at any rate, was moot by this time. Automated address tapes, from which the contributors' list could be reproduced, had already left the party's custody in Washington and were in the hands of GOP officials elsewhere.

For instance, on February 26 a New York firm issued a circular offering an "exclusive list" of 104,992 Republican donors. It quoted a price of \$25 per thousand for addressing plus a extra \$5 per thousand for a selection of contributors on the list who had given \$25 or more to the party.

## Commander Scott Carpenter Reports

# Astronaut-Aquanaut Emerges After 30 Days In Sealab II

LA JOLLA, Calif.—Astronaut M. Scott Carpenter, who spent 30 days, 205 feet beneath the surface of the Pacific in Sealab II, declares that while the view from a space capsule high above the earth is an unmatched sight, life at the bottom of the ocean also has very impressive moments.

Commander Carpenter's participation in the Navy's Sealab II project gives him the unique honor of being the first man to spend significant periods of time in "inner" and "outer" space. His recent underwater stay was part of the Navy's 45-day "man in the sea" program. The astronaut was the only member of the Sealab team to stay below for 30 straight days.

### Incomparable Sunset

In comparing his experiences above and below the earth's surface, Carpenter declared that the sights that meet the eye while whirling over a hundred miles above the earth's surface cannot stand comparison with anything else. In an interview with a reporter from the Associated Press, he declared that the beauty of a sunset as seen by an astronaut would be a hard sight to match.

As far as actual work performance in the two environments goes, Carpenter favors life beneath the ocean. He explained that while working under the sea, a man has a "little purchase," since he can

take advantage of the water to swim and propel himself. He also said that man loses a good deal of his normal agility under water, a drawback which does not occur in space.

The astronaut-turned-aquanaut further reported there was much similarity in feelings of weightlessness experienced in inner and outer space.

Carpenter considered life within the ocean the more hospitable of the two environments in which he has experienced. "Inner space," he said, "is a very gentle place."

Lest any future aquanauts get the impression that life 205 feet beneath the ocean is a bed of roses, the astronaut described inner space as "a very hard life." In addition to being a tough place to exist, he found the marine world more hostile than outer space in some ways.

However, as far as actual hazards to human life go in the two environments, Carpenter declares he found the possibility of far more danger as an astronaut in space.

No matter if man tries to exist in outer or inner space, he still has to overcome basically similar problems, according to Carpenter. His list of these problems includes building a "house," adapting to both environments, and developing the proper equipment to exist in either place.

## Joe Algina To Serve On Safety Council

NEW YORK—SIU Safety Director Joe Algina has been appointed a member of the Labor Conference of the National Safety Council for a one-year term. Serving as safety director for the Union since 1960, Algina will formally begin his service with the Labor Conference during the annual National Safety Congress and Exposition to be held in Chicago October 25-28.

The SIU will also participate in the 1965 Safety Congress. The conference will feature a union safety booth to inform delegates of what the labor movement is doing in the field of accident prevention. The union safety booth at last year's conference was rated a definite success as it used the theme "Union Labor Promotes Safety."

### 10,000 Attendance

Over 10,000 delegates from every state and foreign countries are expected to attend this year's conference. More than 800 speakers will appear at 400 sessions, in addition to several hundred booths, all dealing with various safety subjects.

The Labor Conference includes representatives of various unions and organizations which are members of the National Safety Council.

## Trade Unions Cited As Key To Latin American Progress

A call for action in five major problem areas in the Latin American society was issued by Jack H. Vaughn, assistant secretary of state for inter-American affairs, in an address to the 11th graduating class of the American Institute for Free Labor Development.

Vaughn spoke in Spanish to the 20 labor leaders from 11 Latin American countries who had completed the 10-week course in union organization and administration made available to them by American labor, business and government.

He listed these immediate problems: the population explosion and the consequent migration of rural residents to cities; modernization of the social and economic life of farm areas, virtually unchanged for four centuries; housing where there is a "fantastic" need; increased food production, and a merger of the "two-worlds" of the haves and have-nots.

The different sectors of the "two worlds" must "get working closer together," he said — the rich and the poor, urban and rural, government and business, civil and military, etc. Latin American needs "more institutions of the people," he added, built and controlled by them so they feel a sense of proprietorship and participation. He particularly cited schools and union and sports centers.

The graduates received their diplomas from AFL-CIO Vice Pres. Joseph A. Beirne, AIFLD secretary-treasurer, who presided at the ceremony in the absence of AFL-CIO President George Meany and who also was toastmaster at a luncheon in honor of the graduates.

President Johnson sent the graduates his "warmest congratulations" and reiterated that "there can be no real and lasting eco-

omic progress without economic justice."

Costa Rican Ambassador Gonzalo J. Facil told the class that if the trade union movement is to carry out "its great role in the democratic revolution of our times," its leaders must have a "comprehensive view" of the hemisphere's problems. Reports on the activities of earlier graduates of the AIFLD training institutes, he said, "reveal that the efforts of those who shaped and now sustain this noble educational enterprise have not been in vain."

Virgilio Somaza Mendoza of Colombia, speaking for the graduates, said they "really comprehend the import of the instruction received."

"We have understood the message and we shall benefit from the honest, generous and unselfish cooperation proffered us by our brothers of the American people."

The principal speaker at the luncheon was Henry S. Woodbridge, board chairman of the True Temper Corp. and an AIFLD trustee.

He pointed out that Latin America can profit by this country's experience in shifting from an agricultural to an industrial economy, and that the U.S. can benefit by Latin America's success in handling race relations.

"Your opportunity is immense," he told the graduates. "You will be leaders in your countries. You can help them, as few others can. Your union role will be that of helping the worker and as the worker is the largest segment of the economy, the more he prospers the more successful will be the economy."

## FOUR DOLLAR'S WORTH

Seafarers' Guide to Better Buying

By SIDNEY MARGOLIUS

A price battle on food has erupted in a number of Eastern and Midwest cities as several supermarket chains announced they will no longer give trading stamps. Instead, the rebels said, they will cut prices.

A group of consumer-minded Congressmen has helped to accelerate the young price war with an informal investigation. The Congressmen, headed by Representative Lester Wolff (D-N.Y.), want to know whether stamps, supposedly given free with grocery purchases, actually have increased the prices you pay for the food itself.

The price cuts by the chains which discontinued stamps, and the Congressional inquiry, naturally have aroused opposition from the stamp companies. The largest, Sperry and Hutchinson, not only refused the Congressional committee's invitation to testify, but ran big ads hinting that the stores which recently dropped stamps, are cutting prices only temporarily.

One Eastern chain which dropped stamps announced it has cut prices an average of 3 per cent. We decided to make our own comparisons between this chain and a similar medium-price supermarket chain which still gives stamps.

We priced 23 items selected not as advertised leaders but as typical of a family's usual needs. The "shopping basket" included cleaning supplies and paper goods as well as foods.

The 23 items cost \$9.33 at the non-stamp store; \$9.89 at the stamp-giving store. The difference of 56 cents is 6 per cent. If this difference continues, it represents a significant variation in the cost of food, far outweighing the value of stamps.

The real value of trading stamps, in this writer's experience, is about 1½ to 2 percent of the money you spend to get the stamps. For example, if you buy \$10 worth of groceries, you get 100 stamps in the mostly widely-used stamp plan. These 100 stamps are worth about 15 to 20 cents, at going retail values, in "gift" merchandise.

The stamp company says a book of 1200 stamps is worth \$3 in gift merchandise. Apparently this claim is based on the list or the stamp company's own estimate of value. Our comparisons indicate that a book of stamps is worth about \$1.50 to \$2 in merchandise, based on the usual discount or chain-store prices.

Thus, even if you count the value of the stamps at the stamp-giving supermarket chain, prices at the non-stamp chain are still 4 to 4½ per cent less on the 23 items we compared.

Not all prices at the non-stamp chain were less. The non-stamp chain was lower on ten items, the same on eight, higher on five. But the potential savings were especially noticeable in produce and dairy products. For example, the non-stamp store sold Grade A homogenized milk at 23 cents a quart; the stamp store, 27; potatoes at 6 cents a pound compared to 8; Grade A eggs, 57 compared to 61; tomatoes, 29, compared to 39.

Soaps and cleaning products were much the same price at both stores. So were meats, with both chains juggling prices through the use of fancy names such as "fillet steak" and "swiss steak" for various forms of what were really chuck steak in every case.

One of the most revealing differences was in the price of a well-known brand of instant coffee. It was 69 cents at the non-stamp chain and 95 at the stamp-giving chain, even though the label at the stamp-giving super read "10 cents off."

While no particular emphasis was given to selecting the advertised specials at either chain, it was noticeable at both chains, that you could save more on their own brands than buying the advertised specials on nationally-advertised brands. For example, one chain had a special on a well-known brand of canned peas at two for 45 cents. But its own brand of comparable-quality peas was 2 for 33. In general the savings on the stores' private brands averaged about 18 per cent.

## SIU Seniority Upgrading Class No. 10



Members of SIU Seniority Upgrading Class No. 10 are shown above in their graduation picture. They are (top row, l-r); Eugene Hercenberg, Robert DeLambily, Rafael Quinonez, Marshall Burns and Charles Mann. Bottom row (l-r) are; Christos Vassiliou, Charles Wilson, William Cook and Joseph Saracola.

# From the Ships at Sea

Seafarers aboard the Western Hunter (Western Tankers) recently participated in a refueling operation with the United States Navy in the middle of the Pacific Ocean. The Western Hunter refueled the U.S.S. Boxer, one of America's giant aircraft carriers. "Everything was proceeding smoothly," reports Meeting Chairman C. L. Owen, "until the hose broke. From there on in, the feathers really flew on both vessels. Finally, we brought the situation under control and completed the operation."

~ ~ ~

Votes of thanks were flying so fast and furious aboard the Trans-India (Hudson Waterways) that Seafarers could hardly hear the engines turning over. The captain was so pleased with the work and behavior of the crew that he made an announcement to that fact. The ship's delegate Paul Franco extended a vote of thanks to deck delegate Joseph Zeloy, engine delegate Carlos Troncoso, and stewards delegate Tom Markman. All delegates then joined together to thank the crew for a fine trip. And the crew, in turn, thanked the delegates and express their appreciation to the captain. "It was a fine voyage," reports meeting chairman Sam Hacker. "Everyone was grateful for the great SIU job turned in by all."



Franco

~ ~ ~

Everything is ship-shape on board the Council Grove (City Service), reports C. W. Gabriel. She's carrying a very good crew and there is plenty of cooperation all around. The slop chest is filled to the brim with ice cold beverages and the movies are all first class. "A hearty thanks to everybody for a fine SIU trip," says Brother Gabriel. "Things just could not be running any smoother than they are now. Good ship, good trip, good crew."



Gabriel

~ ~ ~

The weather was so hot and sunny aboard the Robin Locksley (Robin Lines) that a couple of the boys began to think that they were back home lounging on the beach. But when one or two crew members went so far as to show up for dinner wearing bathing trunks and sleeveless undershirts, a quick halt was called to their "shoreside" apparel. "We asked them to dress as usual in the mess room during dining hours," reports ship's delegate Stephen Bergeria.



Bergeria

The Hastings (Waterman Steamship) is having a fine run this time out. "Everything looks good," says meeting secretary John Wells. "Anderson Johns was just elected to the post of ship's delegate by acclamation. He looks like the right man for the job. We have a fine crew with a healthy sprinkling of oldtimers. The voyage should be a smooth one."

~ ~ ~

When the crew members aboard the Robin Goodfellow (Robin Lines) extended a vote of thanks to the steward department "for a job well done," the steward replied by not only thanking the members of his own department, but the entire crew as well. According to meeting chairman Averill Bearden, steward Aussie Shrimpton praised his men for working well, for forming a fine department and for making the voyage a pleasant one. "Brother Shrimpton was 100 percent right," reports Bearden.



Shrimpton

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Seafarers aboard the Steel Surveyor (Isthmian) have decided to move their library into the recreation room so that the room and facilities can be placed at the crew's disposal. "All work and no play makes Jack a dull Seafarer," says ship's delegate Michael J. Kindya. But seriously, he continues, "recreation is an important element of any job situation, especially for the sailor who must spend his time off on the job site—that is to say, on the ship at sea. We are cut off from the usual entertainment facilities that are available on land. So every form of recreation becomes doubly important."



Kindya

~ ~ ~

An arrival pool was run off to pay for repairs to the tv set aboard the Elizabethport (Sea-Land). The results are in. The winner is happy. And, best of all, the video has been repaired and is in perfect working order. "Those arrival pools really do the job," announces meeting chairman R. J. McConnell. "Everybody likes to get



McConnell

in on them, probably because everybody stands an equal chance of winning. Also," Brother McConnell points out, "nobody minds putting something down on the pool because the television is something that all hands use and enjoy."

~ ~ ~

Meeting chairman Charles P. Moore sailing aboard the Mankato Victory (Victory Carriers) reports that Herbert E. Collins has been elected to the post of ship's delegate. "The vote was unanimous," Moore says, "and made by acclamation. Everyone agrees that Collins is a fine choice and will carry out his duties in fine SIU fashion."

~ ~ ~

Seafarers aboard the Mt. Vernon Victory (Victory Carriers) are keeping a weather eye on safety, according to ship's delegate Calvin D. Morris. They have been cooperating closely in a series of fire and boat drills. "Safety is important," Morris points out. "Everybody should work together on all safety drills. That way the high SIU safety standards can be maintained."

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Meeting chairman Tom Gordon of the Steel Fabricator (Isthmian) reports that Brother Lopez was unanimously accorded a vote of thanks as ship's delegate. "The vote was by acclamation," Gordon says. "Lopez is a really good man." Sailing with a good delegate makes the success of the voyage a certainty. And success has been the right word for our run so far." The crew seconds Gordon's estimation of both the delegate and the trip.

~ ~ ~

Seafarers aboard the Producer (Marine Carriers) have elected Herbert Lonczynski to the job of ship's delegate. "It's a matter of the right man for the right job," says meeting secretary J. G. Lakwyk.

~ ~ ~

The galley gangs crewing the following vessels have been awarded the Seafarers merit of distinction for chow and service above and beyond the call of duty:

Hastings (Waterman Steamship), Wild Ranger (Waterman Steamship), Potamac (Empire Transport), Geneva (U.S. Steel Corp.), Puerto Rico (Motorships of Puerto Rico), Alice Brown (Bloomfield Steamship), Natalie (Maritime Overseas), Savannah (Seatrains Lines), and Kyaska (Waterman Steamship).

~ ~ ~

Like the old tv add says, the crew aboard the Monarch of the Seas (Sea-Land) would "rather Lipton." The boys are all taking tea at sea. "In fact," says meeting chairman John Roberts, "we've asked that more ice tea be placed on the menu in place of Kool Ade and other less satisfying cold drinks. We'll take tea and see."

## Getting the Story



Seafarer Mariano Gonzalez fills his daughter in on some labor history, informing her of the role played by the late Harry Lundeberg in fighting for the rights of seamen. Lundeberg, whose portrait overlooks the 2nd deck of New York Headquarters, was the former head of Sailor Union of the Pacific and a past President of the SIUNA.

### DIGEST of SIU SHIP MEETINGS

**STEEL FLYER (Isthmian), Aug. 8—** Chairman, J. Williams; Secretary, F. P. Amora. Brother Brady was elected to serve as ship's delegate. \$14.50 in ship's fund. Vote of thanks to the steward department.

**STEEL ROVER (Isthmian), Aug. 15—** Chairman, H. Huston; Secretary, A. A. Clark. Ship's delegate, Brother C. Walker, reported that all is O.K. and running smoothly. Most of the repairs were completed. \$5 was given to Library fund in Norfolk, leaving balance in ship's fund of \$22.06. Vote of thanks to the steward department.

**ROBIN LOCKSLEY (Robin Lines), Aug. 9—** Chairman, None; Secretary, None. No beefs reported by department delegates. Few hours disputed OT in deck department. Vote of thanks to the chief cook.

**COUNCIL GROVE (Cities Service), Sept. 5—** Chairman, C. W. Gabriel; Secretary, A. E. Moore. Ship's delegate reported that everything is going along fine. Very good crew. Plenty of cooperation all around. Slop chest has plenty of good beer, movies are 1st class. Thanks to all for a smooth trip.

**MONARCH OF THE SEA (Sea-Land), Sept. 6—** Chairman, John Roberts; Secretary, Skinny Wells. Brother L. J. Pate was elected to serve as ship's delegate after Brother Ed Morris gave up the job. Department delegates reported that everything is running OK. Crew wishes to be informed about the new contract. Vote of thanks was extended to the steward department.

**CITY OF ALMA (Waterman), Sept. 7—** Chairman, Joseph Moody; Secretary, Robert Gorbea. Everything is

of thanks to the steward department, especially to Henry Martin, chief cook; Sam Gutreze, the baker; and George Gibbons, 2nd cook, for the real fine groceries.

**ROBIN GOODFELLOW (Robin Lines), Aug. 15—** Chairman, Averill Bearden; Secretary, Aussie Shrimpton. Ship's delegate reported that everything is running smoothly. \$51.50 in ship's fund. Motion made that the membership of this ship's meeting go on record that it is unalterably opposed to any possible merger between the NMU and the SIU as reported recently in the New York press. Vote of thanks extended to the steward department for a job well done. The steward thanked both his own department and the crew for their cooperation throughout the trip.

**NATALIE (Maritime Overseas), Sept. 5—** Chairman, John Kucharski; Secretary, James Sumpter. Brother John Kucharski was elected to serve as ship's delegate. No beefs and no disputed OT reported.





Seafarer Carlos Gomez shows his son Carlos Angel around New York SIU headquarters. Young Carlos, one of the original recipients of a SIU maternity benefit, was interested in the collection of plaques and honors awarded to the Seafarers International Union over the years.

## Seafarer's Son Eyes Scholarship Award

When Seafarer Carlos Gomez visited New York Headquarters recently, he had his 12-year old SIU "bonus baby" Carlos Angel in tow.

Young Carlos Angel was among the first SIU "arrivals" to receive one of the Union's initial maternity benefits back in 1953.

"Carlos Angel was born on New Year's Day," says his father who has sailed with the SIU since 1946. "The maternity benefit was the second New Year's present my wife and I got that year."

Carlos Angel is anxious to follow in the Seafaring wake of his father who sails as a member of the engine department.

"I want to be a sailor," he says. "And I want to be a Seafarer like my father."

Carlos Sr. approves of his son's choice of livelihood, but he is anxious that the boy attend college first.

"These days it pays to have a college education," he says. "Even a Seafarer will find that he has more job flexibility with a college diploma."

### SIU Scholarships

Both Carlos Sr. and Carlos Jr. are interested in the SIU Scholarship Program which is open to Seafarers and their children.

"It's a great program," Carlos Sr. insists. "But I know that only the very best students stand a chance of winning. That's one of the reasons that my boy studies so hard in school. He knows that he is eligible to win the scholarship, and he's doing his best."

"I'm not sure that I can win," Carlos Jr. admits with a grin. "But I'm sure going to try. That scholar-

ship would mean a great deal to me and my family."

In the meanwhile, father and son are getting in a lot of time together while the boy is on vacation from school and Brother Gomez is on the beach.

"We do a lot of fishing and play a little football together," the SIU veteran says. "My son loves all outdoor sports."

Carlos Angel, who is a first class scout in the Boy Scouts, spent the early weeks of the summer away at Boy Scout camp.

"I got in some great fishing and camping up there," young Carlos says. "I was high string on the Tennessee River. Everything my father taught me about fishing sure came in handy."

The boy also won a medal for executing an "expert patrol."

### SIU Awards

While showing his son around the New York Headquarters, Seafarer Gomez pointed out the many plaques and awards won by the Seafarers International Union over the years.

"It's very impressive," Carlos Jr. says. "But I already knew what a great Union the SIU was. My father told me."

Carlos Jr. was also impressed by the huge SIU shipping board.

"Someday I'll be manning those vessels," young Carlos said wistfully.

"But only after you finish college," his father said firmly.

Brother Gomez last sailed aboard the Overseas Joyce. He makes his home in New York with his wife Cecilia, his 8-year-old daughter Anna, and his son Carlos Angel.

## Don't Delay On Heat Beefs

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

# Seafarer Calls For Action To Retain USPHS Hospitals

Addressing his shipmates at the Del Sud's shipboard meeting recently, Seafarer Anthony Rodriguez sounded off on the importance to all Seafarers of keeping the USPHS hospitals in operation.

He urged his fellow crewmembers to take advantage of all possible means to insure that the hospitals established by Congress in the 1790's remain open.

Calling for immediate action on all fronts, Rodriguez pointed to the sacrifices made by the American merchant marine over the decades to guarantee that the United States stays strong and free.

"During World War II there were more seamen killed in action in the first six months of hostilities than in any branch of the regular armed services," Rodriguez noted.

### Countless Perished

"Many of these seamen died in life rafts and in hospitals," he con-

tinued. "Many were crippled and mangled, and many more suffered the tortures of hell, swimming away from burning tankers. Countless others perished without any chance at all.

"And yet," said Rodriguez, "the Medical Association is ready to forget all of this."

"But all Americans sense a new time of trouble and conflict ahead for our great nation," Rodriguez pointed out. "And Seafarers have not forgotten, nor will they forget in the future. We still stand ready to live or die for the principles of democracy and freedom. The current emergency will find us as ready and able as we were in the past."

Noting how crucial the continuance of USPHS is to the special medical needs of America's sailing men, Rodriguez stated:

### Best Treatment

"I do not know exactly how many years the USPHS hospitals have been treating American seamen. I do know, however, that they have saved countless lives by offering the very best in care and treatment.

"The U.S. sailor," he said, "depends on these hospitals for his well being—and sometimes for his very life. And now the American Medical Association is moving full speed ahead to slam the doors of USPHS in our faces.

"There is no possible justification or excuse for this blatant disregard of the seaman's welfare. It betrays the A.M.A.'s complete lack of humanity or dedication to the principles of the Hippocratic Oath."

### Mortal Struggle

Calling upon his Brother Seafarers to fight for what may well turn out to be their lives, Rodriguez proposed taking immediate political action.

"I urge my brother Union members to write their congressmen and senators on this crucial issue. Don't be put off. We can't afford to be defeated," Rodriguez told his fellow Seafarers aboard the Del Sud.

"I hope and pray that we will all be pleasantly surprised at the results of our efforts," he concluded.



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)

↓ ↓ ↓

White Furniture Co.  
United Furniture Workers of America

**LOG-A-RHYTHM:**

## The Lad

By Roy Lee Hinson

*The young man tramps through the weedy field,  
He has an anxious mind and a heart of steel.  
The milk weeds bleed in a little dirty hand.  
They are crushed by the boy with cheeks of tan.*

*His little feet move as perpetual pedals,  
They are pierced by thorns, scratched by nettles.  
His face is stained with red mulberry.  
His pants are dirty with mud from the ferry.*

*A bird nest is found in the tumble weeds,  
Whip O Wills built it in the marshy reeds.  
A Sage Hen cries to a joyful world,  
Her young new fly, as the wind in a whirl.*

*The fruit is ripe on the Stamey trees,  
It is gathered in before the freeze.  
The Black Haws dangle from a snarled bush,  
It is a delicious dish for Ham and Cush.*

*Basking and bathing in the Autumn Sun,  
He feasts by the brook on a cinnamon bun.  
He sets his traps for Hare and Coon,  
Then waits for the catch on Harvest Moon.*

# 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



Seafarer Marius Del Prado and his wife Lucille proudly display their daughter Margaret's scrapbook of newspaper clippings and the plaque she won for graduating first in her class from the Spar training school. The pretty Spar can cook, sew, and keep a budget neatly balanced.

## Seafarer's Daughter Tops In Spar Class

"You ought to see the heads turn when she steps out in her spanking new Spar uniform," beams Seafarer Marius Del Prado who stopped by the LOG office recently to report the latest accomplishments of his attractive 19-year old daughter Margaret.

"The boys all whistle," he says, "and people even come up to her in the street to wish her good luck in the service of Uncle Sam."

Understandably, Brother Del Prado and his wife Lucille are as proud as can be of Margaret who just graduated with high honors from the Coast Guard Training Center Yeoman School in Groton, Connecticut.

Margaret placed first among her class of 21 graduating Spars, receiving the Coast Guard Award of Excellence.

"About those wolf whistles," the pretty co-ed smiles, "I think that they're whistling at the uniform. Most boys just aren't used to seeing a girl in military attire, at least not since World War II."

Margaret is a member of the first Spar reserve unit to be re-activated since the days of the Second World War when the Coast Guard's feminine service boasted a membership of 8,000. After the War, the ranks of the Spars declined almost to the

vanishing point. Then, early this year, the Coast Guard decided to revive its more glamorous arm.

### New Recruits

In an attempt to triple Spar membership, 40 new recruits were sought. Margaret, who had been a secretary for a book publishing firm, was the 21st to enlist. Taking her boot camp training in Bainbridge, Maryland, she will now be assigned to one of the Coast Guard district offices for clerical and administrative duties. Spars serve one year of active duty and spend two years in the reserves.

"I think it's great that my daughter has enlisted in a seafaring branch of the service," says veteran engine department man Del Prado. "Margaret has always heard talk of the sea at home and I guess it got to her."

Margaret's many skills would serve her equally well in a home-making capacity as in a career with the Spars. Majoring in home economics in high school, she won awards for cooking and sewing. She is also an expert bookkeeper, typist and secretary.



Margaret Del Prado receives the Coast Guard Award of Excellence from Rear Admiral Charles Tighe at her graduation from Spar training school in Groton, Connecticut. Margaret graduated first in her class.

# Batten Down The Hatches, Seafarer Snatches Matches

"Say buddy, can you spare a match?" A harmless enough request on the surface, but aboard the Miami, Seafarers respond by clutching their pockets and running for cover. It's not that they begrudge a light to a fellow shipmate with a cold cigar, cigarette or pipe. But for building lighthouses? Water towers? Miniature ships?

"Why not? ask third cook Robert ("Junior") Myers whose hobby is constructing tiny replicas of sea structures out of wooden matches. "After all," he points out, "it's better than just burning them up. And using them for building models is a lot healthier than using them to light up a cigarette."

But the Miami crew is facing a serious match shortage. The Seafarers have been over-gener-

sticks. Early this year, the LOG reported the creative endeavors of Brother Star Wells who devotes his idle hours to making picture frames out of matchsticks. Wells calculated that 2,900 matchsticks were required to form a single frame.

Seafarers are wondering what would happen if Wells and Myers found themselves shipping out

aboard the same vessel. Most agree that it would be the beginning of the biggest feud in Seafaring history, each artist scrambling and scrapping for matchstick donors.

"It's possible," says Brother Hartley. "Artists are very temperamental people. But personally, "I think that they would 'strike up' a lasting friendship."



Myers



Hartley

ous in meeting Brother Myers' all-hands call for matches. He needs them by the thousands to ply his craft.

"But we need them too," laments 2nd cook Bob Hartley. "Don't get me wrong," he quickly adds. "I'm not one to stand in the way of art. It's just that it gets a little rough lighting cigarettes from smoked down butts."

Myers, who has just completed small-scale matchstick models of a lighthouse and an accompanying water tower, spends the rest of his spare time repairing tvs, radios, and any other electrical gadgets that he can get his hands on.

"Junior fixes everything," reports Seafarer Hartley, "whether it needs fixing or not. Actually, so far he's had quite a bit of luck with the repairs. But what really amazes everyone on board is that he hasn't been electrocuted yet. The guy has amazing luck."

### A Pile of Matches

Myers isn't the only Seafarer to create objects from wooden match-

## LOG-A-RHYTHM:

# The Guilty

By Henri Percikow

He walks, reeling,  
In a foul city tunnel  
Sagging against metal bars—  
Sputtering  
Through drooling jaws,  
Echoing the chaos of his world.

Gnawed by endless worry  
Faced with flowing debts  
He stares brutishly  
Unaware of roaring wheels  
The pushing crowd  
The silent bystander.

Alone,  
A harmless drunk  
With mind and body limping  
A bruised clod.  
Yet a lucid spark jolts his  
memory—  
Facing the nickel plated cop  
Defender of the guilty.

## Appreciates SIU Pension

To the Editor:

I received my first pension check the other day and I want everyone to know that I am proud to be a member of a great maritime union like the SIU.

I joined in New Orleans, back in 1939. Down through the years I have watched with pride as the SIU grew into the great union that it is today.

My wife and I will be eternally and everlastingly grateful for the pension plan and all other wonderful benefits to which my membership in the SIU entitles us.

Today I can walk down the street with pride and dignity, knowing that my check will arrive every month and that our simple needs will be taken care of throughout my twilight years.

Once more, our everlasting thanks and gratitude to the SIU and to everyone connected with it.

May God bless each and every one of you, and may you all have smooth sailing.

Fraternally yours,  
Walter H. Cook, Mrs. Della Cook, and Walter Jr.

## Seafarer Lauds Benefits

To the Editor:

I wish to express my deepest appreciation to The Seafarer's International Union for my retirement pension. The day I received my first check was one of the happiest and proudest days of my life. Now that these checks will be coming in for the rest of my life, I have nothing more to worry about.

I would also like to express my gratitude to the United States Public Health Service Hospital in New Orleans. The staff took wonderful care of me during my confinement there. It will be a great shame if these

hospitals are forced to close their doors.

My wife and children join me in saying "thank you" to all concerned for helping us in our time of need.

Gratefully,  
John S. Fontan.

## SIU Widow Lauds Benefits

To the Editor:

I want everyone to know how grateful I and my three sons are for the check the Seafarer's Welfare Fund sent me as beneficiary of my late husband Ethern Russell.

The Union's expression of sympathy was deeply appreciated by all of us.

Losing my husband was a hard blow for me. Losing their father was even a harder blow for the children. And the SIU lost a good worker and Brother when Ethern died.

Once again I wish to express my sincere thanks to everyone connected with the SIU.

Sincerely yours,  
Mrs. Ethern Russell, and sons  
Larry, Charles and Harold.

## Grateful For Welfare Plan

To the Editor:

I just want to let you know how grateful I am for the check I received as the beneficiary of my late husband Charles Lovell.

Also I want to thank the Union members for the flowers and messages of sympathy they sent.

I appreciate what the Union has done for us so much. When Charles was in the hospital, the Union representative was always there. The welfare and disability checks were always right on time. And the medicines were always promptly paid for.

I don't think that my husband could have belonged to a better union than the SIU.

Thank you again.

Sincerely yours,  
Mrs. Eleanor Lovell

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

I would like to receive the SEAFARERS LOG—  
please put my name on your mailing list.

(Print Information)

NAME

STREET ADDRESS

CITY

ZONE

STATE

TO AVOID DUPLICATION: If you are an old subscriber and have a change of address, please give your former address below:

ADDRESS

CITY

ZONE

STATE

# SIU Arrivals

Constance Flood, born July 2, 1965, to the John T. Foods, Philadelphia, Pa.

Cheryl Ann Hoban, born February 10, 1965, to the Charles W. Hobans, New Orleans, La.

Thomas Colt Stecker, born June 18, 1965, to the Vaughn E. Steckers, Dearborn Heights, Mich.

Linda Sue Nottage, born August 26, 1965, to the Anthony F. Nottages, San Francisco, Calif.

Rhonda Lynn Pierce, born Aug. 16, 1965, to the Benjamin W. Pierces, Jacksonville, Fla.

Aida Gonzalez, born August 25, 1965 to the Pablo C. Gonzalez, Ponce, P.R.

Cynthia Brown, born August 20, 1965, to the Charles B. Browns, Texas City, Texas.

Darryl Johnson, born September 2, 1965, to the Knoxie L. Johnsons, Mobile, Ala.

Charles Knapp, born August 26, 1965, to the Darius L. Knapps, Pritchard, Ala.

Susan LaPorte, born July 30, 1965, to the Antonio LaPortes, Baltimore, Md.

Charles Reeves, born August 31, 1965, to the Charles L. Reeves, Mobile, Ala.

Kimberly Marie McClellan, born May 11, 1965, to the Byron M. McClellans, Frankfort, Mich.

Vincent D. Robinson, born August 17, 1965, to the Vincent D. Robinsons, North East, Maryland.

Cherie Beck, born July 5, 1965, to the Donal L. Becks, New Orleans, La.

Marcy Gail Collins, born August 13, 1965, to the Robert H. Collins, Virginia, Ill.

Rex Elmore Coxwell, born July 16, 1965, to the Rex E. Coxwell, Leakesville, Miss.

Dawn Marie Adams, born July 30, 1965, to the John Adams, Brooklyn, N.Y.

Connie Utley, born September 1, 1965, to the Richard P. Utleys, Galveston, Texas.

Mary Jane Jurkiewicz, born August 17, 1965, to the Stanley Jurkiewiczs, Buffalo, New York.

Maria Dolores Vidal, born August 7, 1965, to the Manuel Vidals, Baltimore, Maryland.

Roger Carley Knox, born August 18, 1965, to the George S. Knoxs, Kenner, Louisiana.

Lawrence Robinson, born August 1, 1965, to the John W. Robinsons, St. Ignace, Michigan.

Danna Dougherty, born July 27, 1965, to the Ralph H. Doughertys, New Orleans, Louisiana.

Sheri Anderson, born July 28, 1965, to the Melvin Andersons, East St. Louis, Illinois.

# Cargo Totals Up In Balto.

BALTIMORE — Foreign trade shipped through this port during 1964 was up by 4 percent over the figure in the previous year, 1963. Both import and export traffic through the port increased, reaching a total of over 22.5 million long tons according to the Maryland Port Authority.

The 1964 foreign trade cargoes were 857,038 tons ahead of the 21,670,614 long tons which moved through the port's piers in 1963 and represented the largest volume since 1957. The value of the port's import-export trade was almost \$1.5 billion in 1964 and marked the ninth consecutive year the value exceeded \$1 billion.

### Third In Exports

Baltimore ranked third in 1964 among U.S. seaports in total foreign trade export tonnage, with New York, as usual, in first place followed by Norfolk. Philadelphia was fourth and New Orleans fifth.

Goods moving through Baltimore went to and came from more than 140 nations of the world. Exports went to more than 130 nations, led by Italy, West Germany and Pakistan. Over 115 nations sent their goods into the U.S. through Baltimore.

# Schedule of Membership Meetings

### SIU-AGLIWD Meetings

- New York Oct. 4—2:30 P.M.
- Philadelphia Oct. 5—2:30 P.M.
- Baltimore Oct. 6—2:30 P.M.
- Detroit Oct. 8—2:30 P.M.
- Houston Oct. 11—2:30 P.M.
- New Orleans Oct. 12—2:30 P.M.
- Mobile Oct. 13—2:30 P.M.

### West Coast SIU-AGLIWD Meetings

- Wilmington Oct. 18—2 P.M.
- San Francisco Oct. 20—2 P.M.
- Seattle Oct. 22—2 P.M.

### Great Lakes SIU Meetings

- Detroit Oct. 4—2 P.M.
- Alpena Oct. 4—2 P.M.
- Buffalo Oct. 4—2 P.M.
- Chicago Oct. 4—2 P.M.
- Cleveland Oct. 4—2 P.M.
- Duluth Oct. 4—2 P.M.
- Frankfort Oct. 4—7 P.M.

### GREAT LAKES TUG AND DREDGE REGION

- Detroit Oct. 11—7:30 P.M.
- Milwaukee Oct. 11—7:30 P.M.
- Chicago Oct. 12—7:30 P.M.

- Buffalo Oct. 13—7:30 P.M.
  - †Sault Ste. Marie Oct. 14—7:30 P.M.
  - Duluth Oct. 15—7:30 P.M.
  - Cleveland Oct. 15—7:30 P.M.
  - Toledo Oct. 15—7:30 P.M.
- (For meeting place, contact John Mero, 1644 West 3rd Street, Ash-tabula, Ohio).

### SIU Inland Boatmen's Union

- Philadelphia Oct. 5—5 P.M.
- Baltimore (licensed and unlicensed) Oct. 6—5 P.M.
- Houston Oct. 11—5 P.M.
- Norfolk Oct. 7—5 P.M.
- New Orleans Oct. 12—5 P.M.
- Mobile Oct. 13—5 P.M.

### RAILWAY MARINE REGION

Jersey City Oct. 11—10 A.M. & 8 P.M.

Philadelphia Oct. 12—10 A.M. & 8 P.M.

Baltimore Oct. 13—10 A.M. & 8 P.M.

\*Norfolk Oct. 14—10 A.M. & 8 P.M.

### United Industrial Workers

New York Oct. 4—7 P.M.

Baltimore Oct. 6—7 P.M.

Philadelphia Oct. 5—7 P.M.

†Houston Oct. 11—7 P.M.

Mobile Oct. 12—7 P.M.

New Orleans Oct. 13—7 P.M.

\* Meeting held at Labor Temple, Newport News.

† Meeting held at Labor Temple, Sault Ste. Marie, Mich.

‡ Meeting held at Galveston wharves.

# Final Departures

Ramon Prado Varela, 75: Bronchopneumonia proved fatal to Brother Varela at the Jackson Memorial Hospital, Miami, Florida. A member of the deck department, he joined the SIU in 1940. He is survived by his brother Emilio Prado Varela. Place of burial was the Mt. Olivet Cemetery, Maspeth, Long Island, N.Y.



Herbert Harry Armfield, 49: Brother Armfield succumbed to a heart attack at the Seattle USPHS Hospital. A member of the engine department, he joined the SIU in 1952. Place of burial was the Forrest Lawn Cemetery, Seattle, Washington. He is survived by Michiye Inouye, a friend.



Jerry J. Montie, 54: Heart failure proved fatal to Brother Montie on the Carp River, St. Ignace, Michigan. A member of the Union since 1961, he sailed as a linesman. He is survived by his wife Lauretta. Place of burial was in St. Ignace, Michigan.



Richard E. Lloyd, 47: Brother Lloyd died of natural causes in New Orleans, Louisiana. A member of the engine department, he joined the SIU in 1960. No beneficiary was designated. Place of burial was in Beaumont, Texas.



Henry E. Footlander, 61: Brother Footlander died of natural causes in 1963, at the Detroit USPHS Hospital, Detroit, Michigan. A member of the Union since 1962, he sailed as a tugman. No beneficiary was designated. Place of burial was the Fern-dale Cemetery, Riverview, Michigan.



Hal R. Ellis Jr., 53: A heart attack proved fatal to Brother Ellis aboard the Del Norte at sea. A member of the steward department, he joined the Union in 1946. He is survived by his sister Mrs. Jean Ellis Bright.



Leonard Cyprowski, 28: Brother Cyprowski died of accidental causes in San Francisco, California. A member of the engine department, he joined the SIU in 1962. He was buried in New Orleans, Louisiana. No beneficiary was designated.



John Earl Webster, 38: Brother Webster died of natural causes at the Alpena General Hospital, Alpena, Michigan. A member of the Union since 1963, he sailed as a wheelsman. He is survived by his wife Mary Ann. Place of burial was the Ever-green Cemetery, Alpena, Michigan.



# 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.

# Directory Of UNION HALLS

SIU Atlantic, Gulf, Lakes & Inland Waters Inland Boatmen's Union United Industrial Workers

- PRESIDENT Paul Hall
- EXECUTIVE VICE PRESIDENT Cal Tanner
- VICE PRESIDENTS Earl Shepard Lindsey Williams Al Tanner Robert Matthews
- SECRETARY-TREASURER Al Kerr

- HEADQUARTERS ... 675 4th Ave., Bklyn. NY 9-6800
- ALPENa, Mich. .... 127 River St. EL 4-3616
- BALTIMORE, Md. .... 1216 E. Baltimore St. EA 7-4900
- BOSTON, Mass. .... 177 State St. RI 2-0140
- BUFFALO, N.Y. .... 735 Washington St. TL 3-9259
- CHICAGO, Ill. .... 9383 Ewing Ave. SA 1-0733
- CLEVELAND, Ohio .... 1420 W. 25th St. MA 1-5459
- DETROIT, Mich. .... 10225 W. Jefferson Ave. VI 3-4741
- DULUTH, Minn. .... 312 W. 2nd St. RA 2-4110
- FRANKFORT, Mich. .... P.O. Box 287 415 Main St. EL 7-2441
- HOUSTON, Tex. .... 5804 Canal St. WA 8-3207
- JACKSONVILLE, Fla. .... 2608 Pearl St. EL 3-0987
- JERSEY CITY, N.J. .... 99 Montgomery St. HE 3-0104
- MIAMI, Fla. .... 744 W. Flagler St. FR 7-3564
- MOBILE, Ala. .... 1 South Lawrence St. HE 2-1754
- NEW ORLEANS, La. .... 630 Jackson Ave. Tel. 529-7546
- NORFOLK, Va. .... 113 3rd St. Tel. 622-1892
- PHILADELPHIA, Penna. .... 2604 S. 4th St. DE 6-3818
- PORT ARTHUR, Tex. .... 1348 Seventh St. SAN FRANCISCO, Calif. 350 Fremont St. DO 2-4401
- SANTURCE, P.R. .... 1313 Fernandez Juncos Stop 20 Tel. 723-8594
- SEATTLE, Wash. .... 2505 First Avenue MA 3-4334
- ST. LOUIS, Mo. .... 805 Del Mar CE 1-1434
- TAMPA, Fla. .... 312 Harrison St. Tel. 29-7788
- WILMINGTON, Calif. .... 505 N. W. TE 4-2523

**PERSONALS AND NOTICES**

**Tax Refund Checks**  
Income tax refund checks are being held for the following SIU members by Jack Lynch, Room 201, SUP Building, 450 Harrison Street, San Francisco 5, California: Knowlton Allen, Felix P. Amora (2), Alexander Ansaldo, Orla Bushold, Jessie E. Collins, John W. Cerlew, Winfred S. Daniel, Hans J. L. Pedersen (2), Birger E. Rasmussen (3), and Harold R. Thomas.

§ § §  
**Bobby Gene McMichael**  
Your mother requests that you call home at telephone number JU 4-8898, or call your brother at telephone number JE 4-7760.

§ § §  
**Donald Cox**  
You are requested to write to Theodore Maltese at 17 Lincoln Avenue, Roslyn Heights, New York 11577, or phone 516 - MA 1-6384.

§ § §  
**Thomas James McGurn**  
You are requested to contact your wife Alice who is ill.

§ § §  
**Ex-SS Afoundria, 1956**  
Anyone who was aboard the Afoundria from March, 1956 to December, 1956, which paid off in Seattle, is requested to contact Hugh Gallagher at 1100 Pine Street, Clearwater, Florida 33515.

§ § §  
**Joe Whelan**  
You are asked to contact Mr. Longfellow at 4312 Jefferson Avenue, Houston, Texas.

§ § §  
**James Edgar Slayton**  
You are requested to contact your attorney Sherman F. Raphael at 1041 Maison Blanche Building, New Orleans, Louisiana, or call 522-9161.

**George Lafleur**  
You are asked to contact your mother at her new address at 614 East Long Street, Ville Platte, Louisiana 70588.

§ § §  
**Raphael Hernandez**  
You are requested to contact your wife Gloria c/o Mrs. Firado, 187 Baltic Street, Brooklyn, New York.

§ § §  
**George E. Pickels**  
You are requested to contact your wife at 2319 Bailey Terrace, Philadelphia 45, Pennsylvania.

§ § §  
**Raphael R. Maldonado**  
You are asked to contact your mother-in-law Mrs. Mary Jane Anderson at 23123 Marigold, Torrance, California.

§ § §  
**Earl Walste**  
You are requested to contact your sister Mrs. Elmer Swartz at 4248 N.E. Broadway, Portland, Oregon.

§ § §  
**Jack J. Winley, Jr.**  
Your are asked to contact Robert H. Winley at 604 East Capitol Street, Washington, D.C.

§ § §  
**James E. Byrnes**  
You are requested to contact your father Joseph Obreza at 339 N. Clifton Avenue, Lindenhurst, Long Island, New York.

§ § §  
**John Joseph Naughton**  
You are asked to call your mother in reference to your grandmother who is very ill. Phone: 863-3372.

§ § §  
**Gordon E. Finlay**  
You are requested to contact your wife as soon as possible.

**Report Shows N.Y. Shipping Up In August**

**NEW YORK**—Traffic increased during the month of August in this port, although it failed to reach the levels attained during 1964. During August 986 ocean-going vessels arrived here, according to the regular monthly report of traffic activity prepared by the port Maritime Association.

The association reported that the August totals represented a gain of 34 over the 952 ships which visited the port in July. However, the figures for last month were substantially below the 1,040 vessels that arrived in port during August, 1964.

An analysis of the arrivals during August shows that 752 were either dry cargo and passenger trade, and that 521 were in foreign trade, and 231 in coastal trade.

The report said 234 tankers arrived in August, 114 of them flying the U.S. flag, and 120 foreign flags.

Departures from New York were 973 during August, the same number which set sail in the previous month, but still below the 1,047 vessels which left the port in August, 1964. Of this total, 309 vessels flew the U.S. flag, 118 leaving for foreign ports and 78 bound for coastal destinations.

**Labor Asks 14(b) Fight**

(Continued from page 3)

with religious groups to respect personal religious convictions on union membership and activities. This policy is in connection with objections raised to repeal of Section 14(b) by a few religious organizations

- Approved a report showing a 245,000 gain in average monthly membership in the 12 months ending June 30, 1965, to a level of 13,141,194.
- Heard a report from Director of Organization John W. Livingston that the percentage of National Labor Relations Board victories is increasing for AFL-CIO unions and that the organizing campaigns in the Baltimore-District of Columbia and Los Angeles areas have added about 83,000 members to union rolls in the past few years.
- Adopted a report amending, updating and clarifying federation rules governing state and local central bodies.
- Received with a great deal of regret the notice of the coming retirement of Nelson H. Cruikshank as director of the Department of Social Security and Serafino Romualdi, who has been on leave from his post as inter-American representative while working with the American Institute for Free Labor Development. Meany noted that both men had rendered great service to the trade union movement and had made outstanding records in their fields.
- Received a report from the AFL-CIO delegation to the recent congress of the International Confederation of Free Trade Unions in Amsterdam.
- Set the next meeting of the Executive Council for December 8 in San Francisco and the council's winter meeting to open February 28, 1966, in Honolulu.

**MTD Executive Council**

(Continued from Page 2)

country has a strong fleet to meet our national defense needs, the MTD board urged the following actions be made part of a new government maritime policy:

- The revision of the present subsidy system on a more intelligent and logical basis to cover ship-building and operation of both passenger and dry cargo ships.
- The establishment of a well-planned shipbuilding program in U.S. shipyards on all coasts to produce a fleet of urgently needed new, modern, fast merchant ships on a crash basis.
- Swift action to discourage the growing practice of depleting the U.S. fleet by registering ships under foreign flags to evade payment of union wages to crews and avoid payment of U.S. corporate taxes. Urged prompt passage of the Herlong Bill, HR 4256, which would end these tax havens used by runaway flag operators.
- The enactment of the Rogers Bill (HR 9603), which would increase the U.S.-flag share of government-financed cargoes under PL 480 from 50 percent to 75 percent. Called for action to stop the Departments of State, Agriculture and Commerce from ignoring the 50-50 law.
- The modernization of relations and attitudes between maritime labor, management and the government. Urged universal acceptance of the principle that a major share of savings accruing from automation and increased productivity must be plowed back into shipping expansion to create more jobs.

Appealing to liberal Republicans to fight a planned filibuster being organized by Republican Senate Leader Everett Dirksen, of Illinois, against the repeal of section 14(b) of the Taft-Hartley Act, the MTD board urged that they stand up and be counted as friends of labor and be assured of continued support of the country's working men and women. Section 14(b) permits states to pass so-called "right-to-work" laws which undermine the security of trade unions.

The MTD also pledged to engage in increased political education and action in preparation for the 1966 elections.

The executive board announced its support of a proposal that 30 percent of all oil imported into the U.S. be carried in U.S.-flag tankers. The proposal was made by a Maritime Advisory Committee headed by Theodore Kheel. The board members said that the present oil import quota program was set up to protect the petroleum industry. Since U.S. flag tankers are an integral part of this industry and do not receive the protection afforded other segments of the industry, the government should enact cargo preference requirements in the U.S. oil import program.

**Army Dredging Blasted**

The MTD executive members condemned the expansion of dredging operations in the Great Lakes and Atlantic Coast areas undertaken recently by the U.S. Army Corps of Engineers. The board declared this expansion had taken place at the expense of private industry, private employment and the national defense program.

**New Orleans Disaster**

(Continued from Page 2)

cial \$25,000 contribution to aid victims of hurricane Betsy and has mobilized its resources in Louisiana and two nearby states to aid in the massive rescue and rehabilitation effort.

In some of the hardest-hit areas, up to 60 percent of the victims are members of AFL-CIO unions, according to an estimate by the Federation's Community Services Committee.

In past weeks, state and local AFL-CIO groups worked with AFL-CIO Community Services staff members in the massive effort to relieve suffering—recruiting rescue workers, manning relief stations, searching for and sheltering flood victims in union halls and schools, distributing food, clothing and medical supplies.

During Betsy's rampage through the city, the SIU hall was used as refugee center and sheltered over 400 people. Several thousand hot meals were served at the hall with emergency food supplies stockpiled by the Union in advance of the storm. An emergency medical center was also established at the hall where "shots" were administered to help prevent the outbreak of disease.

Throughout the emergency period, the Louisiana AFL-CIO and the Greater New Orleans Labor Council were in the "front lines" of help to disaster victims, along with national AFL-CIO Community Services staff members and the Red Cross.

The Greater New Orleans Labor Council provided information on

the Red Cross rehabilitation program to 80,000 AFL-CIO members in the area. In addition, the city AFL-CIO planned a series of community service advertisements in local newspapers. As factories reopened, the Red Cross assigned staff members to in-plant welfare work at newly opened plants in cooperation with union counselors, local union leaders and community agencies.

Damage to marine facilities and equipment runs into many millions of dollars. These losses include:

- Two major ships reported sunk, six aground and 18 damaged.
- Two partially completed new ships sunk.
- Over 200 barges sunk, numerous others damaged.
- Two ferryboats sunk, others damaged.
- One dredge sunk, others damaged.
- Damage to New Orleans port facilities is expected to run into millions of dollars. The towing industry reported damage losses of over \$31 million.

**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.

**Your Gear . . . for ship . . . for shore**

Whatever you need, in work or dress gear, your SIU Sea Chest has it. Get top quality gear at substantial savings by buying at your Union-owned and Union-operated Sea Chest store.

- Sport Coats
- Slacks
- Dress Shoes
- Work Shoes
- Socks
- Dungarees
- Frisko Jeans
- CPO Shirts
- Dress Shirts
- Sport Shirts
- Belts
- Khakis
- Ties
- Sweat Shirts
- T-Shirts
- Shorts
- Briefs
- Swim Trunks
- Sweaters
- Sou'westers
- Raingear
- Caps
- Writing Materials
- Toiletries
- Electric Shavers
- Radios
- Television
- Jewelry
- Cameras
- Luggage



**the SEACHEST**



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

**S**EA-FARERS have traditionally depended on the high standards of medical treatment furnished by the United States Public Health Service Hospitals when they are stricken by illness and accidents. An SIU member in a USPHS hospital can also count on regular visits from Union representatives who distribute union welfare benefits and provide timely assistance for any problems that a laid-up member may have. Seafarers who enter USPHS hospitals know that they are assured of the best medical care available, and for this reason, the SIU is continuing its fight to make certain that the doors of these invaluable facilities remain open.

## SEAFARERS AT USPHS STATEN ISLAND



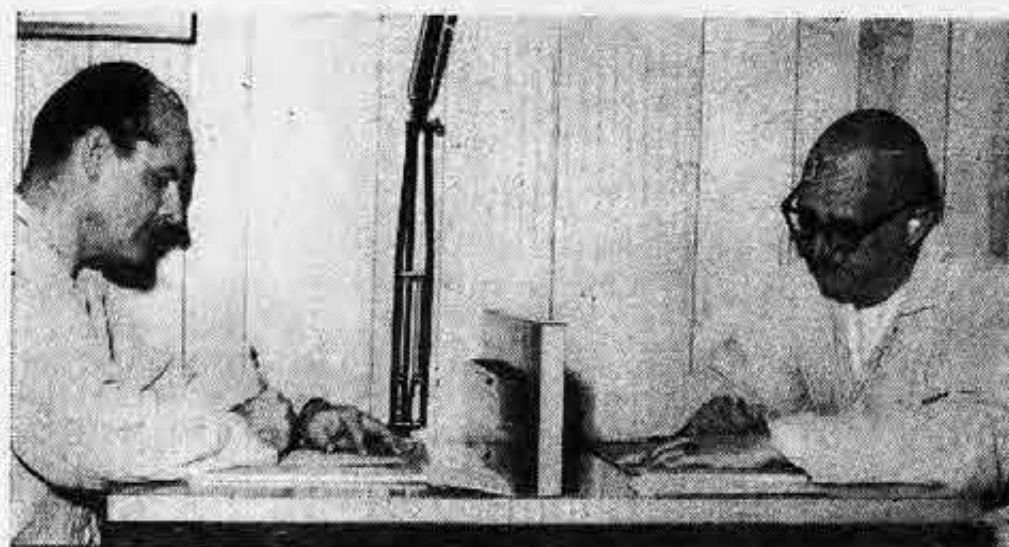
Gilbert Alicoa and John F. Fanning take in the sun and the impressive view of the Verrazano Bridge from the sun deck of Staten Island's USPHS Hospital.



SIU pensioner Leoncio Mainsonet relaxes as his wife, Jovita reads the latest edition of the SEAFARERS LOG. Before retiring, Leoncio was a veteran member of the engine department, joining the SIU in 1940. The retired Seafarer is looking forward to getting out of drydock so that he can do his relaxing and reading at home.



Arthur Wilfret and Louis J. Trapler read the LOG over their morning coffee in the hospital cafeteria.



Robert J. Feeney and Chester Coumas make use of the hospital waiting room to get off a few letters home. USPHS Hospitals offer a great variety of recreational facilities which receive heavy use by Seafarers and other patients.



With his right arm in a cast, Kurt Olsen sinks 'em lefty as Ralph Di Paola gives encouragement.



Taking advantage of the large selection of books at the Staten Island USPHS Hospital, Seafarers (l-r) Dominick Trevisano, John Ullis, and Vincent J. Hoesel gather around Mrs. W. N. Jones who has been hospital librarian for 15 years.



Seafarers (l-r) Victor Velez Sanabria, Antonio Wojcick, and George Crabtree are glad to see SIU rep Al Bernstein, who is distributing union welfare benefits. Drydocked Seafarers receive regular visits from representatives of the Union Welfare plan.