



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

"W-What Went Wrong???!!"



National Election Breakdown—See Centerfold

SIU Elections Underway, Voting Sets Brisk Pace



Balloting committee member **Curly Barnes** checks book of Seafarer **Gerald Brown** before sending him on through to the voting booths at headquarters to cast his ballot in the SIU elections. In the photo are (l-r) Barnes, **Elmer Clark**, **Wu Yung Chae**, **H. Meredith** and **Brown**.

Tom Meyer Appointed SIU Washington Rep.

Thomas L. (Tom) Meyer, a veteran member of the SIU Pacific District's Marine Fireman's Union, has been appointed Washington Representative of the Seafarers International Union of North America. Announcement of Meyer's appointment was made by SIUNA President Paul Hall.

Brother Meyer, who is 54 years old, has had a long and active career as a seaman and elected union officer in the Marine Fireman's Union, and in the trade union movement. A native of New



Tom Meyer

York, he began sailing in the MFOW as a wiper. He sailed as an electrician during World War II and continued until 1952, when he was elected the MFOW's Baltimore Port Agent.

In 1960, Meyer was assigned as Business Agent in San Pedro, Calif., where he was serving when he was designated for the International's Washington office.

Brother Meyer served as a Vice-President of the Baltimore Federation of Labor from 1960 until his transfer in 1964 to San Pedro. Among his other trade union activities was a period of service as a member of the Executive Board of the Baltimore AFL-CIO Committee on Political Education (COPE). He was elected Secretary-Treasurer of the Baltimore Port Council of the Maritime Trades Department in 1959.

NEW YORK—Balloting in the two-month SIU election for officers is proceeding at a brisk pace. Seafarers in A&G ports began casting their ballots on November 2 for the 64 fully qualified candidates who are running for the 45 elective union posts. Balloting will continue until December 31.

Under provisions of the SIU Constitution covering voting, the ballot is being conducted on weekdays from 9 a.m. to 5 p.m. and on Saturdays from 9 a.m. to 12 noon from November 2 to December 31. No balloting is held on Sundays and legal holidays. This year's election began on November 2 instead of November 1 because the latter date falls on a Sunday.

In addition to the candidates who nominated themselves and appear on the ballot, space is provided for write-in votes. As an aid to voters, the LOG printed a special election supplement in the October 16 issue. The supplement contains photographs and biographies submitted by all the candidates, a sample ballot and the text of the SIU Constitution's provisions governing the conduct of the balloting. The supplement also contains the minutes of the SIU Executive Board meeting of September 9, 1964, on election procedures.

Sanchez New P.R. Governor

With the backing of the SIU of Puerto Rico and the trade union movement of Puerto Rico, Roberto Sanchez Vilella has been elected governor of Puerto Rico succeeding Governor Luis Munoz Marin, who did not choose to run for a fifth term.

Sanchez was the candidate of the Popular Democratic Party, which Munoz founded 26 years ago. The party won the right to name its choice for residential commissioner in Washington, D.C., and also elected mayors of all towns except this one, where the municipal council selects the mayor. The island has 76 towns.

The final vote for governor was: Popular Democrats 479,479; Statehood Republicans 277,182; Christian Action Party 25,095; Independence Party 21,905; others 1,364.

Pre-Election Confab



John Burton, who was successful in his race for the California State Assembly with the solid support of California labor, is shown above at the Marine Cooks and Stewards' Hall in San Francisco, prior to the election, talking with SIU West Coast representative Frank Drozak and MCS Secretary-Treasurer Ed Turner. Left to right in the photo above are Drozak, Turner and Burton.

International President's REPORT

By Paul Hall



The elections of November 3 which saw the American People, including those who are part of the labor movement, overwhelmingly repudiate the Goldwater-Miller ticket are most significant.

The Republican party presidential and vice presidential candidates were dealt one of the most crushing defeats in political history. So strong were feelings of the American voters on the issues involved that many Republican candidates in the moderate-to-liberal wing of the Party also were defeated in the wave of support for the policies that would preserve the social advances upon which the well-being of this nation rests.

If there had been any question on the American voters' attitude on the role of the government and the policies which it must foster, that question was decisively answered in the election results. The election results clearly indicate that no presidential candidate and no political party program can win acceptance if they do not recognize the peoples' determination for continued social and economic progress.

The election proved that the overwhelming majority of people of this country will reject a political party which is opposed to free collective bargaining, a strong trade-union movement, aid to education, social security, public housing and equal opportunity and treatment for all citizens.

The Goldwater-Miller ticket had made it very clear that it was anti-union, that it favored national right-to-work laws which would destroy the security of American trade-union workers. The Goldwater-Miller ticket showed contempt for the underprivileged, for those without skills and for those who have been deprived of educational opportunities.

Unless the social and economical advances which have contributed to this country's progress are preserved and the human values are respected, America cannot be strong. The people as the election results indicate, know this full-well. Trade unionists especially know it. This is why the American labor movement played such a vigorous part in the campaign to elect Johnson-Humphrey ticket. The American labor movement and virtually all trade-union people in this country understood at the very outset the challenge and dangers inherent in the Goldwater-Miller candidacy.

American working men and women are determined to keep the security and dignity which they have achieved through trade-union organization, and to continue the fight for a society that is concerned with providing more jobs, better housing, educational opportunity, medical care for the aged and equal treatment for all.

The SIUNA unions were very active participants in the American labor movement's efforts to assure election of the Johnson-Humphrey ticket. Along with the rest of the labor movement the SIUNA unions were concerned with preserving all of the advances that had been made in the past 30 years and with opening the way for further advances in the years immediately ahead. The unions of the SIUNA were also active across the nation in behalf of candidates on the national, state and local levels to assure the election of those who would pursue policies and programs that are of concern to their membership. And the record of the SIUNA unions in helping to elect these candidates is a most impressive one. Seafarers can take satisfaction in the part they have played in protecting the future of free and strong trade unionism.

The elections apparently have not caused any drastic changes in the composition of the Senate or House committees concerned with maritime affairs. Senator Warren Magnusson, who was not up for election, continues as chairman of the Senate Commerce Committee which has jurisdiction over maritime. In the House, Congressman Bonner will continue to preside over the House Merchant Marine and Fisheries Committee. There were few election casualties on either committee. Senator Beall of Maryland was defeated by Joseph D. Tydings who favors a strong merchant marine. On the death of Senator Clair Engel of California, his seat on the committee was assigned to Senator Brewster of Maryland, who is also regarded as an advocate of an adequate fleet. Senator Thurmond of South Carolina switched his membership from the Democratic to the Republican Party several months ago and it is not known to what committee he will be assigned by the Republicans. On the House Merchant Marine Committee, the casualties were all on the Republican side. The ranking Republican member, Thor Tollefson of Washington State who had been an advocate of a strong merchant marine, was defeated, as was William Van Pelt (R. Wis.).

Meany Hails Sweep By Johnson Ticket

WASHINGTON—AFL-CIO President George Meany has sent telegrams of congratulations to President Johnson and Vice President-elect Humphrey (texts below) and issued the following post-election statement:

"Yesterday's election was truly a victory by and for the American people—a demonstration to the world that sound, common sense and faith in the future are inherent elements in our national character.

"We in the AFL-CIO are proud of the part our members played in this victory. The major emphasis of AFL-CIO's Committee on Political Education, year in and year out, is on our registration and

get-out-the-vote campaigns. We have never doubted that America would continue on the progressive road—if only American voters came out in sufficient numbers. Obviously our confidence was justified.

"Now, as I have just said in congratulatory messages to Pres. Johnson and Vice President-elect Humphrey, we look forward to working with them on the legislative front to achieve the high pur-

(Continued on page 18)



Congressman Porter Hardy Jr., who was successful in his bid for reelection from the 2nd District of Virginia, is shown above at the SIU Norfolk hall addressing a Special Norfolk Central Labor Union and COPE meeting prior to the election.

SIU Unions Active

Labor-Backed Candidates Score High In Elections

Candidates endorsed by organized labor won from 60 to 80 percent of the Senate, gubernatorial and House races in the November 3 election.

The highest percentage of victories for labor-supported candidates was scored in the Senate contests, where 25 of 31, or 80 percent, of the aspirants backed by unions won election.

In the gubernatorial contests 14 of 22 candidates carrying labor endorsements were victorious for a 63.6 percent result. In the U.S. House of Representatives labor endorsed 360 candidates and 233, or 64.7 percent, were elected according to the latest tabulations of the voting as the LOG went to press.

See centerfold for breakdown of presidential and congressional election results.

From the landslide victory of Lyndon Johnson and Hubert Humphrey over their Republican opponents for the nation's first and second highest offices right on down the line, the high success score of candidates backed by the AFL-CIO Committee On Political Education during the recent national elections has raised hopes for passage of much-needed labor-supported legislation during the next session of Congress.

SIU affiliated unions across the country were actively engaged in supporting candidates on all levels of the election. The SIU AGLIWD backed 24 candidates in Senatorial races of which 21 were elected. In elections for the House of Representatives, the SIU supported 112 candidates of which 110 were elected.

Among the long-overdue legisla-

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Cargo Preference Abuses Slated For Airing Before Maritime Advisory Body

WASHINGTON—The administration of the cargo preference laws will be one of the key items of discussion when the Maritime Advisory Committee created by President Johnson holds its third meeting here on Monday, November 16, to consider the role of bulk carriers in U.S. shipping.

The committee will also consider operating and construction subsidies from the standpoint of bulk carriers.

In presenting the SIU views at the committee meeting, SIU president Paul Hall, a member of the 17-man group, will point up the effects of maladministration of the cargo preference

laws on American bulk carriers. In preparation for the meeting, the SIU has drafted a detailed study of the manner in which the cargo preference laws have been abused by federal agencies charged with responsibility for their enforcement.

The SIU has for many years stressed that Government agencies have been bypassing the intent of cargo preference statutes and have, in effect, been favoring for-

ign flag shipping at the expense of American shipping and the jobs of American seamen.

One of the more flagrant examples of this practice led to the tying up of the British-flag freighter *Salvada* by the SIU and the Marine Engineers Beneficial Association in Lake Charles, La., in December, 1961.

In dealing with the cargo preference problem the SIU will detail the roles played by foreign trade missions and shipping brokers whose activities, with the apparent sanction of Government agency officials, have been responsible for depriving U.S. ships of their fair and proper share of U.S. Government-generated cargoes, as required by law.

The Maritime Advisory Committee was appointed by President Johnson last June to study the problems of the American merchant fleet and to come up with recommendations for improving its position. Secretary of Commerce Luther Hodges is chairman of the committee, which represents maritime labor, industry and the public.

The SIU will also submit a number of grievances arising out of Government agencies' abuse of cargo preference statutes at the November 23 meeting here of the Grievance Committee on Cargo Preference Administration. The committee consists of representatives of the Maritime Administration and the Departments of Labor, Agriculture and State and advisors from maritime labor and management. SIU president Hall is the Union's representative on the grievance committee.

The SIU will cite the latest instances wherein the Maritime Administration and the Department of Agriculture, in particular, have bypassed cargo preference by awarding Government cargoes to foreign ships over required American-flag vessels.

Waterman Awarded Six C-4's By MA

Six C-4 troopships that will be converted for use in the domestic service have been obtained by the SIU-contracted Waterman Steamship Company under the terms of a ship swap arranged this week with the Maritime Administration.

The C-4's which have been laid up in the nation's reserve fleet, were obtained in exchange for six of Waterman's smaller C-2's.

The C-4's were allocated to Waterman last January as part of a group of 18 ships that the Maritime Administration made available to non-subsidized United States ship operators for conversion to commercial service.

Since the value of the C-2's was placed at \$2.7 million, Waterman was not required to make any payment to the Maritime Administration for the C-4's. The value of the C-4's was set at \$2.6 million.

The Waterman Steamship Company is owned by Malcolm McLean. Four of the vessels are to be converted into container ships for operation by another McLean subsidiary, the SIU-contracted Sealand Service, Inc. The two other vessels are to be lengthened by

the insertion of new midbodies, to 641 feet from 496 feet.

The two enlarged ships are to be operated in the intercoastal trade. Three of the four others are to be used in the United States Gulf-Puerto Rico service, and the fourth will be put on the North Atlantic-Puerto Rico run.

Waterman has the approval of the Maritime Administration to transfer title of the newly-acquired ships to Litton Industries Leasing Corporation, a newly established corporation, which will execute a contract with the Ingalls Shipbuilding Corporation, another Litton Company, for conversion work at the Pascagoula, Miss., shipyard. The entire program of conversion and related expenditures is expected to amount to about \$44 million.

Waterman will be permitted to use the C-2 exchange ships under charter until the conversions are completed.

SIU Cabbies Wallop Hoffa Local

DETROIT—An overwhelming win over Jimmy Hoffa's Teamsters was scored by Local 10 of the SIU Transportation Service and Allied Workers in balloting conducted by the National Labor Relations Board among some 2,000 Checker Cab Company drivers on Monday and Tuesday, October 26-27, to determine the collective bargaining representative for

ed. The count in June was: Local 10—391 votes; Teamsters—269 votes; and 189 for "neither." After more than half the challenged votes were counted, Local 10 had accumulated 470 votes to 318 for the Teamsters, and 226 for "neither." However, the NLRB ruled that it could not proceed further with the disposition of the challenges, and with an expected runoff election between Local 10 and the Teamsters.

In addition, one ballot was voided and there are 129 challenged ballots still to be counted.

The voting this week actually was a re-run of a similar three-way election conducted here in June during which Local 10 also drew the heaviest vote, but failed to secure a majority. Due to the phony employment records submitted by the company, it was virtually impossible to check the drivers' voting eligibility. As a result, when the original balloting ended June 9, there were 312 challenged votes left to be counted.

employees' exercise of a free and reasoned choice. Therefore, a new election is being held . . .

The heavy vote this week for the SIU affiliate appeared to have completely eliminated the Teamsters in the event a runoff is necessary between Local 10 and the company. It reflects the drivers' disgust with Teamster-company tactics so deliberately contrived to upset the last election.

Local 10 began organizing Checker Cab in the spring of 1962 after company management took steps to reduce the schedule of commission payments that determines the drivers' wages. The SIU affiliate carried its election fight all through the procedures of the NLRB here and in Washington. An 8-1 decision by the U.S. Supreme Court in another case last March finally paved the way for the voting here in June. Local 10 whipped the Teamsters

by a count of 57-2 in separate balloting two years ago covering Checker Cab garage mechanics. Attempts by Local 10 to negotiate a contract for the garage mechanics have been stalemated while the drivers' election was pending.

Checker Cab is the largest cab company in Detroit, but a Teamster taxi local here had completely ignored the Checker drivers for over a dozen years. Other TSAW-SIUNA affiliates in Chicago and St. Louis already represent some 7,000 Checker and Yellow Cab drivers employed by other owners.

A whirlwind election campaign by Local 10 covering a 10-day period produced the stunning victory for the Checker drivers here. Seafarers, rank-and-file members and officers of Chicago TSAW Local 777 participated in the organizing drive. The TSAW was founded early in 1962 when the Chicago drivers affiliated with the SIUNA.

Report Finds Little Change In Deteriorating U.S. Fleet

WASHINGTON—The slow decline of the American merchant marine was temporarily halted this month as two more ships in the 1,000 gross ton or over class were added to the United States fleet since September 1.

A report issued by the Maritime Administration shows that as of October 1 there were 919 vessels of 1,000 tons or more in the active American fleet. This was two more than the 917 ships that were active on September 1st.

While this month's MA report did not show a decline in the number of active ships, the U.S. merchant fleets deteriorating status is obvious when these statistics are compared to those of previous years. For instance, as of December 31st, 1962 the MA reported that there were 985 active vessels in the American fleet.

Whole Story Worse

The MA's report of 919 active ships in service, however, fails to tell the complete story about the health of the U.S. fleet. Of this total, 21 of the vessels were U.S. Government owned, leaving 898 ships in the hands of private operators.

The report does not include statistics for privately-owned ships

which are temporarily on the inactive list. Other vessels not included in the monthly report are

MARAD Hires Labor Expert

WASHINGTON — For the first time in its history, the Maritime Administration will have a full-time labor specialist on its staff with the recent addition of John P. Miraglia, a former official of the Textile Workers.

The new post is that of Labor Adviser and represents recognition of the long-standing need for representation of a labor view within the MA. In addition to his functions as an official of the Textile Workers Union of America Local 1790, Miraglia's labor background includes a year as field examiner for the National Labor Relations Board.

24 ships that are in the custody of several Government departments.

Three vessels, one freighter, one tanker and another converted tanker were delivered for service in the nation's fleet, according to the report. The MA also revealed that 13 freighters and six tankers were either being repaired or converted. Forty one other vessels were on the inactive list.

Freighter Lost

Lost to the fleet were a freighter, which was sold to foreign interests, and four tankers which will be scrapped.

The future of the U.S. merchant fleet's health took a turn for the worse when the Shipbuilders Council of America reported no new contracts were signed during the month of September. At the present time there are 45 vessels under construction in American shipyards, the council said. The report found that only two ships were launched last month, a tanker and a ferry boat.



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

Labor's Support Helps Elect Kennedy

With the solid support of the SIU, along with the ILA Local 1814; The International Union of Operating Engineers, Marine Division; and the Leather Goods Workers, Local 111, Robert F. Kennedy has won a decisive victory in his race for the U.S. Senate. Running as the Democratic-Liberal candidate, Kennedy defeated Republican incumbent Kenneth B. Keating.

Kennedy has pledged to fight for enactment of labor-backed legislation from strengthening of the American Merchant Marine to passage of Medicare, civil rights and other vital issues.

New York

Shipping in this port picked up sharply during the last period as expected, with the busy fall season taking hold. The outlook remains good. There were 21 payoffs, 6 sign-ons and 20 ships in transit.

Genaro Bonfont, one of 7 brothers sailing with the SIU in a real SIU family is ready to ship and looking for a good slot after spending two months on the beach. M. Olivera reports he is ready to go after a month on the beach. Olivera generally ships out of Houston, but took some time out here to take in the World's Series. Nick DaAmante, last off the Steel Flyer has been seen around the hall here for the last two weeks between tries at breaking the bank at the "Big A." John Simonelli is giving the big board at the hall a careful look-over in his search for an AB spot. His last ship was the Hercules Victory.

Just down from Rhode Island after spending some time with his wife and kids, J. Masutum, last off the New Yorker, has been seen around the hall here ready to ship out. Pete Gonzales, who has been steward on the Steel Director for four years now, dropped into the hall to vote recently while the Director was in port.

Boston

Shipping remains on the slow bell in Boston, but an increase in ship movements during the coming period is expected to improve the shipping situation somewhat. During the last period there were three ships paying off, with no sign-ons or in transits.

William ("Lay Up") Costa, a 20-year man, was last on the Penn Challenger. It was the second ship in two weeks that Costa escorted into the shipyard.

Henry Martin, who last sailed on the Achilles as chief cook, says he had to get off that floating hotel to take care of some shoreside business. For his next trip he would like to latch on to a European run.

Maurice Olson, a 25-year SIU man who sails as a dayman or bos'n, has been doing shoreside painting for the last eight months. Now he says he will be happy to ship again.

Remigius McDonald, last aboard the Penn Challenger, was sorry to see the ship lay up. Now he is holding down the hall for the first deck job that shows up on the board.

Philadelphia

Shipping has been fair in the Quaker City, with the picture expected to remain the same for the next period. There were three payoffs, two sign-ons and five ships in transit during the last period.

Philip "Jigger" Jeffers, an SIU member since 1938, came off the Globe Progress in time to vote in the SIU elections. After enjoying the comforts of home for a while, he says he will try for another coal run.

James Armstrong, an SIU old-timer, has been recuperating on the beach for a while. He is fit for duty again, however, and raring to go. He says he would like to get on a Calmar ship.

Rafael Ramos was last on the Alcoa Commander. He is now waiting for her to come by again so he can rejoin her.

Leo Gillis, a retired Seafarer, likes to drop around the Hall occasionally to say hello to his old shipmates and reminisce about the

old days—some good and some bad—and the great advances the SIU has made since he first became a member.

Baltimore

Shipping has been slow in Baltimore for the last two weeks. It should pick up, however, with the Marymar and the Long Lines expected to crew up. During the last period, two ships paid off, seven signed-on and 15 were serviced in transit.

Vernon Ferguson, an SIU steward department member for about 10 years now, just paid off the Long Lines after 14 months aboard. He's so pleased with the ship, crewmates and officers that he says after a little vacation with his family he is going to try signing aboard her again when she arrives here for payoff around the end of the month. Another man who liked his last ship is oldtimer Fred Vykruta. He just paid off the Santore and hopes his next ship will be as good. He says the food, crew and officers aboard the Santore were all tops. Basilio Maldonado is fit for duty again and waiting for a ship after an injury forced him to get off the Robin Trent.

Norfolk

Shipping has been very good out of Norfolk during the last period, and the outlook for the coming period also looks good. The Rebecca is due to come out of the shipyard and take a full crew here within the next week or so. The last period saw six payoffs, 7 sign-ons, and 12 ships in transit.

Twenty-year SIU member Clanton Jernigan, whose last ship was the Eagle Voyager, is waiting for the Rebecca to come out of drydock and crew up. He wants a fireman's spot on her and is willing to wait. The first good tanker hitting Norfolk with a wiper's slot open will sail with Walter Pulliam aboard if he has his way. Last off the Wacosta, he's been around the hall just waiting for that tanker.

Just in from Richmond where he is part owner of a filling station, SIU oldtimer Horace Wiltshire, ex-Hurricane AB, has registered here and expects to be ready to go aboard anything that turns up within a week or so.

SIU retiree William Howell has been an almost daily visitor to the hall here lately, jawing with his old shipmates. He voted early in the SIU election balloting and has proved the saying "once an SIU man, always an SIU man."

Puerto Rico

Shipping has been generally good on the Island with 23 ships serviced during the last period. On the labor front, the SIU has de-

(Continued on page 22)

Recertification And Upgrading Classes Graduate



Graduating members of Seniority Upgrading Class No. 8 are all smiles for the camera. The graduates are, bottom row (l-r) Raul Iglesias, James Bingenheimer, Mohamed B. M. Ali, Raymond F. Fraser, Juan J. Moreira, Delvin D. Johnson, Wu Yung Chae, Hendrey J. Ruckl, Corbert R. Myrick and Frank Wynans. Middle row (l-r) Arthur Elliott, Helge Holmstrom, Gerald A. Brown, Paul Bates, Olav C. Thorsen, Elmer Clarke, Jr., Thomas H. Holt, John Muoio and Edward D. Finnerty. Top row (l-r) Philip S. Ridgway, Jr., Charles L. Johnston, Alfred Kastenhuber, Michael J. Donohue, Delmer E. Craig, James S. Manette, Jr., Richard W. Crosbie, Alfert L. Santiago, Anstey Minors and Harry Meredith, Jr. Two other graduates, Frank C. Sanicola and George R. Evans are missing from picture.



Successful graduates of Steward Training and Recertification Class No. 12 are, front row (l-r), Edward Allen, Festus DeLeon, Duke Gardner, Felix Van Looy, Fred Hicks, Luther Gadsen and Gilbert Wright, and, second row (l-r), Samuel Patterson, James Prestwood, Jack Craft, SIU of Canada Observer E. Jalbert, George Anderson, Clayton Bruce, and instructor and Food Program Regional Director, Tony Goncalves.

Porpoise Giving Man Good Race In Brain Dept.

"Mirror, Mirror on the wall, who's the smartest of them all?" Asked this question, most people would answer, with some pride, "Why, man, of course." Undersea explorer Jacques-Yves Cousteau isn't so sure however. He might vote for the porpoise.

"The brain of a porpoise is the same weight and size in comparison to its body as man's," Cousteau explained recently. "Man is conscious of his own existence." This is generally considered the deciding factor in distinguishing Man from the lesser animals.

"But porpoises are so close to man they raise some embarrassing questions," Cousteau points out. "They communicate with each other and are known to be able to 'speak' with 2,900 different signs. They are so advanced compared to other sea creatures it becomes confusing and embarrassing to men."

The porpoise is a mammal, not a fish, and is therefore considered to be a higher form of evolution than the normal creature of the sea in any case. But Cousteau describes some surprising feats of intelligence and understanding by fish as well. He notes the memory and learning ability of a giant grouper he and his fellow undersea explorers met while working beneath the Red Sea.

The 60-pound grouper was called Ulysses by Cousteau and his men. Learning of the fish's big appetite, they took to feeding him regularly. Each morning, before starting work, the divers would carry a sack full of bits of meat for Ulysses. Soon the fish had learned their schedule and turned up every day at the right time without fail. They even managed to teach Ulysses to sit up on his tail while waiting for his food.

After a four-year absence another expedition made a stop in the same area where Ulysses made his home. As soon as they hit the water, who do you think showed up, expecting to be fed?



It was a proud moment for SIU veteran Robert C. Brennan (r) as he received his first pension check from New York port agent Joe DiGeorgio as his wife, Antonia looked on. Brennan, who went to sea 47 years ago, plans to settle down in Brooklyn, N.Y. and enjoy a comfortable retirement which will be assured by the arrival of his monthly Union pension check.

Six Seafarer Oldtimers Awarded \$150 Pensions

The Board of Trustees of the SIU Welfare plan has approved five Seafarers from the Atlantic and Gulf district and one Seafarer from the Great Lakes district to receive a monthly pension of \$150 for the rest of their lives. The new additions to the list brings the total for the year to 86.

The new pensioners are: Thomas May, 78, John A. Moloney, 66; Robert C. Brennan, 65; Ralph R. Knowles, 61; Oscar A. Rosman, 84; Larry Jones, 65.

May is a member of the Great Lakes Tug and Dredge region. He became a member of the SIU in the port of Detroit. A native of New York, he will now retire to his home in Detroit. He last sailed for the

J. W. Wescott Co. as captain of a mail boat.

A member of the SIU for many years, Moloney joined the union from the port of Mobile as an em-



May



Moloney



Knowles

ployee in the deck department. A native of Kentucky, Moloney will now retire to his home in Lexington, Ky., with the assurance that he will receive his pension check every month.

Brennan is an SIU oldtimer who began sailing 47 years ago. He has been a member since the early



Rosman



Jones

days of the Union, when he joined in New York. A native of South America, he now makes his home with his wife in Brooklyn, N.Y. A member of the steward department until his retirement, Brennan last sailed on the Robin Gray.

A native of Maine, Knowles joined the SIU when he came to New York. Although he still makes his home in Maine, he has been sailing in the steward department for many years. He last sailed aboard the Maiden Creek.

Oscar Rosman has been sailing the seas since he first went aboard a sailing ship in his native country of Sweden. He joined the union in its very early days, and worked aboard SIU ships in the deck department. Rosman now lives in New York City, and is confident



By Frank Drozak, West Coast Representative

S.F. Port Council Active In Elections

The San Francisco Maritime Port Council staged one of the best campaigns in its history during the recent national elections, in support of candidates who are friends of labor. The campaign of course also served the purpose of helping to bring about the defeat of some of labor's enemies.

We were successful in electing Phil Burton to Congress in the 5th District and his brother, John Burton, as Assemblyman from the 20th District. U.S. Senator Pierre Salinger, who had labor support, was defeated however by George Murphy. Tommy O'Toole, who was running against William Mailliard in the 6th District for Congress, was also unfortunately defeated. The Maritime Port Council was not successful in its all-out drive to defeat Mailliard.

Although O'Toole was not elected to Congress, labor nevertheless showed Mailliard that it did not appreciate his double-cross on his pledge to vote down compulsory arbitration for the maritime industry as contained in Bonner Bill. We of labor will watch Mailliard's voting record very closely during his next term in Congress.

The Maritime Port Council in San Francisco will continue its Maritime Political activity. We feel that although we lost our candidate for Congress, we achieved what we set out to do—to be recognized and to let the public know that we do not stand still for anyone double-crossing us without fighting back as hard as we can.

Payoffs, In Transits

The past two weeks saw the Hercules Victory and Ocean Anna pay off here. We had the Wild Ranger as a sign on, along with the Iberville. Ships in transit were the Delaware, Overseas Rose, Yorkmar and the Columbia.

As far as the shipping picture for San Francisco goes, shipping has been on the fair side. In the deck department we shipped 14 men in Class A, 8 in Class B, for a total of 22 men. In the engine department we shipped 8 in Class A and 11 in Class B, for a total of 19 men. In the steward department we shipped 8 Class A and 9 Class B, for a total of 17 men. The total number of the membership shipped for the two week period in the three departments was 58.

Registered on the beach for the two week period was; in the deck department 12 Class A and 3 Class B for a total of 15, in the engine department 9 Class A and 6 Class B for a total of 15, in the steward department 14 Class A and 2 Class B for a total of 16. Registered total in all three departments was 46 members.

On the beach at the present time we have W. C. Sink, one of our old-timers who just piled off a Waterman ship and decided to take an extended vacation. J. M. Carroll just came in from one of the outports and says he's going to stick around here for a while. In the USPHS Hospital we have several guys on the mend, including Clifton W. Akers, Paul R. Brown, Oscar L. Briscoe, Roy C. Bru, Angelo Cifarelli, Vincent J. Fitzgerald, Richard R. Kohls and Calvin J. Wilson. All say "hello" to their friends and shipmates, and agree they would appreciate it if some of their buddies would drop them a line to let them know how things are going.

Our A & G election started on November 2nd, and compared to the last election, voting seems to be running a little slow. We urge all members to exercise their constitutional right to vote and to pass the word along so everyone eligible will get out and vote.

Wilmington

Shipping activity has been very good in the Wilmington area during the past two week period, with a total of 38 men shipped. We had the Mount Vernon Victory pay off and then sign on here, along with a sign on for the Ocean Anna. The Elizabethport, Alcoa Master, Logmar, Yorkmar and Steel Worker were through here in transit. In addition, the St. Lawrence is in dry dock here and is expected to come out in a week or 10 days.

Pensioner Oscar Osmundsen, who makes his home in this area (Continued on page 23)



By Cal Tanner, Executive Vice-President

Maritime Abuses Pointed Out

The United States maritime industry is sick. The fact is unmistakable and has already been admitted by the maritime unions, Congress, the Maritime Administration, the Federal Maritime Commission and maritime management.

The latest evidence pointing up the serious condition of decay into which the industry has fallen comes in the form of a report by the House Anti-trust subcommittee, headed by Representative Emanuel Celler (D-N.Y.). The report finds that "American trade routes are permeated by abuses of all sorts."

The report lists a long series of abuses against which the U.S. maritime industry is struggling for its very existence. The subcommittee's findings are not news. The SIU has been pointing to these very same factors for years, and has worked to have them removed so that U.S. maritime can recover its health. For the record, however, here are some of these latest findings.

- U.S. firms have registered 409 ships under the runaway flags of Panama, Honduras and Liberia. This figure includes 264 of our vital tankers.

- According to MA figures, our merchant fleet now consists of 919 active ships, down from 930 last year and 1,415 in 1953. The Soviet Union, by comparison, has a merchant fleet of 1,450 ships.

- Excluding military cargoes, only 8.9 percent of the nation's more than 300 million tons of exports and imports, worth \$40 billion, is carried in American-flag bottoms each year. Ten years ago the figure was close to 43 percent.
- Even counting military cargoes, the total percentage of U.S. trade carried aboard U.S.-flag

ships is only 9.2 percent. By comparison, British ships carry 53 percent of that nation's trade, while French vessels carry 62 percent of France's foreign trade.

- Only 46 ships, totaling 552,490 gross tons are on order or under construction in the nation's nine major commercial shipyards. For purposes of comparison, it

(Continued on page 17)



SEAFARERS

on the

S.S. FANWOOD



Coming off watch, oiler Bobby Harris seems surprised at seeing the Fanwood's chief steward in the engine room, camera in hand and already snapping the shutter.



Chief Steward Sidney Garner (r), who took these photos, has his own picture taken with fellow steward department members Thomas Muller, chief cook and Herbert Laiche, 3rd cook (l).



With the crew expected for dinner any moment, steward department stalwarts Luis Nieves, messman (left) and Luis Perez, pantryman, pause for a little picture-taking in the crew messroom.



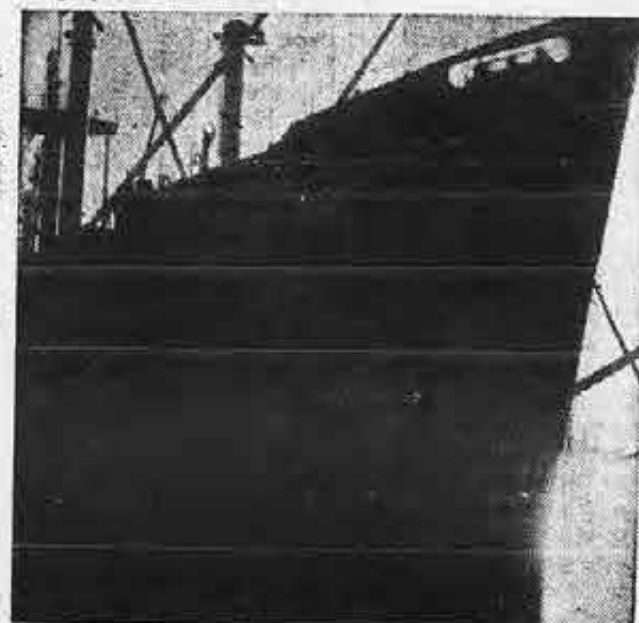
No spot on the Fanwood was too inaccessible for roving ship's photographer Sidney Garner. Here he catches Kenneth Winters while on engine room watch.



Enjoying one of the many fine days which the crew of the Fanwood encountered during the vessel's last voyage, are deck department members (l-r) Leo Menahan, deck maintenance; Timothy Sullivan, AB; Karl Hellman, bosun and Marvin Firmin, deck maintenance. Chief steward Garner caught them with his camera just before they began rigging the gangway. Crewmembers reported a fine trip.



Steering a steady course at the helm of the Fanwood during the 4 to 8 watch at sea, Seafarer Leo Thomas, AB, maintains a firm grip on the wheel.



After loading steel at Baltimore for Pakistan and military cargo at New York for Turkey, the Fanwood (Waterman) stopped at the Azores, Greece and Spain.



The Great Lakes

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

Detroit Shipping Remains Active

Shipping remains good in the Port of Detroit for all ratings. With the expected arrival of two deep-sea vessels, the De Soto and the Jean La Fitte, we will have our hands full trying to fill jobs.

SIU men in Detroit and all over the Lakes are mourning the death of Mrs. Parker. Mary "Mom" Parker was affectionately known to hundreds of Seafarers on the Great Lakes and their ocean-going counterparts. "Mom" operated a 40-room hotel and the majority of her boarders were SIU members. The 71-year old "Mother" of all sailors used to make yearly visits to ports in every section of the country. She was proud of the fact that she probably knew more seafaring men than anyone else in Detroit and the beloved Mrs. Parker never turned a sailor away from her door because of financial troubles. Mrs. Parker is survived by her husband, Joe Arnold, an old time SIU member.

McCarthy Steamship Company has decided to scrap the former SIU-manned Mataafa, which is one of four ships that have been idle this season. The Mataafa carried upward of 100,000 new automobiles to Buffalo over the course of a season. McCarthy Steamship Company lost their once-flourishing trade to the railroads.

Vern Ratering is back in town after making a trip to Europe and the near East on the Chatham.

Vern sails in the Steward Department and is a professional BR. Most of the good pinocle players have shipped out leaving the gray for John Poliwka, who is presently keeping ship on the George Ingalls.

Duluth

Except for ABs shipping is slow in this Great Northern Port. We expect a great number of ships this month for the final trip down the Lake. On the beach at this time is Bill Duffy and Jack Wallin. SIU oldtimer Tommy Dunn, personally escorted every eligible voter to the polls on November 3 and, if we know Tom, he didn't leave a stone unturned.

Cleveland

Although just as many ships are still coming into this area that were coming in the middle of the season, shipping has finally dropped off. The only thing that seems to be in great demand are ABs. Talk in the marine circles in Cleveland is that they are hoping to keep the ore cargo coming down the Lakes until at least the 12th of December, weather permitting, and the self-unloaders long after that.

Joe Mickalowski, the night boss around here, is still waiting for that last relief trip on a Boland boat and keeping him company is George Mitchell. Dick Heikns is around again after a three-month trip to India, but is heading for Florida for the winter—no more shipping 'til next spring.

Buffalo

With the close of the season just around the corner, shipping in this port has finally slowed down. We have several lay-up schedules for vessels which are due to lay-up with storage grain. We hope this will give SIU members work during the winter months. Buffalo is holding books for several members and it is suggested they contact the port agent and pick up their books before lay-up.

Chicago

Shipping has held its pace in the Port of Chicago regardless of the lateness of the season and, at this rate, it appears we will be shipping men up to the lay-up dates.

Bill Carver shipped recently on the Hastings as an oiler; he only recently left another salty. Arthur Wentworth has returned to the Gypsum from sick leave and said although he hated to be sick it was great to get home to see his new son. Joe Veno recently shipped as coalpasser on the Sullivan Brothers and, as he says "to take off some of the belly."

Alpena

Shipping in this port has slowed down somewhat, but even now

2 Rail Tugmen Go On Pension

Two more veterans of the railroad tugs have been added to the list of SIU Railway Marine region pension roster by the board of trustees of the Seafarers Pension and Welfare Plan.



Herzich

John Leyendecker and Anthony V. Herzich will receive a \$150 month check as long as they live. Leyendecker spent most of his years in the New York harbor working as a deck hand on the tugs of the Pennsylvania Railroad. He worked, however, as a bridgeman just before his retirement, after spending a short time as dispatcher for the company. Leyendecker plans to spend his retirement with his wife at their home in North Bergen, N.J.

Herzich also worked aboard the tugs of the New York-New Jersey Harbor. He began working in 1923 for the Baltimore and Ohio Railroad as a deck hand, and continued to work for the same company until his retirement. A native of Austria, he plans to retire to his home in Astoria, N.Y.



Veteran rail tugman John Leyendecker receives congratulations as he is presented his first pension check by G. P. McGinty, director of the SIU Railway Marine Region. Leyendecker, who sailed as a deck hand on Pennsylvania Railroad tugs, plans to spend his retirement with his wife at their home in North Bergen, N.J.

there are plenty of jobs for this time of year, especially rated jobs. Leslie Cook is off the H.N. Snyder on a medical leave. "Hope you will be back abroad soon, Les."

Although the people of Michigan split their ticket and re-elected George Romney as Governor, the Democrats, for the first time since 1934, control the Michigan State Legislature. This represents a major victory for the labor movement in this great industrial state. The Democrats now have 71 seats in the House, compared to 39 for the Republicans and a 24 to 14 margin in the Senate.

Voters in this State rejected the Massachusetts ballot by a whopping 2 to 1 margin on the only State-wide Referendum in connection with the November 3 election. The Referendum was held because Labor, Liberal and Democratic groups were successful in a petition drive held this Summer.

Life Pensions Presented To IBU Veterans

Two more members of the SIU Inland Boatmen's Union were added to the roster of pensioners last week, bringing to each of them a regular monthly check of \$150 in return for their years of service.



Peterson

The two approved for pension by the board of trustees of the Seafarer's Pension and Welfare Plan are Pete Peterson and William H. Hathaway.

Peterson now makes his home in the Gulf city of Corpus Christi, Texas, after moving there from his home state of Michigan. He first sailed with the G. & H. Towing Co., and he remained with the company until his retirement.

Hathaway began sailing on the tugs of the Curtis Bay Towing Co. Shortly afterward, he began working for McAllister Brothers as a mate and he sailed on McAllister tugs until his retirement. A native of North Carolina, Hathaway will retire to his home in Norfolk, Va., assured that he will receive a comfortable pension check each month from the Union.

Automation To Eliminate Light Keepers

NEW YORK—Automation is slowly catching up with the quiet and lonely men who work as lighthouse keepers. Two New York harbor lights well known to Seafarers—Romer Shoal Light Station in Lower Bay and Robbins Reef Light Station—will soon go automatic, the Coast Guard has announced.

Although no changes will be made in the looks of the 80-year-old structures or in their characteristics of 13-mile visibility and fog horns, both will be transformed into unmanned light stations as part of a long range plan to reduce costs.

Present plans call for the linking by armored underwater cables of Romer Shoal with the West Bank Light Station off Staten Island and for hooking up Robbins Reef by cable with Bayonne, N.Y. The lights would be controlled from West Bank and the St. George, Staten Island Coast Guard Base, respectively.



William Hathaway, SIU-Inland Boatmen's Union old-timer has a big smile for the LOG photographer as he receives his first pension check from SIU-IBU rep Stephen Papuchis in Norfolk.

New Group Fights Rightist Agitation

Continuing agitation and the use of downright terrorist tactics by right-wing extremist groups in the United States has led to the establishment of a new National Council for Civic Responsibility, brought into being for the specific purpose of challenging right-wing extremist tactics.

Right-wing extremist, have been characterized in cartoons by the little old ladies in sneakers who check under their beds with a candle every night before retiring to make sure no communists are hiding there. They tend to see nefarious Communist plots everywhere, never see a tree without feeling there is a communist lurking behind it. Among the Communist "agents" which these hatemongers have "exposed" are Dwight D. Eisenhower, John Foster Dulles, Franklin D. Roosevelt, and many more. They consider labor unions Communist by definition.

Example Of Activity

An example of the kind of violent right-wing extremist activity which has made establishment of the National Council for Civic Responsibility necessary, follows. It all happened to Penn Jones, editor of a small weekly newspaper in Dallas, Texas and was reported in the Labor World, publication of the AFL-CIO Unions of Duluth, Minnesota.

At Midlothian High School, where Jones' son was president of the student body, a member of the John Birch Society appeared as a speaker at a regular weekly assembly. The Bircher told the students that Roosevelt and Truman were both Communists and that America was being betrayed by such leaders at this time.

Refutes Charges

Jones was outraged. "I went to see the principal in an effort to have a responsible person come down and answer these insane charges," he recalled later. "I had previously contacted Judge Sarah T. Hughes of Dallas, the first lady to be appointed a federal judge in the United States. She agreed to come if she were invited by the high school."

But, despite Jones' efforts, the high school principal refused to issue the invitation.

"You have no right to come and make such a request," the principal said.

Jones then tried to discuss the matter with the Birch member. "He stared me right in the face," Jones recalled, "and said, Do you consider yourself a loyal American?"

Jones continues the story: "About 2:30 Monday morning, the fire alarm went off. A piece of concrete tile had been tossed through the door of my newspaper's office. Then a gallon can of cleaning fluid had been tossed about 18 feet into the shop area. It landed on the floor and was bubbling out and burning and the fire was just reaching the rafters in the building when we got water to it and saved the plant. The fire did about \$7,000 worth of damage . . ."

Voters Back Pro-Shipping Congressmen

WASHINGTON — Representative Thomas N. Downing (D-Va.), a member of the House Committee on Merchant Marine and Fisheries who plans to introduce legislation calling for a boost in U.S. shipbuilding in the next session of Congress, won a hands-down victory in last week's election.

Downing has proposed doubling the number of cargo ships built each year in the U.S. and increasing the number of naval ships built yearly from 24 to 60. The program would run for five years.

Such a program is needed, Downing said, to offset the decline of the American Merchant Marine and to enable the U.S. Navy to keep its position of world leadership. The plan, which would begin in the next fiscal year, has been under study for some time, Downing explained.

The Gulf Coast

By Lindsey Williams, Vice-President, Gulf Area

Gulf States Split On Johnson Vote

The national election which, as everyone should know by now, was won in a landslide by President Lyndon B. Johnson and his vice presidential running mate, Hubert H. Humphrey, produced some interesting results on the Gulf Coast.

Florida and Texas went for Johnson, but the middle Gulf states of Alabama, Mississippi and Louisiana returned overwhelming majorities for the Republican nominees, Senator Barry Goldwater and Representative William Miller.

Vigorous campaigning by AFL-CIO unions, including the SIU, helped keep such friends of the labor movement as Representative Hale Boggs and Representative Jimmy Morrison from being caught up in the Republican sweep in Louisiana and both were returned to Congress. As majority whip in the House, Boggs is one of the most influential members of Congress. He has represented the Second District, which includes uptown New Orleans, for 25 years, and has been a staunch advocate of a strong U.S. Flag merchant fleet and expanded foreign trade. Morrison is from the Sixth District, which includes Baton Rouge.

Speedy O. Long, the Democratic nominee, was narrowly elected to Congress from Northwest Louisiana. He is a former member of the Louisiana Legislature where he generally voted with labor on issues important to the working people.

Texas re-elected Ralph Yarborough to the United States Senate. Benefiting from energetic AFL-CIO support and from being aboard the Johnson bandwagon, he won over strong, well-financed and well-organized Republican opposition by a bigger margin than had been predicted by most political analysts.

Democrats in Mississippi, Alabama and Georgia were handed a shocker when Republicans won one Congressional seat each in Mississippi and Georgia and five in Alabama. This could be considered a plus to labor's legislative program. The Democrats gained in overall seats in the House, nationally. The Southern Democrats who were defeated were ultra conservative and could be counted on to vote invariably against liberal legislation and with the Republicans. What was really accomplished, therefore, was to put the proper label on these anti-labor votes.

For the benefit of Seafarers at sea, we brought them up to date in the last issue of the Log with progress of some of the powerhouse football teams from Gulf States universities. Here are some of the scores from the "big" games of last weekend: Alabama just about sewed up the Southeastern Conference title by beating LSU, 17 to 9; Georgia upset ninth-ranked Florida, 14 to 7; Tennessee knocked off eighth-ranked Georgia Tech, 22 to 14; Arkansas beat Rice 21-0; Texas took Baylor, 20-14; and Houston squeezed out a 13-13 tie with Florida State. Top-ranked Notre Dame barely held on to win over Pittsburgh, 17-15.

The shipping outlook in Gulf Coast ports continues good. Rated men in the deck and engine departments have been in short supply and jobs have been plentiful in all categories.

New Orleans

A series of misfortunes made it necessary for Maurice Duet to get off the Del Mar about three weeks ago. His wife suffered a severe whiplash injury to her neck when her car, halted for a traffic light, was rammed from the rear by another. His sister suffered severe injuries and three of his cousins were killed in a tornado that struck LaRose, La., during Hurricane Hilda in October. Clayton Thompson was discharged from the hospital and registered for an AB's job. He should be ready to go soon. Bill Padgett also made it out of the hospital and came to the hall to register in Group 2, engine department. Some of the other oldtimers on the beach in

New Orleans include Pedro Villabol, Raul Roque, and Frank Russo. Mobile

Vic Brunell, chief electrician on the Monarch of the Seas, paid a visit to the hall. Joe Crawford is recuperating at home after being repatriated from Curacao where he suffered a broken leg while a crewmember on the Erna Elizabeth. Sverre M. Stokke got off the Sea Pioneer to spend a vacation with his family before shipping out again. News that the ship was going to Iceland helped him make up his mind to look for another vessel. Joe Hearn Jr. registered in Mobile after about six months in the black gang on the tanker Achilles. Walter H. Whitten, whose last ship was the Alcoa Ranger, is unfit for duty while taking treatments on outpatient status at the U.S. Public Health Service Clinic. He plans to get in a couple of hunting trips before he ships out again. W. E. Harper is vacationing at his home in Mississippi near here. His last job was chief cook on the Alcoa Master. He is registered in Group 1-S. After resting up at his home in Baker, Fla., W. W. Gatewood is making the job calls and is ready to take the first Group 2 job that hits the board. His last trip was the Oceanic Wave.

Houston

William Morris checked in here from New York and registered in Group 2, engine department. His last ship was the Express Baltimore, a west coast-type C-2. James H. "Chick" Fisher paid off the bosun's job on the Petrochem a couple of weeks ago and is ready to go again. William H. Thompson registered in mid-October and is ready to go on the first chief steward's job available, although he would prefer a trip to India.

Gene Walker suffered some real hard luck when he fell through a glass door while painting his house. His right wrist was severely cut, with main arteries and tendons being severed. He was in the hospital for two months and expects to be laid up about six more months before he will be fit for duty to ship out in the deck department again. William Lee "Slick" Williams paid off the Anchorage (on the Alaskan run) in Seattle and came to the Gulf to register. It's warmer down this way at this time of the year.



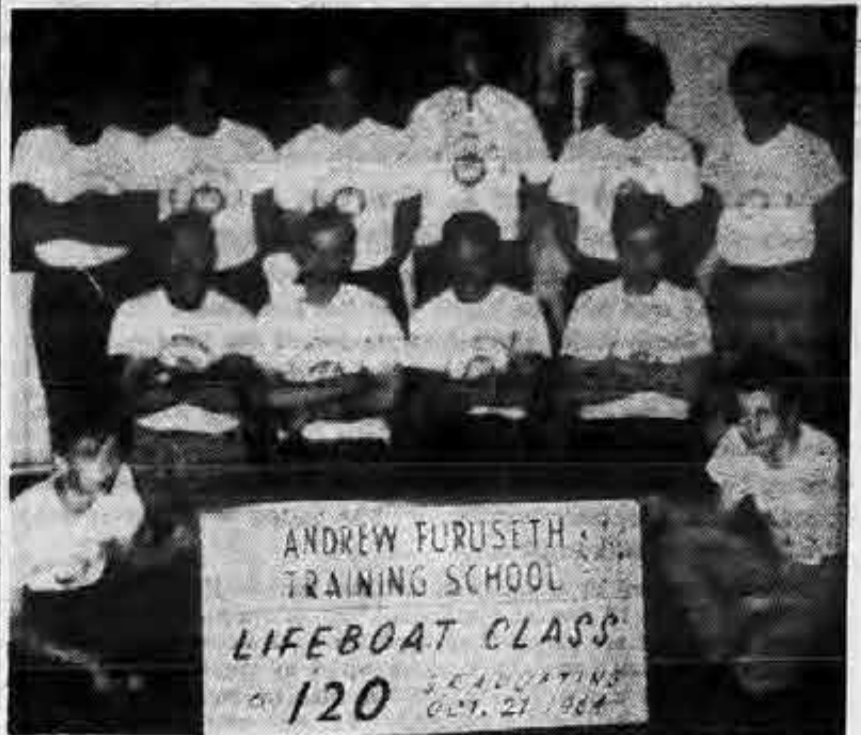
Norfolk Set To Overhaul Waterfront

NORFOLK—A \$16 million project to rebuild an idle and dilapidated section of downtown waterfront was announced here by the Norfolk Port and Industrial Authority.

The drawing up of detailed plans for the project that will cover more than a half mile of waterfront at the confluence of the South and West branches of the Elizabeth River now awaits only the release of plans for a six-lane expressway that will run adjacent to the area.

According to Michael M. Mora, general manager of the Port Authority, the ancient wharves—some dating back to the days of sailing ships—that now dot the area will be torn down. Built in their place will be 3,000 feet of marginal piers, constructed with concrete decks on concrete pilings, backed up by the 950,000 square feet of warehouse space.

SIU Lifeboatmen Graduate



Members of Lifeboat Class 120, the latest group of Seafarers to successfully pass the Coast Guard requirements at the course given at New York headquarters, pose for the LOG photographer. The graduates are (l-r, front) Grant S. Gibbs, Marlin G. Wilt; (middle) Charles Michaels, Barney Hiren, Anthony Tonnelli, M. H. Burns; (rear) instructor Dan Butts, Robert C. Hanna, Edward Warren, Helge Holmstrom, Thomas E. Carey and Roy Bjercke.

Hurricane Watchers Report Storms Shifting Directions

MIAMI—Seafarers who ran afoul of hurricanes this year have found the gales accompanying them as ferocious as ever. However, weather scientists who study the wild tropical storms, have concluded that the Atlantic wind patterns controlling their direction have undergone major changes.

After a close investigation of the nine major tropical storms occurring in the Atlantic this year, meteorologists of the National Hurricane Research Center here have come up with evidence that points to significant changes in large-scale wind patterns.

Path Traced

The weather scientists have already learned that a hurricane is normally pushed west by the prevailing winds from their tropical birth-places. After the storm moves along this path, it usually shifts direction, curving along a track bearing north and east.

The scientists think that this second phase of the typical hurricane's devastating journey changed this year. They have concluded that the storms that have previously moved out into the Atlantic may now have a tendency to swerve west and smash into Florida.

Florida, which usually is hit by an average of one hurricane per year, shuddered under the impact of five tropical storms, during 1964, three of them in the hurricane class. A tropical storm achieves hurricane status when its counter-clockwise winds hit 75 miles per hour.

After studying this year's hurricane record, meteorologists concluded that these changes were caused by a major shift in wind patterns. They theorize that these shifts might continue to direct more hurricanes toward Florida, and away from the northern coastal areas.

Sun Behind It

Meteorologists here regard evidence of a shift in wind patterns as support for a theory linking up changes in hurricane cycles to changes in the level of sunspot activity. Sunspots, which are furious disturbances resembling storms on the white-hot surface of the sun, occur in cycles. These cycles, in turn, have been thought to affect the earth's weather patterns, although precise information on how they do so remains undiscovered.

According to a theory developed

by Dr. Hurd C. Willett of the Massachusetts Institute of Technology, large-scale changes in patterns of winds blowing across the Atlantic are caused by changes in sunspot activity occurring over a 90 year period. Dr. Willett holds that since there is a quiet period of sunspot activity at the present time, existing wind patterns in the Atlantic in the region where hurricanes are created have changed. This change would have a sharp effect when the storms start their

marches toward the eastern coast of the U.S.

Evidence that sunspots do cause changes in the earth's wind patterns was found during recent space probes. Using space satellites, scientists have learned that energy from the sun has an effect on electrical components which are part of the earth's upper atmosphere. The changes involved in this process are thought to be responsible for causing shifts in wind patterns.

Your Union Benefits

By Al Kerr, Secretary-Treasurer

Death Benefits Vary With Recipient

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

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

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

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

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

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



Beef Box

By Robert A. Matthews,

Vice-President, Contracts, & Bill Hall, Headquarters Rep.

A wide range of various shipboard beefs come into play in the selection of questions sent into the Union over the last period. The first was sent in by Vance Wells, ship's delegate aboard the Producer.

Question: "We sailed short one Wiper. Would like to know if Engine Utility and Wiper are entitled to split wages of missing Wiper as per General Rules, Article II, Section 27?"

Answer: The division of wages applies only for those ratings that are required on a vessel's certificate. The rating of Wiper is not required on the vessel's certificate.

Reference: Standard Freightship Agreement, Article II, Section 27—Division of Wages of Absent Members. "(a) When members of the unlicensed personnel are required to do extra work because the vessel sailed without the full complement as required by vessel's certificate, under circumstances where the law permits such sailing, the wages of the absent members shall be divided among the men who perform their work, but no overtime shall be included in such payments.

(b) At sea, when day men are switched to sea watches and promoted, for the purpose of replacing men who are injured or sick, they shall receive the differential in pay.

(c) When men standing sea watches are promoted for the purpose of replacing men who are injured or sick they shall receive the differential in pay only.

(d) In no event shall any member of the Unlicensed Personnel work more than 8 hours in any one day without the payment of overtime."

The following questions were sent in by Robert K. Goodnick, engine delegate aboard the Alice Brown. The questions deal with Oilers and FWT duties.

Question: There is a 500 kw. diesel generator that is put into operation on different occasions requiring the Oiler on watch to take care of this item along with his other duties and in addition, while in port, the Fireman-Watertender on watch is required to take care of this generator on occasions.

Answer: This would be considered part of the routine duties of the Oiler and in port, if the Fireman-Watertender on watch is required to take care of the diesel generator, it would also be considered part of his routine duties.

Reference: Standard Freightship Agreement, Article IV, Section 18 (a)—Oilers on Sea Watches—Steam. "They shall perform routine duties, oil main engine (if reciprocating), watch temperatures and oil circulation (if turbine), oil auxiliaries, steering engine and ice machine. They shall pump bilges and they shall also tend water gauges and checks are in the engine room and no watertenders are carried."

Standard Freightship Agreement, Article IV, Section 23 (d)—Fireman-Watertender. "When on donkey watch, they shall be required to keep steam, tend auxiliaries and take care of entire plant, without payment of overtime Monday through Friday."

Question: Is the Oiler on day work required to do lagging work without the payment of overtime?

Answer: The Oiler on day work may be required to perform lagging work without the payment of overtime. This is considered maintenance work and part of the routine duties of the Oiler if performed in the area specified under the Oilers working rules such as the Engine Room.

Reference: Standard Freightship Agreement, Article IV, Section 19—Oilers on Day Work—Steam. "They shall assist the engineers in maintenance and repair work in engine room, machine shop, shaft alley, ice machine room, and storeroom when located in, or adjacent to engine room. They shall not be required to do any cleaning of boilers, painting, cleaning paint, polishing

work, wirebrushing, chipping or scaling without the payment of overtime."

Question: "It states in the agreement sea watches shall be broken upon F.W.E. for Oilers that is if vessel is to stay in port 24 hours or more. Now, if this is so, an Oiler should receive 1 hour o.t. for securing engine after 5 p.m. and before 8 a.m. as after F.W.E. has been rung on here, we have to close the intermediate stops, secure the idling generator, the steam stand by pump and put on the port feed pump and secure the main feed pump which all takes about 1/2 an hour after F.W.E., so we are working after the bell has been rung off and we are on day work."

Answer: Under the circumstances you have outlined, you would be entitled to overtime for performing this work.

Reference: Standard Freightship Agreement, Article IV, Section 3 (a)—House of Work. "Working hours in port and at sea for all men classified as day workers shall be from 8 a.m. to 12 noon and 1 p.m. to 5 p.m., Monday through Friday. Any work outside these hours or on Saturdays, Sundays, or Holidays, to be paid for at the applicable overtime rate, except as provided in Article II, Section 18. When in accordance with Article II, Section 44 (c), the meal hours are changed, the hours of work shall be changed accordingly, provided that when a meal hour is changed, it must be changed for the entire department.

Standard Freightship Agreement, Article IV, Section 7, first paragraph — Breaking Watches. "When a vessel is in port as defined in Article II, Section 34, and is scheduled to remain in port twenty-four hours or longer, sea watches shall be broken. When scheduled stay of vessel is less than twenty-four hours, sea watches shall be maintained. If sea watches are to be broken, they shall be broken when 'Finished with Engine' bell is rung."

In submitting questions and work situations for clarification, delegates and crews are reminded once again to provide as much detail as possible setting forth the circumstances of any dispute. Besides those mentioned, some of the members who were sent clarifications on various subjects during the past few days included the following: Glen Lawson, York; Standish B. Woodell, ship's delegate, Choctaw; James Card, ship's delegate, Cathy; Richard F. Ransome, ship's delegate, Mankato Victory; William Fuling, deck delegate, Orion Hunter; Paul L. Whitlow, Hercules Victory; T. Drzewicki, ship's delegate, Globe Carrier; William Morris Jr., Baltimore.

Sheet Metal Union Wins Major Gains

ROCKFORD, Ill.—The Sheet Metal Workers Union, which is a member of AFL-CIO Maritime Trades Department, voted unanimously here to ratify a new contract with the Barber-Colman Co., providing major gains for 2,500 production workers following a bitter 20-week strike.

The new contract, first in 63 years for the once bitterly anti-union manufacturer of air conditioning components and textile machine tools, provides wage hikes of more than 27 cents an hour by May 1966; company-paid insurance premiums, major medical coverage for retired workers, union dues checkoff, a 70 percent increase in shop stewards, more seniority benefits, an arbitration clause and other objectives of Sheet Metal Workers Local 573.

In a memorandum of agreement signaling the end of the strike, union and management negotiators agreed that strikers accused of picket-line violence will not be discharged but their status will be held in abeyance until an impar-

tial arbitrator rules on each case.

It was agreed that no criminal proceedings will be resorted to while the arbiter holds hearings. The union's nation-wide boycott and its refusal to bargain charges against Barber-Colman will be dropped, and the firm will in turn dismiss complaints of secondary boycott and picket-line incidents.

A factor in settling the strike, which started June 5 when contract negotiations broke down, was strong support by the AFL-CIO and its unions. Federation President George Meany called the walkout in its early days "a classic example of a trade union's fight for survival" and the AFL-CIO Executive Council rallied wide support.

The memo of agreement provides that:

- All strikers shall return to their old job or an equivalent or higher job by no later than two to three weeks from the settlement.
- Union and management will work to create a climate of improved relations.
- The parties will cooperate in the increased use of company products.

Foreman and union stewards will meet with the company labor relations director and the union's director of organization to learn of the responsibilities of both sides under the new contracts.

The Sheet Metal Workers won bargaining rights here in February 1963. After long negotiations an interim eight-month agreement was signed, after which former management officials sought to destroy the union and forced a decertification election.

Transportation Bill Studied By Congress

NEW ORLEANS—Advice from the White House will greatly influence efforts by Congress to write a new national transportation bill in the next session, Congressman Oren Harris (D-Ark.) has predicted.

Harris, chairman of the House Interstate and Foreign Commerce Committee, told the 53rd annual meeting of the Association of Port Authorities: "I would assume that the Congressional approach would depend to a large extent on suggestions that might emanate from the White House."

Though he said he had no knowledge of what the suggestions might consist of, he said that President Johnson was interested in the development of a program that would serve the public better.

Harris noted that President Johnson had appointed a task force headed by special deputy White House counsel Meyer Feldman to study the question of a balanced national transportation system. The study followed the defeat of House Resolution 9903 in the Congress. The task force is expected to have its findings ready in two or three months time.

Harris also noted opposition to the bill by port and maritime groups. The maritime industry is concerned that the proposed legislation might give too much freedom to railroads. The rail carriers have been carrying a rate-slashing program aimed at undermining domestic shipping. Another concern is that the bill might discriminate against the smaller ports.

Harris said that any new national transportation bill must have neither too much nor too little regulation, but must reach a happy medium that would leave all contending forms of transportation equally regulated or deregulated. But deregulation, many feel, would give some forms of transportation advantages over others.

The Port authorities group also heard speakers representing the trucking, railroad and maritime industry. Nicholas Johnson, Federal Maritime Administrator, was the representative who spoke on maritime.

World Fleet Wrecks Hit Record High

The year 1963 has gone into the record books as a bad year for shipping, according to Lloyd's Register of Shipping, put out by Lloyd's of London. Ship losses through sinking, stranding and fire last year were the heaviest since World War II, the annual Lloyd's survey reported.

Greek owners led the list of big losers. Greek casualties came to 22 ships of 89,273 tons. This included the cruise liner Lakonia which suffered a disastrous fire and sank at sea.

In all, 254 ships or 496,805 gross tons were lost during 1963, compared to 249 vessels of 481,098 tons in 1962. Since 1929, the previous highs (not counting the war years) came in 1962 when 124 ships of about 500,000 tons were lost.

U.S. Leads Scrapping

The year 1963 also saw more tonnage scrapped throughout the world than the previous year with the U.S. leading the list for the fourth year in succession. Worldwide, 1963 saw 794 ships scrapped amounting to 3.2 million gross tons, compared to 739 vessels of 3.3 million in 1962.

Of this, the U.S. alone scrapped 127 ships of 807,712 tons—slightly more than the 792,148 ton figure for 1962 but considerably below the 1961 figure which came to a whopping 1.4 million tons. Most of the U.S. scrapping was made up of reserve fleet ships, including many Libertys.

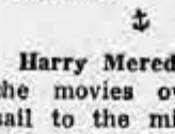
The INQUIRING SEAFARER

QUESTION: Do you go to the movies when you are in foreign ports? If so, what kind?

Tom Holt: Sometimes, I usually compare the movies that are playing and pick out the one I like best. I understand a little of about five languages so I don't have to stick to just English and American films. I like foreign films some of the time since I understand what's going on.



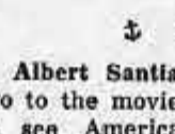
Harry Meredith: Yes, I go see the movies overseas. I usually sail to the middle east, and all they have there is American films, so sometimes I see the first run movies in one of those countries before my friends see them here.



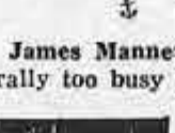
Cliff Mendell: Yes, I go to the movies overseas. Sometimes, when I have nothing else to do, a good movie is fun. I guess I see mostly American and English pictures. Sometimes I see foreign films, if they have English sub-titles.



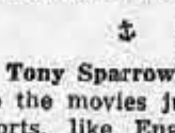
Albert Santiago: Yes, I always go to the movies in foreign ports. I see American movies generally, because most of the time that is all that is showing in the city. They dub the foreign languages and run English subtitles on American films which is strange to me.



James Mannette: No, I am generally too busy doing other things in ports to have time to go to the movies. I get around to see the sights, and some of the night life. Why should I coop myself up in a movie house when I have a whole city and just a few days to see it?



Tony Sparrow: Yes, I mostly go to the movies just in the English ports, like England, Bombay, and other British influenced countries. In those countries, the only films you can see are American and English. I don't like seeing films in a language I don't understand.



SPAD

**Seafarers
Political Activity
Report**



CIVIL RIGHTS QUESTIONS GET MIXED RECEPTION—Although President Johnson and Vice President-elect Humphrey won a resounding national victory after running on a platform calling for complete support for the 1964 civil rights act, state and local civil rights questions got a mixed reception from voters on Election Day. Citizens casting their ballots in California and Akron, Ohio, voted for the repeal of fair housing laws, while Maryland voters backed the extension of the state public accommodations law to every county in the state. In voting for Proposition 14 by almost 2 to 1, California voters amended their state constitution, repealing state laws prohibiting discrimination in the sale or renting of housing. The new amendment forbids the enactment of similar fair housing legislation in the future. The California trade union movement and other groups bitterly fought the passage of Proposition 14. Residents of Akron, Ohio, also voted to overturn a city fair housing law which was similar to the one in California. Enacted by the Akron city council last July, the margin for repeal was in the neighborhood of 4-3 with about three-fourths of the ballots counted. In the only case where a civil rights measure won voter approval, citizens of Maryland approved the extension of the public accommodation law to every county in the state by a margin of about 30,000 votes. When the state legislature originally passed the bill, 11 counties were excluded from its coverage under a system which permits individual counties to exempt themselves from certain types of state legislation. The law prohibits the denial of service on grounds of racial discrimination in restaurants, hotels, motels and other places of public accommodation.

OCTOBER UNEMPLOYMENT HOLDS STEADY 5.2 PERCENT—The national unemployment rate remained steady at 5.2 percent during October, according to the U.S. Labor Department. The unchanging status of the jobless indicates that the newly elected Congress will have its work cut out for it in order to provide 3.3 million more jobs in the economy. In releasing its report for October, the Labor Department said that changes in employment and unemployment between September and October were "mainly seasonal." The total number of jobholders increased by 300,000 to 71.1 million, most of this rise occurring in the non-farm sector of the economy which accounts for a total of 66 million jobs. Included in the employment totals were 1.9 million workers in non-farm industries who were on short workweeks or could not find fulltime work. This total, however, is at its lowest October since 1956. The long-term unemployed—who have been without work for 15 weeks or longer—remained unchanged at 800,000. The Labor Department noted that this total was 150,000 lower than a year ago, most of the improvement taking place among those who were unemployed for six months or longer.

LABOR ROUND-UP

The AFL-CIO Metal Trades Council and the Kittery, Maine, Naval Shipyard have signed a first contract covering over 5,000 ungraded, non-supervisory workers. The agreement covers hours, leave, safety training and grievances and other areas. MTC president Merle O'Donal said the contract was the product of much "hard work, research and thought."

Frederick O'Neal, Broadway star and president of the AFL-CIO Actors Equity, the stage union, was presented with the annual James J. Hoey award of the Catholic Interracial Council of New York for his "outstanding contribution to racial justice. O'Neal, a veteran fighter against racial bigotry, is the first Negro elected to head Equity. He shared the award with Mayor Arthur J. Holland of Trenton, New Jersey.

The Papermakers and Paperworkers Union won a 42-25 victory in an NLRB representation election at Boxmakers, Inc., Westfield, Mass. It was the third straight win in a coordinated campaign of AFL-CIO unions in the area to organize non-union shops. The drive, made with the help of the AFL-CIO Organization Department, has already won two other elections, one at the Crane Company, Indian Orchard, (Technical Engineers) and the other at Tidy Home Product, Holyoke (Chemical Workers).

By an overwhelming margin of almost 95 percent, pilots of Trans World Airlines have voted to call a strike against the carrier should a new contract talks fail. The Airline Pilots Association is seeking relief from excessive flying hours, unnecessarily long daily flight duty periods, and schedules providing sufficient time off between duty periods and trips for its 1,800 members at TWA. The Pilots are also asking for "more protection against premature career termination." The union's contract with the airline expired November 6.

Three locals of the United Textile Workers of America have won new three-year agreements providing gains in wages, fringe benefits and contract protection for workers in the synthetic yarn industry. Ratifying the new contracts were UTWA Local 815 in Lowland, Tenn., from the American Enka Corp., and Locals 2207 and 2614 in Elizabethton, Tenn., from Beaumit Mills, Inc.

The Building Service Employees have elected Arthur T. Hare sixth vice president as a replacement for Thomas Kelly who died recently. Hare was president of BSEIU Local 6 in Seattle, Wash., and headed the union's Western Conference since 1948. Elevated to fill Kelly's post as secretary-treasurer of BSEIU Local 250 in San Francisco was Timothy Twomey, local president.

"This Is Part Of The Picture!"



SEAFARERS LOG

The elections are over. The American people have repudiated the backward, radical, extremist anti-labor, anti-progress policies of Barry Goldwater. At polling places all over the nation the story was the same. With very few exceptions, Goldwater was handed a crushing defeat in almost every state of the union.

President Lyndon Johnson can now conduct the business of his high office with his own mandate for progress. His victory was a landslide. It can no longer be said that he is merely finishing out someone else's term in office. He won an overwhelming victory running on his own platform for progress. It is now his responsibility to make the dream of "the Great Society" a reality.

An important preliminary for bringing about the Great Society is the formulation of a strong U.S. maritime policy designed to rejuvenate the American merchant marine. Progress of the American economy and society will never proceed at the pace of which it is capable without a strong U.S.-flag merchant fleet backing it up.

Progress will be slowed if the U.S. continues to carry only 9.2 percent of its foreign trade aboard its own merchant ships. Progress will be slowed if we continue to carry only 4.2 percent of our vital oil imports on our own tankers. Progress is slowed every time another American-owned ship is allowed to register under a runaway flag to avoid paying U.S. taxes and U.S. seamen's wages. Our nation's progress hits a roadblock each time a foreign ship conference is allowed to set higher rates for cargoes of U.S. manufactured goods leaving the country than it does for imports entering the U.S. Every time a foreign supply mission uses unfair tactics to discourage U.S.-flag ships from

carrying P.L. 480 grain cargoes, America suffers an economic setback.

When government agencies waive the 50-50 cargo requirements, when the ICC allows predatory rate cutting by the railroads to kill domestic ship lines, when shipyards close because there are no cargoes for U.S. ships—the Great Society becomes less of a possibility and more of a dream.

President Johnson has already amply demonstrated his ability to get necessary legislation and policies approved by Congress, and new maritime policies are more necessary for the well-being of the nation than in almost any other field.

The U.S. economy has more potential for growth than that of any other country. We are already the richest country in the world. We can out-produce other nations many times over. This productivity has already given the American worker the highest standard of living of any worker in the world and has provided the strength to make the United States the free-world leader. It has brought about the ability to eliminate the last vestiges of poverty and injustice for every man, woman and child in the nation. This would really be "the Great Society."

But a producing nation without a strong merchant marine to back up its productive capacity never has been, and never can be a great nation. A nation cannot fulfill the role of world leadership if it must depend on the fleets of other nations to maintain the trade which gives it the strength to hold down its title as world leader. Shifting and unstable world politics make it easy to knock the crown from any nation which cannot maintain its own trade routes.

The picture puzzle depicting the great future of the United States is made up of many individual pieces. The section depicting the role of maritime may well turn out to be the key around which the rest of the picture must take shape.

SUMMARY OF PRESIDENTIAL VOTE • 1948 TO 1964

Table with columns: State and No. of Districts, Electoral Vote, Vote in 1948 (DEWEY, TRUMAN), Vote in 1952 (EISENHOWER, STEVENSON), Vote in 1956 (EISENHOWER, STEVENSON), Vote in 1960 (NIXON, KENNEDY), VOTE IN 1964 (GOLDWATER, JOHNSON). Includes totals for all states and districts.

*Democratic party not represented in this election because of States' Rights party. **Became state since 1956.

A = 171,433 votes (79.7%) for Thurmond, States' Rights Party. B = 204,290 votes (49.1%) for Thurmond. C = 102,607 votes (72.0%) for Thurmond. D = 167,358 votes (87.2%) for Thurmond.

1964 EIL

THE ISSUES:

Many conclusions are being drawn from the outcome of the 1964 elections. A few are obvious. The American people overwhelmingly repudiated right-wing extremism and the threat to their hard-won social gains that was represented by the candidacy of Barry Goldwater. By the same token, they demonstrated their desire to add to those gains. Goldwater was overwhelmingly defeated, and along with him those candidates for national and local offices who stood by the Goldwater credo.

The labor movement played a key role in the outcome of the election. Through COPE, the political arm of the AFL-CIO, the SIU and its sister trade unions made a nationwide effort to bring the issues to the people and to bring the people to the polls. Goldwater's candidacy represented the destruction or disablement of the labor movement and the weakening of the progress this country has made in social welfare, education, the eradication of poverty and the struggle for equal rights for all. Labor's effort was a highly successful one. Post-election surveys show that the great majority of America's working men and women cast their votes for the Johnson-Humphrey ticket. The ranks of the liberal Democratic members of Congress were also swelled by the election. A good part of that vote can be attributed to the work of COPE.

The role played by the labor movement in the elections was, to a great part, a defensive one. Faced by the challenge of Goldwater, a challenge that would have brought back some of the worst features of the so-called "good old days," labor joined the rest of the nation in defeating—and defeating decisively—the Goldwater bid.

But that was only half the story. Labor, along with vast majority of the nation, has a positive program for the future. The outcome of the elections have helped to pave the way for that program. Included in the country's list of unfinished business are the securing of a social security-backed medicare bill, improvements in the social security system itself, a rise in the federal minimum wage and comprehensive federal programs for urban development, transportation and other important items.

With a more responsive Congress, it is expected that the major parts of our unfinished business will be tackled at last. To speed this, lawmakers are already at work on plans to remove the legislative roadblocks created by the inequities in the committee system in Congress. With the roadblocks removed, bills will be able to come to the floor for decision much quicker and will be less likely to "die in committee" as has happened until now.

4 NATIONAL ELECTION

CONGRESS:

The Democratic majorities in both houses of Congress benefited by the Johnson avalanche. In the Senate, Democrats picked up two seats formerly held by Republicans, making their majority in the upper house better than two-to-one. Here is the new Senate line-up, as compared with the old:

	New	Old
Democrats	68	66
Republicans	32	34

In the House of Representatives, the Democrats picked up 39 new seats, assuring President of the biggest Democratic margin since the 1936 New Deal Congress of President Roosevelt. The line-up in the next Congress, as compared to the last, will be:

	New	Old
Democrats	296	257
Republicans	139	178

Here is a state-by-state rundown of the Congressional changes brought by the election. **ALABAMA:** No Senate contests. Both incumbent Senators are Democrats. In the House, Republicans riding the Goldwater tide in the state picked up five of Alabama's eight seats, all of which were formerly held by Democrats. The new House line-up is 5 Republicans and 3 Democrats. **ALASKA:** No Senate contests. Both incumbent Senators are Democrats. In the House, a Democrat was reelected to Alaska's single seat. **ARIZONA:** A Republican won the Senate seat vacated by GOP candidate Goldwater, keeping the line-up at 1 Democrat and 1 Republican. The House alignment was also unchanged: 2 Democrats and 1 Republican. **ARKANSAS:** No Senate contests. Both incumbent Senators are Democrats. In the House, Democrats retained control of Arkansas' four seats. **CALIFORNIA:** The Republicans, with an incumbent Senator, captured the state's other Senate seat, formerly held by the Democrats. The new Senate line-up: 2 Republicans.

Republicans gained a single seat in the House. The new California Congressional line-up is 23 Democrats to 15 Republicans. **COLORADO:** No Senate contests. Both incumbent Senators are Republicans. Democrats captured the two House seats held by Republicans, giving them all four seats. **CONNECTICUT:** Democrats retained control in the single Senate contest. Both Connecticut senators are Democrats. In the House, the Democrats made a clean sweep, dislodging the lone Republican. New line-up: 6 Democrats. **DELAWARE:** An incumbent Republican won the single Senate contest. The contingent remains 2 Republicans. An incumbent Republican also retained the state's single House seat. **FLORIDA:** The Senate seat up for election was retained by an incumbent Democrat. The line-up remains 2 Democrats. The House picture also remains unchanged at 10 Democrats and 2 Republicans.

GEORGIA: No Senate contests. Both incumbent Senators are Democrats. The Republicans, benefiting from the Goldwater vote, picked up one House seat in Georgia. The line-up is now 9 Democrats to the lone GOPer. **HAWAII:** The incumbent Republican Senator won reelection, leaving unchanged the division of one Democrat and one Republican. The Democrats also kept control of the island state's two House seats. **IDAHO:** No Senate contest. One of the incumbents is a Democrat, the other a Republican. The Republicans picked up one of Idaho's two House seats. The other remains Democratic.

ILLINOIS: No Senate contests. One of the incumbents is a Democrat, the other a Republican. The Democrats gained a seat in the House, raising their total to 13, as against 11 Republicans. **INDIANA:** The Democratic incumbent won reelection to the Senate. Both Indiana Senate seats are filled by Democrats.

The Democrats added two House seats in Indiana. The line-up is now 6 Democrats to 5 Republicans. **IOWA:** No Senate contests. Both incumbent Senators are Republicans. The Democrats won six of the seven Republican Iowa House seats, completely reversing the line-up in the last Congress. **KANSAS:** No Senate contest. Both incumbent Senators are Republicans. In the House, Republicans retained control of Kansas' five seats. **KENTUCKY:** No Senate contests. Both incumbent Senators are Republicans. The Democrats picked up one seat in the House. The new line-up is 6 Democrats and 1 Republican. **LOUISIANA:** No Senate contests. Both incumbents are Democrats. Democrats retained control of Louisiana's eight House seats. **MAINE:** The Democratic incumbent won another term in the Senate, leaving the Maine Senate line-up at 1 Democrat and 1 Republican. A Democrat won a Maine House seat, making the line-up 1 Democrat and 1 Republican. **MARYLAND:** A Democrat won the single Senate seat in Republican hands. The line-up now: 2 Democrats.

The Maryland House delegation remains at 6 Democrats to 2 Republicans. **MASSACHUSETTS:** The incumbent Democrat Senator won his bid for reelection. The line-up remains 1 Democrat and 1 Republican. The Bay State House delegation is unchanged, with 7 Democrats and 5 Republicans. **MICHIGAN:** The Democratic incumbent in the Senate won another term, leaving Michigan with 2 Democratic Senators. The Democrats picked up four more seats in the House, raising their total to 12, as against 7 Republicans. **MINNESOTA:** The incumbent Democratic Senator retained his seat. The line-up will remain 2 Democrats in the Senate. The Congressional delegation remains the same, 4 Democrats and 4 Republicans. **MISSISSIPPI:** The Democratic Senate incumbent was unopposed for reelection. The line-up remains 2 Democrats. Cashing in on the Goldwater tide in the state, a Republican won one of Mississippi's five House seats. The others are Democratic. **MISSOURI:** The state's Democratic Senator was reelected. Both Missouri Senate seats remain Democratic. The Missouri House line-up remains unchanged, with 8 Democratic to 2 Republicans. **MONTANA:** The Democratic incumbent won reelection to the Senate. Both Senate seats remain Democratic. The Montana House line-up is the same, with 1 Democrat and 1 Republican. **NEBRASKA:** The Republican Senator won reelection. The Nebraska Senate posts remain Republican. The Democrats gained a House seat. The count is now 1 Democrat and 2 Republicans. **NEVADA:** The incumbent Democratic Senator won reelection, keeping both Senate posts under Democratic control. The state's single House seat also remained Democratic. **NEW HAMPSHIRE:** No Senate contests. One Senate seat is Democratic, the other Republican. The Democrats picked up one House seat, leaving the line-up at 1 Democrat and 1 Republican.

NEW JERSEY: The Democratic Senator won his bid for reelection. The New Jersey Senate delegation remains divided at 1 Democrat and 1 Republican. The Democrats added four Congressional seats to their total in New Jersey. The New Jersey delegation in the next House will comprise 11 Democrats and 4 Republicans. **NEW MEXICO:** A Democrat captured the Republican-held Senate seat, giving both Senate seats to Democrats. Both New Mexico House seats remain Democratic. **NEW**

YORK: A Democrat defeated the incumbent Republican Senator. New York will now have a Democrat and a Republican in the Senate. The Democrats also picked up a whopping seven seats in the House races. The new House delegation from New York will comprise 28 Democrats and 13 Republicans. **NORTH CAROLINA:** No Senate contests. Both incumbent Senators are Democrats. The North Carolina House contingent remains unchanged, with 9 Democrats and 2 Republicans.

NORTH DAKOTA: The incumbent Democrat was reelected to the Senate. The delegation remains 1 Democrat and 1 Republican. The Democrats captured one of the state's two House seats from the GOP. **OHIO:** The incumbent Democrat was reelected to the Senate, retaining Democratic control of both Senate seats. The Democrats added four seats in the House, bringing their total to ten. Republicans retain control of Ohio's 14 other seats. **OKLAHOMA:** A Democrat won the Senate seat at stake, continuing Democratic control of both Senate seats. The Oklahoma House was unchanged by the election. There are five Democrats and one Republican. **OREGON:** No Senate contests. Both incumbent Senators are Democrats. The House contingent remains unchanged, with three Democrats and one Republican. **PENNSYLVANIA:** The incumbent Republican won reelection to the Senate. The other Senator is a Democrat. The Democrats picked up two seats in the House, bring their total to 15. The state's 12 other seats are Republican.

RHODE ISLAND: The Democratic incumbent won reelection to the Senate. The state's second Senator is also a Democrat. Both Rhode Island House seats remain Democratic. **SOUTH CAROLINA:** No Senate contests. Both Senator were Democrats but one switched his allegiance to the Republicans just before the elections. The state's six House seats remain Democratic. **SOUTH DAKOTA:** No Senate contests. One of the incumbents is a Democrat, the other a Republican. Both House seats stay Republican. **TENNESSEE:** Democrats won both elections for the Senate. The Tennessee House line-up stays at 6 Democrats and 3 Republicans. **TEXAS:** The incumbent Democrat won another Senate term. The second Texas Senator is a Republican. Democrats picked up the only two Republican House seats out of a total of 23. **UTAH:** The Democrat won reelection to the Senate. The state's other seat is Republican. A Democrat captured one of the state's two seats in the House. The other remains Republican.

VERMONT: The Republican incumbent won reelection to the Senate. The other Senator is also a Republican. Vermont's single House remains Republican. **VIRGINIA:** The Democratic incumbent won reelection to the Senate. The other Senator is also a Democrat. The House line-up remains unchanged, with 8 Democrats and 2 Republicans. **WASHINGTON:** The incumbent Democratic Senator won reelection. The state's other Senator is also a Democrat. The Democrats picked up four House seats. The Washington Congressional delegation is now composed of 5 Democrats and 2 Republicans. **WEST VIRGINIA:** The Democratic incumbent won reelection to the Senate, continuing Democratic control of both seats. The House line-up remains the same, with 5 Democrats and 1 Republican. **WISCONSIN:** The Democratic Senator won reelection. The state's second Senate seat is also Democratic. The Democrats picked up one seat in the House, raising their total to five. Wisconsin's five other seats are Republican. **WYOMING:** The incumbent Democratic Senator won reelection. The state's other Senator is a Republican. A Democrat won the state's single House seat from the Republican incumbent.

Under-Sea Riches Lure 'Blue Chip' Corporations

America's industrial giants are turning more and more attention to exploiting the untouched riches that lie beneath the surface of the seas. Such blue-chip companies as Lockheed Corporation and Litton Industries are investing substantial sums in the growing field of oceanographic research and development.

Of course, the party that continues to evidence the most interest in tapping the minerals, chemicals, food and other riches of the waters covering 70 percent of the earth is the U.S. Government. Last year alone the Federal Government spent \$124 million for research projects to probe the ocean's depths.

The Government's serious interest in oceanographic research has rapidly developed since 1959 when it allocated only \$31 million for work in this field. Current estimates of Federal spending for underwater exploration are in the neighborhood of \$2.3 billion during the next ten years. In 1972 it is expected that the oceanographic industry will receive about \$350 million per year.

Solution For Hunger

U.S. Navy Secretary Paul H. Nitze commented on the rapidly growing interest in undersea research and development in a recent speech. Referring to explorations for oil and minerals under the ocean, he pointed to competition among European nations for oil and natural gas fields beneath the waters of the North Sea. According to Nitze, the solution to the world's food problems caused by an expanding population, might be food farmed from the sea.

Experts are already talking about cultivating crops and raising schools of fish beneath the ocean's surface. Underwater oil fields are already a reality, and mining operations to exploit the mineral wealth on the ocean's bottom are regarded as a definite possibility in the future. One estimate is that there is enough copper and aluminum in the clay making up the

ocean's floor to satisfy the earth's needs for a million years.

Corporate giants are now eyeing oceanographic research as one of the last unexplored areas on the globe for future development. This is especially true of huge companies active in the aerospace industry which is suffering from a limited market for spacecraft and missiles that it develops.

Work For U.S.

For instance, the Lockheed Corporation and the International Minerals and Chemical Corporation of Skokie, Ill., have both been awarded Government contracts to investigate underwater mining possibilities. Although Lockheed's contract, which amounts to about \$1 million in Federal funds, seems insignificant when compared to its billion-dollar aerospace projects, corporation officials see it as blazing the trail to new avenues of business.

The contract was awarded to help the Government discover methods of mining raw materials from the ocean bottom. Lockheed researchers have found there are many examples of mining operations in shallow waters around the

world. These include the recovery of iron sands off Japan, tin at Sumatra and gold and diamonds off the African coast.

Lockheed officials say the corporation's interest in the oceanographic industry originally started from its projects dealing with anti-submarine warfare. They also point out that the company has already spent several million dollars in the field.

Alpine Geophysical which operates the SIU-manned research vessel Anton Bruun, is one of the few companies that devotes itself to oceanographic research. It has conducted surveys for submerged minerals ranging from surveys for iron and coal in the sea of Japan, for bauxite in the Gulf of Paria to hunts for coal off the coast of England and Scotland and diamonds in the waters off South Africa.

Operators of the research vessel the Anton Bruun, Alpine Geophysical has proved that it is far from a flash-in-the-pan operation. It has reported earnings for the third quarter of this year that show a \$200,000 increase over the same three months in 1963.

Export Surplus Expected To Cut Payments Deficit

WASHINGTON—The Administration expects a rising surplus of exports over imports during 1965 to help cut the continuing deficit in the nation's balance of payments.

Though imports have climbed steadily during this year and other signs are pointing to a hardening of trade barriers in the near future, it is still felt in Washington that the increase in exports will offset any boosts in imports.

The balance of payments refers to the amount of money leaving the nation because of spending by Americans abroad against the amount of money entering the country from abroad because of American exports. Currently, the country is running a \$2 billion annual deficit in its balance of payments, creating a steady drain on the nation's gold reserves.

The SIU has continually emphasized that the balance of payments situation could be further improved by assigning a proper share of any increase in exports to U. S.-flag ships. The freight charges collected by U. S. ship operators and the wages paid to American seamen could be then

kept within the United States. The savings to the country under a "Ship American" policy would run into millions of dollars yearly.

The problems facing the Administration in its search to find a secure cushion against the balance of payments problem are many. They include our continuing large commitments abroad, which are considered vital, and the increasing outflow of capital as U. S. companies continue expansion abroad in search of markets.

SIU Attends Marine Safety Conference

CHICAGO—The annual National Safety Congress and Exposition met for four days from October 26 to 29 here. Included in the program were discussions of maritime safety in which the SIU and other maritime unions took an active part.

Sponsored by the National Safety Council, the annual Congress and Exposition is held to promote safety on and off the job, and to bring together safety directors and experts on safety from all over the country for useful discussions.

SIU Safety Director Joe Algina and ILA Safety Director Joe Leonard took part in the marine section of the exchange, which included a discussion of new methods of shipboard safety as part of the section devoted to ship operation. In addition, the group went into safety problems related to Coast Guard operations, inland waterways and shipbuilding and repairing.

The labor section of the meeting was presided over by John D. Connors, Executive Secretary of the AFL-CIO Committee on Safety and Occupational Health, which is a regular committee on safety sponsored by the AFL-CIO in Washington.



Congressmen See Appalachia Getting Top Place On Agenda

WASHINGTON—The Appalachia bill, caught in the logjam of unfinished business at the end of the last Congress, should be a priority subject for action when Congress convenes in January, two House members asserted on Washington Reports to the People, an AFL-CIO public service program.

"This shall certainly be my objective," declared Representative Pat Jennings (D.-Va.). "I think it will be one of the first 'musts' since the governors of the 10 states (in the area) asked the government to act in this region as in the Tennessee Valley area." "We ought to get at this bill promptly after we come back in January," Representative Robert J. Corbett (R.-Pa.) said. "Resources of all kinds—human and natural—meanwhile are lying there going to waste in the midst of misery and poverty."

Jennings said that a special measure to cover Appalachia is necessary, in addition to the Economic Opportunities or Anti-Poverty Act, because specific activities are needed in this by-passed region between the pros-



Simple Test To Detect Diabetes

The week of November 15th has been designated as Diabetic Detection Week by the American Diabetic Association. The New York Diabetic Association and its local affiliates will participate in publicity through newspapers, radio and television urging people to have a diabetes test.

As recently as 1962, the number of known and unknown cases of diabetes was estimated to be 3 million. Today, new data clearly indicates the number is 4 million or over, according to the Public Health Service, U.S. Department of Health, Education and Welfare.

The philosophy behind the campaign is simple, and should be understood not only by the physicians but by the populace as a whole. Diabetes does not produce symptoms until it has progressed to an advanced stage. The early, presymptomatic stage may cover several years, and is characterized only by a limitation in the amount of carbohydrates (sugar) that can be consumed and disposed of without an increase in the blood sugar above the normal level.

Insulin which is produced by the pancreas is necessary for the body to properly metabolize sugar. When there is a deficiency of pancreatic function, sugar cannot be used and there is an increase in the blood sugar levels. Later on when blood sugar levels reach a certain height, sugar is spilled over by the kidneys and shows in the urine.

Although anyone may have diabetes, there are certain groups who have a higher percentage of diabetes than others.

The tendency to get diabetes is inherited. If any one of your parents had diabetes you are a suspect, although it may never show up until later in life.

Persons who are overweight are more prone to diabetes than those who are average weight.

Persons over forty, especially if overweight, make up a large percentage of diabetics.

Women "fat and over forty" are more prone to develop diabetes than men under similar circumstances.

Diabetes is a chronic condition and the earlier detected and treated the better the chances of control of this condition.

In the early stage, a simple restriction of carbohydrate intake and weight control may be sufficient to protect the vulnerable function against further deterioration and prevent the progress of the disease. Unfortunately, diabetes is detected at this early stage only by finding an abnormally high blood sugar after a high carbohydrate diet. Glycosuria, or sugar in the urine, may be absent in this early stage, especially after middle life.

For the above reasons, diabetes may not be discovered in this early stage where it can be most easily treated and controlled. Early diabetes will not be found unless looked for and many of the preclinical diabetes are not discovered until the disease is far advanced. At the advanced stage, some of the following symptoms usually occur. Excessive thirst, frequent urination, excessive hunger, loss of weight, falling eyesight, intense itching, pain in fingers and toes, weakness, tiring easily, drowsiness and sugar in the urine.

The test for diabetes is simple. It requires only a single blood sample taken one hour after a meal supplying about 100 grams of mixed carbohydrates.

This is what you do. Have a breakfast of eight ounces of orange juice, a portion of a cereal with sugar and milk or cream, three slices of bread or toast and coffee with a teaspoonful of sugar, and report to the clinic for the blood sample one hour after breakfast.

A blood sugar count following this meal of 150 mg percent is considered abnormal; a count of between 130-150 is suspicious and the test should be repeated and followed by retesting at intervals, observation, attention to diet habits and stresses that affect carbohydrate tolerance.

perous East and Middle West. Roads are necessary, he said, to get goods and people in and out. Without them industry will not move in, although there is a huge labor surplus and agricultural goods cannot be taken to markets.

Record Joblessness

Unemployment in the area is highest in the nation, Corbett reported, because of the automation of coal mines and abandonment of timber and other farming. Housing and health conditions, as a result, he added, "are about the worst you can find anywhere."

Perhaps as many as three-fourths of the houses lack plumbing or have very inadequate plumbing," he said.

"To make matters worse, there is a shortage of doctors and dentists. Tuberculosis is widespread, communicable diseases of all kinds

are well above the national average."

Jennings said the area has "some of the most beautiful scenery in the world, but there are no roads to get to it."

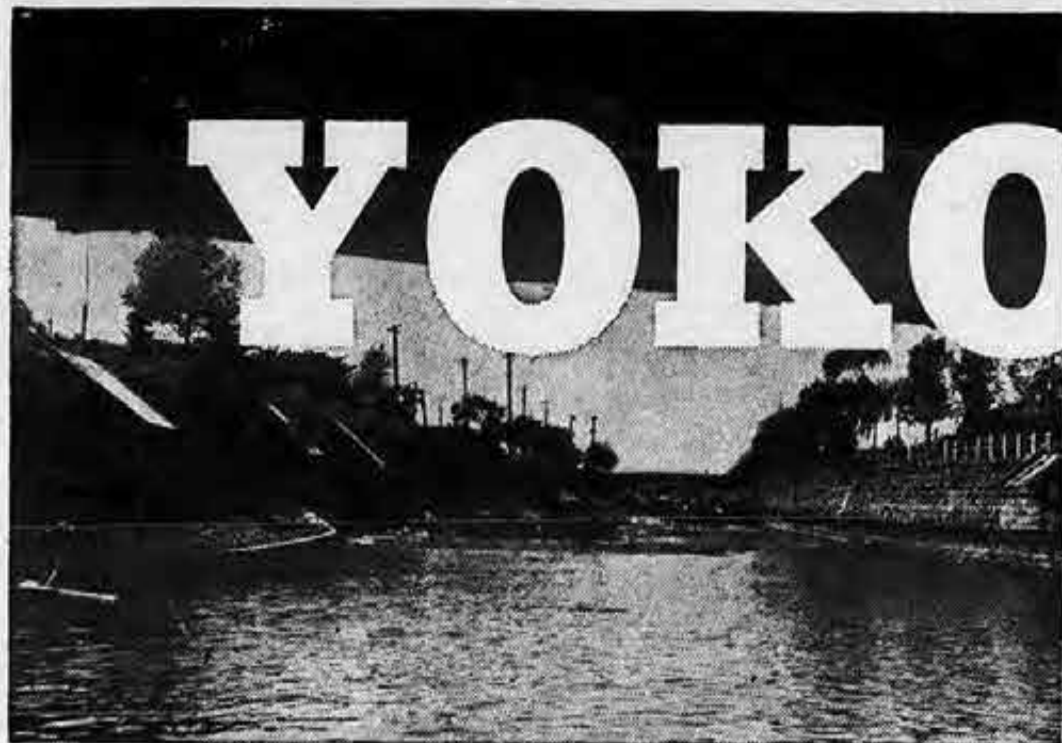
"Tourism could in itself be a profitable operation if we had arterial roads to bring visitors in, he maintained. "We're within one day's drive of the prosperous East and West."

Corbett said the rainfall in the area is the highest in the nation, but there is a need of dams, reservoirs and artificial lakes to store the winter rainfall. These, he believed, would add to the tourist attraction.

The town of Appalachia is located in Jennings' Congressional district, although the program is named after the mountain range that runs through the ten-state area.

SEAFARERS PORTS OF THE WORLD

YOKOHAMA



Depicted here is a quiet corner of the busy Yokohama harbor. The vessels in this photo are traditional Japanese "bum boats," which serve as workhorses around the harbor.



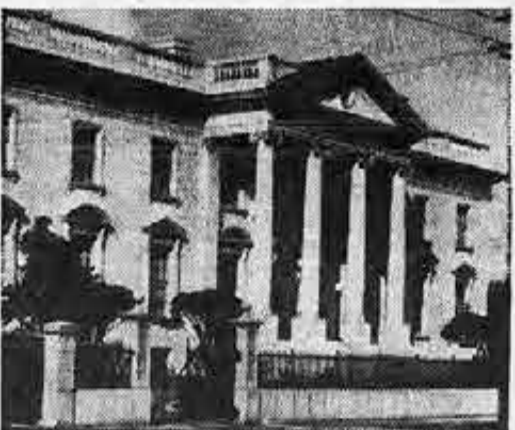
This photo shows a Yokohama street bazaar. Seafarers can find good bargains in these sidewalk stalls and in the many fine department stores offering modern merchandise in the city.



The photo shows child water carriers on outskirts of otherwise modern Yokohama.



Entrance to barbershop serves as meeting place for Seafarers and Yokohama citizens.



Many styles of achitecture can be seen when walking through Yokohama's streets.



A regular visitor to Yokohama is the SIU-manned Wild Ranger of the Waterman Lines.



Seafarers visit at home with a Japanese family and enjoy some personalized Yokohama-brand hospitality. They also pick up pointers on the delicate art of using chopsticks.

A key part of the giant industrial and maritime complex that lies along the shores of Tokyo Bay, Yokohama is a port known to many Seafarers. The city is only 20 miles from Tokyo and forms part of the Tokyo-Yokohama-Yokosuka triangle in the heart of modern Japan.

Many SIU ships make the Yokohama run. Included among these are the Wild Ranger (Waterman) and the Ames Victory (Victory Carriers). The supertanker Atlas (Tankers and Tramps), a newcomer to Far East service, also makes a regular Honolulu-Yokohama run.

The thriving port lies in the shadow of Mount Fujiyama, and Seafarers entering it in the morning hours are greeted with a post card view of the sun gleaming on the snow covered peak. Beneath the picturesque scene is a city that rivals Pittsburgh in industry. Iron, steel, heavy machinery, ships, chemicals, cement textiles automobiles and a thousand other important items are manufactured in Yokohama. The port's principal exports are textiles, including cotton and raw silk, coal and other fuels, and wood products.

To the Seafarer, Yokohama, offers all the pleasures and recreations of a large, metropolitan area. Modern department stores are within walking distance of street bazaars, and both offer good bargains to the American shopper. Cameras, radios, other electronic equipment and traditional goods and souvenirs of Japan are in abundant supply.

Seafarer Jim Hand, who has visited Yokohama several times, says the city's night spots are among the best and most lavish in Japan. He warns Seafarers, however, to prepare for a visit to the city by changing their dollars only at recognized banks or at seamen's centers since counterfeit Japanese bills are most easy to come by and very hard to get rid of.

Yokohama's main thoroughfare is Isezakcho Street. Along it can be found the best of the city's department stores and restaurants. Among the better eating places are the Tempura (Fried Prawns) and the Sushi (Fancy Rice Balls) for traditional Japanese food, and the Ocean Restaurant for good western food.

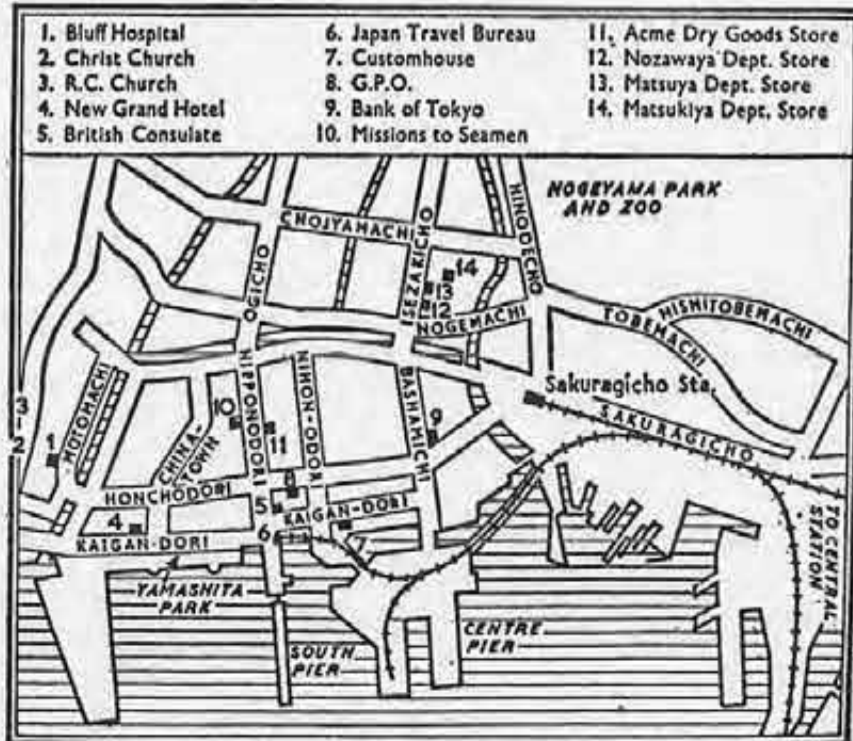
The city has an extensive Chinatown, which runs along Yamashitacho Street. Good Chinese food is available here for Seafarers who want a change from Japanese or western cooking.

Seafarer A. J. Barrett, another Yokohama hand, recommends the Pilot House and the Copenhagen, both in Chinatown, for seamen who want to parch their thirst. For overnight accommodations, Seafarer Morris Berlowitz says the visitor can choose from a wide range of Japanese-, U.S.- and European-style hostleries. He recommends the International Hotel in nearby Yokosuka and the New Grand Hotel, which is close by Yokohama's Chinatown.

A Seafarer who finds himself in Yokohama for more than few days should not miss an opportunity to go up to Tokyo, Jim Hand says. Along the Ginza, Tokyo's Broadway, some of the finest and most spectacular night clubs in the world are to be found. The natural scenery and tourist attractions in the Tokyo-Yokohama area are also well worth visiting.

Chief among these in the Yokohama area is NogeYama Park with its beautiful and careful Japanese landscape gardening. The park also includes a good swimming pool and an open air theatre. Another point of interest is the Kusunokiche Kiln, where traditional Fatsumi pottery is made. Other points of interest are to be found on the map below.

A good way to tour the city is by taxi. Seafarer Berlowitz warns, however, to be sure to set the price of the rental before hiring a cab for the day. By doing this, he says, you can avoid hassles at the end of the ride.



Labor Urges Contract Curbs To End Abuses

More Protection Sought Against 'Lie Detectors'

WASHINGTON—Contract clauses protecting workers from the "indignity" of so-called "lie detectors" are suggested to unions in an article in the current issue of the AFL-CIO magazine, the American Federationist.

"The damage to an individual may be an accomplished fact before a judge or arbitrator can rule," says the article, a Collective Bargaining Report prepared by the AFL-CIO Department of Research.

"Failing a 'lie detector' test frequently brands a worker as guilty not only by the company but, unfortunately, also by fellow workers who may have accepted the 'myth of infallibility' created by the 'lie detector' purveyors."

The fact that a specific employer has not used the "lie box," or asserts it does not plan to, "should not persuade a union to neglect closing the door" before the operator seeks to sell his services, the Federationist points out. "It may

be much easier to negotiate a preventive clause than to convince a company to end its 'lie detector' program," it adds.

"There have been suggestions that unions join with management in working out 'rules of the game' governing the use of polygraph in employment relations. The trouble is that, while some protective guarantees might reduce or even possibly eliminate some of the abuses . . . they cannot remove the basic inadequacies of the polygraph in its use as a 'lie detector.'"

Users On Rise

An increasing number of employers, the article points out, are requiring workers and job appli-

cants to sign waivers "voluntarily" agreeing to submit to screening tests and "lie detector" tests whenever the company asks and "granting" the employer the right to discharge him if he fails or refuses.

Government Uses

The federal government has been one of the biggest users; among others are major firms in steel, copper, autos, meat packing, food processing, oil, electronics, mail order retailing and supermarkets.

The "lie detector" is based on the premise that people have "uncontrolled physiological reactions to feeling of guilt that can be measured electronically" according to the article. Included are changes in blood pressure and pulse, breathing rate, and the electrical conductivity of the skin.

The so-called experts purport to translate these changes into guilt or non-guilt reactions on the basis that "either the act of lying or the fear of being caught in a lie is upsetting and causes emotional disturbances," the Department of Research says.

" . . . It is a fact that these reactions don't occur in all people at all times in the same way," it concludes.

Anti-Roll System Gains Acceptance

An anti-roll system for ships that has been used successfully on the SIU-contracted Manhattan and other U.S.-flag ships, is starting to find wider acceptance in other maritime nations.

Recently, Salen of Stockholm, a Swedish shipping company, announced it would equip 20 of its vessels with the flume-type stabilizers that were developed by John McMullen Associates of the U.S. The anti-roll systems will be installed on nine Salen refrigerator ships and 11 tankers.

The system consists of two large tanks, one on either side of a ship, connected by a pipe, or flume. Water, or other liquids, flow freely through the flume, its shifting weight compensating for any roll of the ship. A simple system, it has no valves or other moving part and relies strictly on the fact that liquids seek their own level.

The Matsonia, an 18,500-ton liner, was the first ship ever fitted with the flume system. The tanks on the Matsonia, 7½ feet high, 18 feet wide and 15 feet long, are set below decks amidships. The flume connecting the two tanks is small enough to delay the movement of liquids, thus modifying any roll of the ship.

The ballast in the two tanks totals 85 tons, which is the equivalent of one-third of one percent of the total displacement of the ship.

Besides being installed on the 110,000-ton tanker Manhattan, the largest ship in the American merchant fleet, the flume anti-roll system is also in use on the SIU-Pacific District-contracted Presi-

dent Cleveland, President Wilson and President Roosevelt of the American President Lines and the Matsonia, which is operated by the Matson Steamship Company.

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

By SIDNEY MARGOLIUS

Xmas Club Savers Forfeit Interest

Moderate-income families lose millions of dollars a year in potential interest payments by using Christmas Clubs and other types of special-purpose accounts which pay no interest. Homeowners lose additional millions in this case involuntarily, through "escrow accounts" required by mortgage-lenders for advance deposits toward payment of property taxes and insurance. You usually pay these advance deposits each month with your mortgage payment.

In one state, New York, the attorney general considers this forfeiture of interest so unfair that he has announced he will ask that state's legislature to require banks and mortgage-lenders to pay at least some interest on club and escrow accounts. New York State Attorney Louis Lefkowitz reports that nationally about 14 million people had Christmas Club accounts last year, with accumulated savings totaling \$1,650,000,000. On this basis, we estimate that American families using Christmas Clubs forfeit about 35 million dollars a year in interest, since these savings usually could earn them 4 per cent or more in regular savings accounts.

How much is lost through the failure of mortgage-lenders to pay interest on escrow accounts is not known, but may well be between 50 and 100 million dollars a year.

Only a few banks, including several in the Far West, now pay interest on Christmas Club savings. Lefkowitz proposes that they pay interest even if at a somewhat lower rate to compensate for the greater cost of handling small deposits. His proposal would cover only New York State.

While some banks operate their own special Christmas savings accounts, most are franchised by "Christmas Club, A Corporation." In correspondence we had with this firm last year, an official argued that "interest on the money saved in Christmas Club is not the motivating factor for this kind of saving; Christmas Club saving is a safeguard for the weakness of human nature."

Many families, to their own disadvantage, have become convinced that they need a Big Sister to compel them to save. Bank tellers have told us that they even have seen depositors draw money out of interest-paying regular accounts in the same bank to keep up their deposits in Christmas Clubs.

In many other ways, families pay millions to have other people discipline their savings. These other ways include those types of life insurance which accumulate cash value; contractual purchases of mutual-fund shares which involve a serious cash penalty if you discontinue payments; passbook loans, in which you borrow against your own savings but pay a higher fee than your savings earn (which has value only if you needed some cash just before an interest-dividend date), and monthly installment and revolving budget accounts.

The interest you can earn on your savings, and by saving ahead for purchases, can be a useful tool towards family financial progress. If

New Mini-sub Makes Debut



The new, one-man, experimental mini-sub is seen as it was tested by the General Dynamics Corporation in waters off Bermuda recently. Propelled by battery motors, the nine-foot craft is designed for exploration, research and rescue purposes.

Wide Potential Forecast For New One-Man Sub

A prototype one-man submarine, which has a wide potential for use in deepwater research and rescue work, has been developed by the Electric Boat Division of General Dynamics Corporation.

The 2,500 pound, nine-foot-long mini-sub, designated Star 1, was tested off Bermuda and San Diego, California, recently with encouraging results, the

builders reported. The submarine was described as the forerunner of a family of civilian undersea craft designed for research and the location of underwater objects.

Battery-powered, Star 1 has been designed to operate at depths to 200 feet for periods up to four hours. It can also be carried by aircraft to places where it might be useful.





By Fred Stewart & Ed Mooney
Headquarters Representatives

Shipboard Information For Delegates

Shipboard activity is the heart of the union. Practically every phase of the union's operation is the result of some development aboard ship. Many of our contract provisions are concrete examples. Certain of our working rules and conditions appear in the agreements because the experience of SIU crews pointed out the need for them.

Similarly, our shipping rules and constitution are amended from time to time to strengthen the organization's structure and improve the general welfare of the membership. In many cases, these changes originated in motions adopted at shipboard meetings.

Since the crews aboard ships are the union's right arm, it naturally follows that they should be in A-1 shape. If they are, the union will be able to push full ahead. If they aren't—well, just imagine what a fouled up situation might result.

In connection with the importance of the shipboard unit, the purpose of this column is to show how smooth a crew can operate. It highlights the role in our union set-up of a very necessary cog—the delegate. Although intended as a guide for the three department delegates, it is recommended reading for all hands. A working knowledge and understanding of the delegates' functions will not only make their job a lot easier, it will make life aboard ship a lot more pleasant and profitable for every crew member.

Most important, elect your delegates as soon as possible and maintain delegates throughout the voyage. Whenever a crew fails to elect delegates it is the responsibility of the patrolman to appoint delegates to insure the smooth operation of the crew's affairs.

If You're the Delegate

If you're fortunate enough to be elected by your shipmates to represent them as one of the three department delegates—deck, engine or steward—you are justified if you feel a bit of pride. After all it means that besides thinking you're an okay guy, the crew has respect for your ability to handle situations with tact and understanding, and that you know the score.

By voting you into your job, your shipmates have made you the crew's and the union's representative while the ship is running. And it's a pretty important job.

In the old days, crews weren't so fortunately represented. They were always being shoved around. But with the coming of the union—and the union delegates—they were able to assert their rights and draw the respect they're entitled to.

Without the delegates, shipboard life could be one long stretch of confusion on overtime, repairs, working conditions, food, quarters and everything else.

So, delegates are a symbol of progress to seamen.

What Do I Have to Know?

Answering that question is simple. There aren't many hard and fast rules to worry about. What the job requires mostly is some good old-fashioned common sense.

Of course you should be familiar with union rules and contracts, just as all SIU members should. But if you're a bit hazy on some of them get copies of the constitution, shipping rules, job security program and contract and keep them on you for reference. They should be available on the ship. If not, have them sent to you from the nearest SIU hall. All this will come in handy to you personally. Meanwhile they'll make your duties as delegate much easier.

Anything you do to improve your efficiency as a delegate will also better you as a Seafarer. The advantages of getting the old savvy are two fold: 1) they serve your union, and, 2) they serve you.

What Does a Delegate Do?

All delegates, as well as their shipmates, should realize that the cooperation of all hands at all times has been responsible for the union's gains for membership. The SIU's further advance—and the present gains—can be jeopardized by irresponsible crewmembers. Thus our strength is tied in with our enforcement of self-discipline. Subservience is not expected of any man. But the membership has the right to demand a healthy respect for the union rules it has drawn up democratically for the good and welfare of all hands. If the membership can almost unanimously accept this code there is no excuse for allowing a few to operate outside the rules. Delegates should keep these thoughts in mind when handling situations aboard ship.

Delegates' Duties

Overall, the guideposts apply equally to all departments. Here's a few of your essential duties if you're a delegate. (If you're not, it's a good idea to know them anyway.)

1. Check each man's card or book and see that he is in good standing.
2. Be sure each man has been shipped through the Union hall. Be sure each crewmember shows an assignment card when he boards the ship.
3. Keep a dues record of all men in your department.
4. Be sure all department men turn in their overtime as soon as worked, but in any case no later than 24 hours or 48 hours later, depending on your contract's provision.
5. Instruct members of your department to keep an accurate record of their overtime in the event any dispute arises.
6. Avoid one-sided allocation of overtime work; see that the work is divided as equally as possible.
7. Be sure all overtime is turned in to the department head, whether it is disputed or not. There is no point in arguing with anyone aboard ship about disputed overtime. If the issue can't be settled immediately, turn the facts over to the union representative when he comes aboard. Let him settle it for you.

An important job is to prepare the draw list, if they are customary on your ship. Each department delegate makes a list of the men in his department and how much of a draw he wants. This list is to be turned over to the captain by the delegate, who should also inquire when a draw can be expected.

U.S. Reports Medical Costs Outpace All Budget Expenses

WASHINGTON—In the last 10 years the cost of medical care has risen faster than any other item in the family budget, the Bureau of Labor Statistics reports. This was revealed at a press conference held by assistant BSL director, Arnold Chase.

Asked whether he expected medical costs to continue to rise, Chase said that "next month we will probably see an increase although the rate of the trend may be slowed down."

Based on the 1957-59 cost of living index, medical care was listed at 86.6 percent in 1954. By September 1964 it had risen to 119.7 percent. This is an increase of 33.1 percent. The average for all items in the index showed an increase of 14.8 percent over the decade.

New Support

The rapid rise of medical costs in the last ten years gives new support to the drive by the trade union movement, the Johnson Administration and many other

organizations pushing for medicare as a top priority item in the 89th Congress which convenes in January, 1965.

Despite the propaganda blitz against the program by the American Medical Association during the election campaign and constant opposition by the Goldwater-Miller ticket, the Harris Poll reports that 68 percent of the American people support the Social Security approach to assisting our elderly citizens on the medical front.

The BLS also reported that the cost of living rose 0.2 in September, largely due to higher prices for food, home ownership and apparel. Transportation costs declined, mostly as the result of lower prices for new and used cars.

1.2 Percent Rise

At 108.4 percent of its 1957-59 average, the September index was 1.2 percent above a year ago. Prices of most consumer goods and services have advanced since September 1963, except for new

cars, fuel oil, sugar, household durables and women's apparel.

The cost of living increase will bring a one-cent-an-hour increase to 28,000 aircraft workers and two-cents-an-hour increase to 7,000 electronic workers in New York.

Comparisons of the cost of living increases in the four years of the Kennedy-Johnson Administration and the last four years of the Eisenhower Administration are revealing.

Living costs rose 4.9 percent during the Kennedy-Johnson four years, compared with 8.3 percent during the second Eisenhower term.

The BLS announced, also, that the net spendable earnings and purchasing power of factory production workers reached new record levels in September.

After allowance for Social Security and Federal income taxes, average weekly take-home pay stood at \$92.98 for factory workers with three dependents and \$87.17 for workers with no dependents.

Fast Action Seen For Medicare Bill

WASHINGTON—Hospital insurance for the elderly under social security and improvements in benefits will be the first order of business when the new Congress meets in January and "will pass early" in the

coming session, AFL-CIO Social Security Director Nelson Cruikshank predicted in a nationwide radio broadcast.

"You won't be up against the gun on adjournment," he explained. "If it is made the No. 1 issue, which the President promised, if it is put in that early, you won't be up against the deadlock of adjournment which forced the issue . . . this year."

Cruikshank's forecast was made on the AFL-CIO public service program, Labor News Conference, heard on the Mutual Broadcasting System. He was interviewed by Eve Edstrom of the Washington Post and John Herling of the National Newspaper Syndicate.

The forces working for enactment of hospitalization under social security in the last session of Congress did not have the "same kind of leeway" they will have in the coming session, Cruikshank said.

"Priority was given the tax provision and the tax-cut," he said. "I don't object to that and I think that most people wouldn't; that was a highly important piece of legislation to get through. But it meant that this issue came down toward the end of Congress when you faced a deadline and it gave a certain advantage, it put certain cards in the hands of the people who didn't want it enacted."

"Now, if it is No. 1 when Congress comes back in January, you will have an entirely different situation."

Cruikshank called it "a fair statement" when asked by Herling if he thought that Chairman Wilbur Mills of the House Ways and Means Committee "kept Congress from working its legislative will" on hospitalization under social security.

He said that "certainly" both the social security tax rate and the amount of wage subject to tax will have to be raised to finance hospitalization protection or in-

creased benefits.

If the same proportion of wages were subject to tax now as in 1935, when the Social Security Act became effective, he said, the base would be \$12,800 a year instead of \$4,800.

"And if we kept the tax in the same proportion to wages as in 1935, without raising the rate," he added, "you would have enough to pay for the whole hospital cost."

Salvaging Job Raises Sunken 1862 Gunboat

VICKSBURG, Miss. — On December 12, 1862, the flat-bottomed Union gunboat Cairo steamed into the Yazoo River in search of Confederate mines and electric torpedoes. She found them. Two Rebel mines exploded against her ironclad hull and sent her to the bottom. All her 160 hands escaped safely.

The Cairo, which has been lying in her muddy grave for the last 102 years, will see the light of day again. Operations are now underway to raise her. It is an event the people along the Yazoo have waited for since the Cairo's wreck was first discovered nine years ago by three men in an outboard motorboat.

Seven cables have been attached to the Cairo and they will lift her onto a submerged barge. In the opening stages of the raising, the Cairo's bow, paddle wheel and cabin were lifted above the water level. Operations were halted, however, when one of the cables tore a gash in the ancient warship's side. After the damage is assessed, the salvage job will be completed.

Nuclear-Dug Canal Banned By Atomic Testing Treaty

NEW ORLEANS—The use of nuclear devices to excavate a new transcontinental waterway to replace the Panama Canal is wrapped up in negotiations between the U.S. and Russia on atomic explosions for peaceful purposes, according to the chief of the Army Corps of Engineers.

Lt. General W. K. Wilson, Jr., speaking at the fifty third annual convention of the American Association of Port Authorities here, said that the Corps of Engineers was studying the use of atomic explosions in large-scale excavations. He said excavations by nuclear devices were especially being considered in digging a new waterway to replace the Panama Canal and the Tennessee-Tombigbee link, which is being planned as part of the Mississippi River navigation system.

General Wilson explained that scientists working for the Corps of Engineers feel that at least two

or three test explosions are necessary to evaluate the technique. The hitch is, according to the general, that the test ban treaty concluded last year between the U.S. and Russia, now forbids these kinds of tests.

Waiting Period

He estimated that even if the tests were held, it would be at least three or four years before nuclear explosions could be used for excavating projects. Researchers from the Army Engineers and the Atomic Energy Commission have already devoted five years to this idea.

General Wilson felt that the proposed Tennessee waterway would probably be dug using conventional methods of excavation, since a considerable period of time would elapse before nuclear excavations methods were fully worked out.

A new device which aids the dredging ship channels which will significantly decrease construction costs was revealed by the head of the Army Engineers.

The general described a new jet probing barge which enables

marine engineers to determine much more precisely where areas with hard materials exist than could be done with previous device. The jet probing device was used to dredge the 40-foot Delaware River channel and was developed by the Philadelphia Engineer District which controls the Chesapeake and Delaware Canal leading to the port of Baltimore.

Engineer's Budget

The Army Corps of Engineers is in charge of most of the waterways construction projects in the country. General Wilson stated it is working on navigation programs worth \$6.5 billion. Projects costing \$2 billion have already been completed, and another \$3 billion is being spent on work in progress. Proposed work, totalling \$1.5 billion is outstanding, according to the report of the Army Engineer's chief.

General Wilson said that he believes that about \$4 billion will be added to his agency's program for about 4,000 miles of new and improved waterways as well as harbor improvements and the construction of new harbors.



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

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

- "Lee" brand tires (United Rubber, Cork, Linoleum & Plastic Workers)
- Eastern Air Lines (Flight Engineers)
- H. I. Siegel
- "HIS" brand men's clothes (Amalgamated Clothing Workers)
- Sears, Roebuck Company Retail stores & products (Retail Clerks)
- Stitzel-Weller Distilleries "Old Fitzgerald," "Old Elk" "Cabin Still," "W. L. Weller"
- Bourbon whiskeys (Distillery Workers)
- J. R. Simplot Potato Co. Frozen potato products (Grain Millers)
- Kingsport Press "World Book," "Childcraft" (Printing Pressmen) (Typographers, Bookbinders) (Machinists, Stereotypers)
- Jamestown Sterling Corp. Southern Furniture Mfg. Co. Furniture and Bedding (United Furniture Workers)

Balto. Makes Master Plan For Seaport

BALTIMORE—Baltimore port officials are hard at work evolving a master plan for the seaport of the future, according to Joseph L. Stanton, executive director of the Maryland Port Authority. To accomplish its goal of installing the most modern type of cargo handling facilities, more than \$165 million is being invested in the city's waterfront economy.

In a message to the 53rd annual convention of the American Association of Port Authorities meeting in New Orleans, Stanton said these improvements included new and expanded piers, cranes, channel improvements, as well as industrial facilities.

Stanton pointed to the extensive port construction projects as part of the port's modernization program. These are the complete renovation of the general cargo piers at Locust Point and the addition of three new berths to the port's general cargo facilities at Dundalk Terminal. He cited plans of private interests in the city to improve and expand their facilities, adding to the port's \$2 billion industrial complex.

The port authority is also conducting a study to revitalize the old inner harbor area in order to make it one of the city's finest business and recreation sections. Future plans for this project involve an International Trade Center, a pleasure boat marina, a maritime museum, restaurants, apartments and shops.

Stanton declared the port is once again making general cargo a major portion of its annual \$1 billion foreign ocean trade. He also emphasized that Baltimore is building a reputation for handling unusual and diversified cargoes.

Meany

(Continued from page 2)

poses they set forth during the campaign. These are the goals labor has long sought. The people have given their overwhelming mandate to the Great Society. That mandate can and must be fulfilled."

Following is the text of Meany's telegram to President Johnson:

"All of us in the AFL-CIO join in offering our heartiest congratulations to you on your unprecedented triumph. This was truly a national victory, one in which every group in American society joined. The American trade union movement, which worked for you with enthusiasm and determination, is proud that it placed its trust in you.

"We now look forward to working with you on the legislative front in carrying out the high purpose you have eloquently enunciated—in seeking to achieve that Great Society which the American people so resoundingly endorsed at the polls."

Following is the text of Meany's telegram to the Vice President-elect:

"It is a deep personal pleasure to extend to you the warmest congratulations of the AFL-CIO. We are delighted that the American people as a whole share the boundless confidence we have had in you since the beginning of your career in the Senate. As I have wired the President, we are proud of our part in this great national victory, and we are looking forward to joining in the task of achieving the Great Society for which the voters have given their mandate."

Hovercraft Creates Three-Nation Debate

WASHINGTON—Is it fish or fowl? The great "hovercraft" debate is still raging on both sides of the Atlantic.

Hovercraft is a vehicle—and that is the safest definition of it at this point—that rides on

a cushion of air over the surface of either land or water at altitudes ranging from a few inches to a few feet.

Because, technically, it flies, the Canadian government has classified it as an aircraft. The U. S. Government does not see it the same way, however. Washington, after long deliberations, decided that hovercraft is a ship, mainly because its primary use will be over water.

Both the Canadian and U. S. governments' decisions have raised problems for the manufacturers of hovercraft. It is feared that Canada's decision will unleash a pile of legal issues if hovercraft goes into use on the Great Lakes. The U. S. definition of hovercraft as a ship have brought up even larger problems.

Under the provisions of the Foreign Bottoms Act, all American

flag ships must be made in the United States. The definition of hovercraft as a ship therefore prevents its sale in the U. S. because they are produced by British companies.

British authorities are upset by the U. S. action, and call it premature since the full potential of hovercraft has not been developed yet. So far hovercraft, which is also called the "ground effect machine" (GEM), has been used mainly in ferry operations, but the indications that it could be used widely in overland traffic when some of the kinks are knocked out of it.

ILPA Convenes November 19-21

WASHINGTON—The International Labor Press Association, composed of publications issued by AFL-CIO unions, has announced that its annual convention will be held in the nation's capital from Nov. 19-21.

One of the highlights of the convention is the presentation of awards of merit to trade union publications for achieving editorial excellence.

Noted Political analyst Samuel Lubell, whose newspaper column appears coast to coast, will deliver the first "A. J. Liebling Memorial Lecture" at the convention.

A. J. Liebling, a nationally known critic of the press, who wrote for "The New Yorker" magazine for over 20 years, died last December.

Aid To All Pledged By U.S. Job Service

WASHINGTON—The U.S. Employment Service is not only seeking jobs for the jobless but for those who are now employed, not only for the unskilled but for the highly skilled, Louis Levine, director of

USES, pointed out in an interview on Washington Reports to the People, AFL-CIO public service program, heard on more than 700 radio stations.

"In recent years, as you know, professional, technical and managerial occupations have become increasingly important in the composition of the work force of this nation and in the job opportunities that are emerging," said Levine. "In these occupations, there is a great deal of labor mobility. An engineer may seek a job today in California, though he is now working in Chicago, and tomorrow he may find employment in Connecticut.

"In this connection, the public employment service system becomes particularly important, because we have a network of some 1,900 offices throughout the country. Channels of communications, means of recruitment, means of meshing job market information and job opportunities with the qualifications of the individual can be carried on over broad geographical bases."

Key Role

The USES has a natural key role in reducing current high unemployment, the director declared, since it has complete information on job seekers and jobs available. Through its inter-area recruitment system, said Levine, a worker in

one area may be matched with a job opening in another area.

"The job markets in the U.S. are free labor markets," he continued, "in the sense that an individual exercises his own decision and initiative as to the means by which he will seek employment. . . . When an individual comes seeking the assistance of the public employment office, he makes known his experience, education, training, qualifications. . . . The object of the employment office is to match the hiring specifications with the qualifications of the job seeker, but the decision to accept employment on referral is entirely the worker's decision, and hiring is entirely the employer's decision."

The USES director said that the decision as to whether the worker may or may not accept the job without being disqualified for unemployment benefits rests with unemployment insurance officials, according to state law, and not with the employment office.

In no case is there a fee, Levine pointed out, as in private agencies. "We have gone into the whole subject of youth manpower services, including intensive counseling and vocational guidance services, occupational testing, referral to training and retraining programs," Levine said when asked about the problem of high unemployment among youth.

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

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Sailors, Not Singers



Crewmembers of the Ocean Dinny (Ocean Clippers) have their own version of the popular English singing group, the Beatles. Members of the 4-8 watch in the deck gang, they are (l-r) Ed Lessor, AB; Lynn Meserole, OS; and C. J. Brauner, AB. James Nash, 3rd Cook, snapped the picture.

From the Ships at Sea

Seafarers are always safety conscious; but when they win an award for having the safest ship in a company, they have good reason to be proud. Crewmembers of the Steel Architect (Isthmian) are walking around with puffed out chests these days since they were awarded

the Isthmian Lines Semi-Annual Safety Award. The award is granted twice a year to the ship with the least number of accidents aboard and the least number of lost man-hours during a six-month period. To add incentive to the program, the company throws in a whopping big \$250 for the crew. According to ship's delegate George Hayes, the money was put in the ships fund. The crew has since decided they will buy an ice machine with the money.



Hayes

Men on the day watch aboard the Panoeceanic Faith (Pan Oceanic Tankers) recently complained that there was too much noise being made at night. H. Sholes reports that when they requested a little more quiet at night, they were told the noise was being made by the shore workers, not the crew. But everyone promised to help to keep the shoreworkers quieter in the future.

Another crew that shows appreciation for a job well done is that aboard the Warrior (Waterman). During a recent shipboard meeting, the crew voted special recognition to the entire deck department for the catwalk they erected during the first days of the voyage. According to ship's delegate George Williams, the new catwalk is a fine piece of workmanship which everyone is happy to have.

SIU crews often award the galley gang aboard their ship special recognition for service and feeding in the SIU tradition. The crews of the following ships have recognized their steward departments and have given them special votes of thanks.

Alice Brown (Bloomfield); Peter Reiss (Reiss); Hurricane (Waterman); Overseas Joyce (Maritime Overseas); Globe Progress (Maritime Overseas); Steel Maker (Isthmian); Our Lady of Peace (Liberty Navigation); Seneca (Penn Navigation); Morning Light (Waterman); Steel Vendor (Isthmian); Duval (Suwanee); Mount Washington (Victory Carriers); and the John C (Atlantic Carriers).

When the fireman aboard the Steel Executive (Isthmian) heard of the death of his son, the crew expressed its deepest sympathy to

their fellow Seafarer, and donated a total of \$145 to help out during his time of sadness, reports C. R. Wood, ship's delegate.

Crewmembers of the Transindia (Hudson) are bragging about the culinary arts of their chief steward, Howard K. Pierce. They say that he is really a great cook. In recognition of this fact, the crew unanimously gave him a special vote of thanks, and told him personally that he provided "the best feeding of all the SIU manned ships," according to meeting chairman William F. Wiemers.

There was a universal groan among the Seafarers aboard the Young America (Waterman) when their ship's delegate informed them they were only allowed five packs of cigarettes in Bangkok. The ship was due to stop over in the city, when



Der

the Captain sent down the word, writes John Der, meeting chairman.

In the interest of keeping their clothes clean the crew of the Del Sud (Delta) is backing ship's delegate T. C. Deale, in requesting a new washing machine and dryer for the crew. Deale says he is doing his very best, because they need a new machine badly.

When the crew aboard the Wacosta (Waterman) gets in a mood to hand out praise for a job well done, they include everybody they feel has given an outstanding performance. Ship's delegate Ramon Ferrera reports that during the good and welfare section of a recent shipboard meeting, the crew voted a special thanks to the Captain, Joseph LaBrecque for a very fine trip. They also recognized the fine feeding they have been getting from the galley gang. An-

other vote of thanks was handed out to the Union headquarters and the LOG for a job well done in keeping the crew up to date on Union activities.

Another appreciative crew that feels special recognition is due, is the one aboard the Kenmar (Calmar). According to Vernon Douglas, meeting chairman, during the good and welfare section of a recent shipboard meeting, the crew gave a special vote of thanks to the ship's delegate for the fine job he has been doing as the crew's representative.



Douglas

Joseph McLaren, meeting chairman aboard the Del Valle (Delta) recently gave the crew some advice about using the shipboard washing machine. "It is important," he said, "to remember that the longer the clothes spend in the machine, the faster they wear out." He followed this advice with a request that the crewmembers spend less time in the laundry room and give everybody a chance at the machine.

Seafarers aboard the Los Angeles (Sea-Land) are looking forward to pleasant dreams, reports Fred Boyne, ship's delegate. The crew recently learned that an order for new bunks has been put in, and everyone aboard is eagerly awaiting the arrival of the new beds.

The captain of the Robin Kirk (Robin Lines) recently heaped praise on the crew and thanked them for all the good work and fine cooperation they have been giving him when he asks for it, reports ship's delegate Thomas S. Johnson. The crew was very glad to hear that from the skipper, he said, since it makes for a much happier ship.

Benefit Aid Brings Thanks

To The Editor:
I feel that I am writing to very dear friends when I write to the SIU—friends that have been with me all the way through my recent period of grief at the loss of my husband. I received the \$4,000 death benefit check and it is a great comfort financially. I want to commend the Seafarers Union

In the hospital. It is a very lonely thing to be in the hospital and know that your friends are scattered all over the World. Jim is in the Wayne County General Hospital, Merrin Road, 5 West Wing, 5th floor, Eloise, Mich.

I know he would appreciate hearing from some of his friends and union brothers.

S. Brezany

Seafarer Gives Thanks For Aid

To the Editor:
I would like to express my thanks to the crew of the Penn Vanguard on Voyage 20 for their help in enabling me to arrive home recently for the burial of my beloved wife. I would also like to express my appreciation to the Welfare and union officials in the port of Mobile for their assistance before I arrived and after I actually got to town. I thank each and every one of them from the bottom of my heart for their sympathy and help.

Willie Broggs

Thanks Union For Pension

To the Editor:
Just a few lines from a very happy and satisfied Seafarer on pension to say how I feel about the union. After having been at sea practically all of my life and having sailed many years with the SIU, I decided it was not only time for me to retire, but also time to get married.

Thanks to the wonderful SIU pension plan, both of my wishes have come true. Not only can I take it easy now, but I can still afford to support a wife. I sincerely wish to thank the SIU for my good fortune.

Joseph A. Leslie

LETTERS To The Editor

All letters to the editor for publication in the SEAFARERS LOG must be signed by the writer. Names will be withheld upon request.

Welfare Plan for the way it takes care of its members and their families. The care that was given my husband while he was in the hospital and until his death was the very best.

I also want to thank the officials of the union in the Detroit headquarters for the help they so freely gave me during the time of my grief. I know others that feel the same way I do about the SIU and who appreciate the wonderful service it gives.

Mrs. Annie McLacklan

Seek Letters For Seafarer

To The Editor:
I am writing this letter to you in hopes that some of the brothers in the Union will take some time to write to a Seafarer and a close friend of mine, James McQuard, who is



Del Monte Crew Praises Speed Of Seafarer In Rescue Action

Fast thinking and quick action in an emergency situation has always been the symbol of the Seafarer in action. An untold number of lives have been saved in this way, although the rescuer has often received little or no recognition.

With this thought in mind, the crew aboard the Del Monte (Delta) wishes to focus attention on the actions of fellow crewmember, Billie Padgett, for the rescue of another crewmember, James Regan.

In a letter signed by the entire crew, with Howard Menz, the ship's delegate as spokesman, the crew praised Padgett highly for his rescue of Regan, who fell overboard while the ship was docked in Rio de Janeiro recently.

Fell Into Bay

Brother Regan was preparing to go ashore. Menz said, when he slipped and fell from the gangway into the Bay. It would not have been too serious, Menz admitted, but as Regan fell, he struck his head twice—once against the ship, and then against the dock.

Billie Padgett, the AB on watch at the time, saw Regan tumble from the gangway, and while giving the alarm, in one smooth motion, threw a life ring to Regan.



Regan



Padgett



Menz

Padgett saw however, that Regan was not able to reach for the life ring, and jumped in after him.

Meanwhile, the Chief Officer,

D. Kirby, had come on the scene and while Padgett held Regan, Kirby put a pilot ladder over the

side and went down to help Padgett.

Regained Senses

Some other members of the crew manned a Stockes ladder and the unconscious seaman was lifted to the deck. Kirby immediately began giving Regan artificial respiration and ten minutes later, he regained consciousness.

Regan, however, was still in serious condition and an ambulance rushed him to the hospital, where his condition was reported critical. "At the hospital, an emergency tracheotomy saved his life, Menz said. It was only through the swift and sure action of Padgett, Menz emphasized the Regan's life was saved. And the entire crew went on record in praising the meritorious service that Padgett performed.

Regan recovered rapidly in the Stranger's Hospital in Rio and when the Del Monte had completed its southbound trip and stopped at Rio de Janeiro again, Regan was picked up. He was not fully recovered, however, and at Natal, Brazil, he left the ship once more, this time to fly to the States.

"This event could easily have had a tragic ending," Menz said, "if it hadn't been for the outstanding action of these two men. The crew backed Menz's opinion saying, "It is with great pride that we sail with such a brother."

LOG-A-RHYTHM:

Brotherhood

By Tony Toker

When man is born
To be short or tall
His destiny is shaped
For each one and all

There is no question
Who our forebearers were
The male was called "Him"
The female, called "Her"

There was once a time
When "Matches" were made
One could not choose a mate
Their parents forbade

Then came the wars
Its ravages and strife
Scattering all people
To hate and to fight

The blacks and the whites
And all those in between
Victory was the goal
To be rulers, hope supreme

Decades since have passed
There is still hunger and pain
This proves to the world
Soldiers have died in vain

When will man learn
To live with each other
Respect their just rights
As Brother to Brother
An animal is an animal

Regardless of its breed
Humanity is humanity
Not race, nor color, nor creed.

Changing Your Address?

If you have moved, make it a point to notify both the Union and the Seafarers Welfare Plan of your new address. Do it now!

Safety Meeting On Steel Maker



Members of the deck department on the Steel Maker (Isthmian) recently participated in the ship's routine safety meeting. A part of the meeting was devoted to demonstrating the Lyle Gun shown above. Seafarers attending the meeting are (standing, l-r) W. Cronan, deck maintenance; chief mate P. Ross; S. Jandora, bosun; M. McKinney, deck maintenance; R. Burton, AB; J. Nolasco, AB; A. Markris, OS; C. Mixe, carpenter; W. Walker, OS; J. O'Hern, OS, (kneeling) G. Gordon, AB; and E. Makedon, AB.

COMMANDER (Marine Carriers), October 25—Chairman, George R. Leach; Secretary, Ramon Obidos. Previous payoff in Philadelphia, September 30th, 1964, was indeed a peaceful one. The Philadelphia boarding patrolman greeted the crew with a big smile and was pleased to see the "Get-along-together" of the crew, \$4.65 in ship's fund. No beefs reported by department delegates. Motion made for another washing machine. Vote of thanks to the steward department.

STEEL SURVEYOR (Isthmian), October 28—Chairman, Joseph Catalonotto; Secretary, Michael S. Cleufat. No beefs reported by department delegates. Ship's Delegate extends a vote of thanks to the crew for a good trip and jobs well done. \$10.48 in ship's fund. Deck Delegate thanks all the new men for a job well done in all respects. Motion made to acquire new and smaller port hole screens.

PUERTO RICO (Motorships of Puerto Rico), October 29—Chairman, J. St. John; Secretary, C. Tallman. No beefs reported by department delegates. One of crew, left ship without giving 24 hour notice on sailing day. Motion made that due to fast turn around of ship, it be allowed to payoff before coming into port, as done in some other ships. Motion made to get new drinking fountain for crew quarters and new grill for galley. Motion made to have proper repairs made to sanitary and fresh water system, also drain system.

DELAWARE (Oriental Exporters), October 21—Chairman, John Misakian; Secretary, M. Toth. Ship's delegate reported that the captain will not call into San Francisco for men wishing to pay off under mutual consent. Few hours disputed OT reported by engine delegate.

POTOMAC (Empire Transport), October 18—Chairman, L. F. Drew; Secretary, P. G. Vaughn. Some disputed OT in engine department. Ship needs ice machine. Motion made that ship be exterminated.

ALCOA RANGER (Alcoa), June 16—Chairman, Thomas H. Sanchez; Secretary, A. Q. Nail. No beefs reported by department delegates. Brother Richard Busby was elected to serve as new ship's delegate. Donation was taken up for Brother James Dunlop, whose wife passed away.

ROBIN KIRK (Robin Lines), October 27—Chairman, J. Blanchard; Secretary, Bob High. Money in ship's fund was spent to send floral wreath to the chef's sister's funeral. Captain thanked the crew for their cooperation. No disputed OT reported by department delegates.

OCEAN ANNA (Maritime Overseas), October 27—Chairman, Bechins; Secretary, Noby. Some disputed OT in deck department. Ship needs new washing machine. Motion made to check on slop chest.

HERCULES VICTORY (Sea Tramp), October 22—Chairman, Paul Whitlow; Secretary, Frank McIntosh. Some disputed OT in the deck and engine departments. Motion made that these ships be stored for four months instead of three months.

DEL SANTOS (Delta), October 10—Chairman, Louis Galuska; Secretary, Alton R. Booth. Brother Stanley Freeman was elected to serve as ship's delegate. Vote of thanks extended to the steward department for a job well done—especially the baker for his goodies.

INGER (Reynolds Metals), October 25—Chairman, Richard Newell; Secretary, James A. Hollen. No beefs and no disputed OT reported. Brother Joe Montalvo was elected to serve as ship's delegate. Ship should be fumigated.

STEEL ADMIRAL (Isthmian), August 30—Chairman, Thomas Dooley; Secretary, Robert Lee. \$10.50 in ship's fund. No beefs reported by department delegates.

STEEL ARCHITECT (Isthmian), October 12—Chairman, R. G. Schlagler; Secretary, George Hayes. Brother George Hayes was elected to serve as ship's delegate. Ship won \$250 safety award which will be used to purchase ice maker.

SEATRAN GEORGIA (Seatrains), October 28—Chairman, P. R. Smith; Secretary, Roberto Hannibal. Everything is running smoothly except for some disputed delayed sailing in Texas City.

BEAUREGARD (Sea-Land), October 25—Chairman, Tiny Wallace; Secretary, Fazil Ali. \$8 in ship's fund. No beefs reported by department delegates. All is running smoothly.

STEEL EXECUTIVE (Isthmian), October 24—Chairman, Star Wells; Secretary, R. Hutchins. Suggestion made that each brother donate \$1 to the ship's fund. Sympathy expressed for the loss of Brother J. Stevens who passed away on this voyage.

GLOBE PROGRESS (Maritime Overseas), October 26—Chairman, Joseph Werselovich; Secretary, N. Hatgimikis. Ship's delegate reported that everything is fine aboard ship. Brother Werselovich was elected to serve as new ship's delegate. Vote of thanks to the steward department.

OLGA (Sea Tramp), September 30—Chairman, Wesley Young; Secre-

tary, Jerome Michaelson. Letter sent to headquarters concerning repairs. Patrolman to be contacted about insufficient money on ship for draws and also about medical aid and attention to sick crewmembers, \$2.25 in ship's fund. One brother was hospitalized in Tunis. Disputed OT reported by deck delegate. Delayed sailing and steward department being restricted to the ship, to be settled by the patrolman. Will also ask patrolman to check heating system.

DEL SOL (Delta), October 30—Chairman, A. J. Doty; Secretary, Joseph J. Richoux. No beefs reported by department delegates. Brother Ira C. Bridges was elected to serve as ship's delegate.

TADDEI VICTORY (Consolidated Mariners), September 16—Chairman, R. W. Raczka; Secretary, R. Ferabee. Brother D. Martin was elected to serve as ship's delegate. No beefs were reported by department delegates. The chairman stated that the New Orleans Patrolman assures the crewmembers that communications and LOGS will be mailed to the vessel.

WALTER RICE (Reynolds Metals), September 26—Chairman, Wallace E. Mason; Secretary, M. Huston. One brother was hospitalized in Panama and one in Washington. Balance of \$33.00 in ship's fund. No beefs reported by department delegates. Discussion on clearing messroom after eating. Crewmembers requested to turn in all linen that is not used. Vote of thanks extended to the steward department.

ALCOA MASTER (Alcoa), October 17—Chairman, Hugh Hallman; Secretary, Cleveland R. Wolfe. Brother Hugh Hallman was re-elected to serve as ship's delegate after a wonderful job on the previous voyage. He was given a vote of thanks by the crew.

PENN VANGUARD (Penn Shipping), August 9—Chairman, G. Parker; Secretary, C. J. Mitchell. Discussion regarding American cash in all ports instead of traveller's checks. One crewmember was put ashore in Aden due to illness. No beefs and no disputed OT was reported by department delegates.

PENN VANGUARD (Penn Shipping), October 11—Chairman, Gilbert G. Parker; Secretary, Charles J. Mitchell. Chief Cook went home due to death in family. Some disputed OT in deck department. Motion was made to have the patrolman call a meeting at payoff.

SAN FRANCISCO (Sea-Land), November 1—Chairman, H. R. Nathey; Secretary, S. M. Simos. Ship's dele-

DIGEST of SIU SHIP MEETINGS

gate reported that things are running smoothly with not much to report except that this has been a very nice voyage with cooperation from all hands. One man was hospitalized in San Juan. One man had to get off in San Juan due to wife's illness. Some disputed OT in engine department was taken up with patrolman. \$17 in ship's fund.

DE SOTO (Waterman), October 25—Chairman, Al Nlinberg; Secretary, J. F. Casironover. One man was left in Bremerhaven and one man was picked up as a replacement. \$1.75 in ship's fund. Two cartons of cigarettes given to injured crewmember who was hospitalized in Bremerhaven. Vote of thanks was extended to the steward department.

BELOIT VICTORY (Marine Managers), October 28—Chairman, Anders I. Ellingsen; Secretary, Zee Young Ching. One man was hospitalized in the Bahamas. No beefs were reported by department delegates. Discussion on having the chief engineer put heating system in living quarters while ship is in port. Discussion on improving menus. Crew feel that when vessel is at sea they should have better feedings than when ship is in port.

ALDINA (Wall Street Traders), October 25—Chairman, J. B. Morton; Secretary, Tobe Dansley. Motion was made to contact the patrolman about the ice machine. Quite a bit of disputed OT in deck department. Engine department want a few clarifications which will be taken up with patrolman when the ship gets into port.

OCEAN EVELYN (Maritime Overseas), November 4—Chairman, Oliver; Secretary, Smith. Ship's delegate reported that some repairs are still to be done. No beefs reported. Mesaman requests cooperation in messroom. Suggestion was made to build a new rack for coffee pots.

MARGARETT BROWN (Bloomfield), October 24—Chairman, N. Pizuto; Secretary, E. C. Goings. Brother R. E. Bernadas was elected to serve as ship's delegate. No beefs were reported by department delegates.

Ocean Dinny Galley Gang



The steward department on the Ocean Dinny (Ocean Clippers) are all smiles after being told by the rest of the crew that they are the best feeding galley in the SIU. Three members of the department shown above in the galley, are James Nash, 3rd cook; Tony Lalli, chief cook; and Cal Ratliff, night cook and baker. These three men say their chief steward, L. D. Pierson, is one of the finest sailing.

Futile Search For Survivors Wins Praise For Marore Crew

Stories are often told of heroic rescues at seas and the brave men that risked their lives to save the lives of others. Sometimes, however, the search for survivors of a tragedy at sea is merely a grinding, monotonous chore, that reaps no reward.

Recently, as the Marore (Venore Transportation) sailed through the Mediterranean Sea, bound for the Suez Canal, the crewmembers joined in such a search for survivors of an airplane that went down at sea with 82 persons aboard.

The search began late in the evening, when the OS on the 4 to 8 watch, Bob Williams, spotted a flare in the sky. He informed the mate, and the information was relayed to the captain.

Without hesitation, the skipper ordered the deck gang to stand by

at their posts even when the lights became extremely hot.

As the night progressed, the circle of searching ships continued to tighten. Navigation became hazardous. All during this period, Jimmy Downey stayed at the wheel, also winning the respect of the entire crew and ship's officers for his handling of the ship. "Superb is the word for his seamanship," one crew member said.

Tom Pons and Joe Kalata came on early in the morning to relieve Lutaves and De Boissiere at the spotlights. The two men continued

the task admirably, according to the crew. "They did a fine job in maintaining the measures that had already been put into operation," the crew said.

The Marore continued on its voyage early in the morning, when Naval authorities finally called off the search. Once more the sea had taken its toll in human lives.

But the officers and crew of the Marore proceeded on their journey with the satisfaction of knowing that they had done their best to uphold the tradition of the sea and of the SIU.



Lutaves Downey

the lights and lifeboats, and informed the authorities. Upon learning of the tragic accident, he offered his aid in the search that was already in progress.

For the remainder of the night, the Marore and other ships of many flags circled the area where the airplane was reported to have gone down, their search lights probing the waters. Flares continued to burst overhead.

On the Marore, Seafarers of the deck gang won the praise and respect of their fellow crewmembers and the officers of the ship for the skill and endurance they displayed in maintaining the vigil.

Andy Lutaves, AB, and Herbert (Frenchy) De Boissiere, OS, were especially mentioned in the praise

'Whirl' Hits SIU Ship In Istanbul Harbor

The natural preparedness of a Seafarer against a storm at sea is relaxed in the harbor. Here, in the safety of port, the crew and the ship rest, preparing for the next voyage. Sometimes, though, even the harbor is not free from the freak storm known to Seafarers as "whirls."

Ramsey Baumgardner, a member of the steward department, was aboard the Alcoa Traveler (Alcoa) last month, tied up at Istanbul, in the Bosphorus, when a "whirl" hit the strait.

"It came up so sudden, no one was prepared for it," Baumgardner said. "It really shook up the ships in the harbor. The Alcoa Traveler was slammed around like it was a stick of wood."

By the time the storm has passed, Baumgardner said, the harbor was filled with damaged and crippled ships. "I don't think anybody was seriously hurt by the storm, but there was a lot of ship damage."

The Alcoa Traveler was one of the damaged ships, he said. "We were well tied up, but the storm was so fierce, even though it lasted just a short time, that the Alcoa Traveler broke four of her 24 mooring lines." That wasn't

the only damage the ship suffered, though. Repeated slamming against the dock finally cracked two plates of her No. 3 and No. 4 holds.

"We were supposed to go from Istanbul to Sudan and then to India. But we had to unload the entire cargo in Sudan, and head back for the States unloaded."

"The Alcoa Traveler got off easy, though," Baumgardner said, "when you compare it with what happened to some of the other ships in the harbor. There was one brand new Italian ship tied up there that broke loose during the storm. She was slammed into another ship and a couple of docks and when the seas calmed down, there was a huge gash in her side." Baumgardner didn't know the actual number of ships that were in the harbor, but heard that over 40 ships had been damaged. "There were ships floating around free for hours afterwards," he said.

The whirl is a freak storm of gale force and is considered quite rare. "But when they come on, they really whip things up," Baumgardner said.

The Alcoa Traveler is presently in the shipyard at Hoboken, N.J.

DIAMOND ALKALI (Boland & Cornelius), Oct. 12—Chairman, Jack R. Young; Secretary, Jack R. Young. \$19.30 in ship's fund. No beefs reported.

REISS (Reiss Bros), Oct. 9—Chairman, Carl Shircel; Secretary, Richard Forays. Deck delegate retired and Brother Richard Forays was elected to serve. No beefs reported.

TRANSINDIA (Hudson Waterways), Sept. 27—Chairman, J. J. Connors; Secretary, H. K. Pierce. No beefs and no disputed OT reported by department delegates. Everything is running smoothly.

PENN CHALLENGER (Penn Shipping), Oct. 23—Chairman, J. Phillips; Secretary, I. Coats. No beefs and no disputed OT reported by department delegates. No money left in ship's fund.

DEL ORO (Mississippi), Oct. 19—Chairman, Ralph O. King; Secretary, E. J. Reivers. Brother Ralph O. King was elected to serve as ship's delegate. Brother Valentine suggested that each crewmember donate \$1 to the ship's fund.

ACHILLES (A. L. Burbank), Oct. 25—Chairman, Frank Schandi; Secretary, L. Hargeshimer. Brother L. Hargeshimer was elected to serve as ship's delegate. No beefs were reported by department delegates. It was suggested that crewmembers donate to the ship's fund at payoff.

DIGEST of SIU SHIP MEETINGS

GATEWAY CITY (Sea-Land), Oct. 18—Chairman, None; Secretary, L. Steinhardt. One man missed ship in San Juan, and one man was hospitalized in San Juan. No beefs were reported by department delegates.

WACOSTA (Waterman), Oct. 16—Chairman, Ramon Ferreray; Secretary, C. A. Gardner. One man was left in hospital in Bremerhaven, Germany. No beefs were reported by department delegates. Few hours disputed OT in deck department. Vote of thanks to the steward department. Vote of thanks to Captain Joseph La Brecque for a fine trip. Thank headquarters and the LOG staff for a job well done.

AZALEA CITY (Sea-Land), Oct. 13—Chairman, Lou Cevette; Secretary, Fred Olson. Crewmembers requested to help keep pantry clean and to put left over pies in ice box.

OUR LADY OF PEACE (Liberty Navigation), No date—Chairman, P. D. Gladden, Sr.; Secretary, W. J. Davis. Brother Rudd was elected to serve as ship's delegate. No beefs reported by department delegates. Some disputed OT in engine department.

ANDREW JACKSON (Waterman), Oct. 11—Chairman, Nolan Flowers; Secretary, Humnado R. Llenos. \$3.40 in ship's fund. No beefs reported by department delegates. Crew requested to keep noise down while some of the crew back aft are sleeping.

JOHN C. (Atlantic Carriers), Oct. 10—Chairman, Leo Paradise; Secretary, Albert D. Nash. No complaints from Captain or department delegates. Everything is running smoothly. \$14 in ship's fund. Watchstanders request less noise in passageways. Vote of thanks to the steward department.

KYSKA (Waterman), Oct. 18—Chairman, J. Smythe; Secretary, C. L. Shirah. Brother B. H. Lowderback was elected to serve as ship's delegate. No beefs reported by department delegates.

RAPHAEL SEMMES (Sea-Land), Oct. 24—Chairman, A. Romero; Secretary, A. Carpenter. Ship's delegate extended a vote of thanks to the crewmembers for performing a good job. No beefs or disputed OT reported by department delegates. \$7.22 in ship's fund.

SEATRAN TEXAS (Seatrains), Oct. 24—Chairman, John Cole; Secretary, Joaquin Maldonado. Brother Sanchez was elected to serve as ship's delegate. Discussion on time off and loss of OT while in port. Steward requested to put out linen once a week. More linen should be ordered from the company.

DAVID P. THOMPSON (Boland & Cornelius), Oct. 1964—Chairman, Arnold Heatherly; Secretary, Paul Schneider. \$20 in ship's fund. No beefs and no disputed OT reported.

E. M. FORD (Huron Cement), Sept. 30—Chairman, James Zamenski; Secretary, Victor Marceau. No beefs and no disputed OT reported. Motion was made to have the Alpena hall open during the winter months.

HURON (Wyandotte Transportation), Oct. 2—Chairman, Ralph Pazytula; Secretary, Roland Thorin. Crewmembers requested to keep galley clean. Crew would like a new TV set and antenna.

DEL MONTE (Delta), October 25—Chairman, Howard Menz; Secretary, Albert G. Espenada. No beefs reported by department delegates. Vote of thanks extended to the ship's delegate and the department delegates. Also to the 4-8 watch for keeping messhall and pantry clean every morning.

THETIS (Admanthos), October 18—Chairman, James R. Rutherford; Secretary, Donald Gore. No beefs reported by department delegates.

PETROCHEM (Valentine Chemical Carriers), October 24—Chairman, C. Dammeyer; Secretary, F. S. Paylor. No beefs and no disputed OT reported by department delegates. Brother Joe DiMaggio was elected to serve as ship's delegate.

CITIES SERVICE BALTIMORE (Cities Service), October 25—Chairman, Patrick J. Cleary; Secretary, Thomas D. Ballard. Some disputed OT to be taken up with boarding patrolman.

PENN TRANSPORTER (Penn Shipping), October 3—Chairman, Wilson H. Deal; Secretary, Francisco Fernandez. Everything is running smooth with no beefs or disputed OT.

TADDEI VICTORY (Consolidated Mariners), October 18—Chairman, O. Bailey; Secretary, R. Ferebee. Ship's Delegate reported that 1 man missed ship in Baton Rouge. Oiler hospitalized in Rio de Janeiro, but will rejoin ship in Belem. Quarters to be cleaned and painted according to repair list and sanitary inspection. Discussion held with Mate about equalization of overtime. Mate agreed.

STEEL FLYER (Isthmian), October 24—Chairman, R. Asmont; Secretary, B. Tingley. Meeting held with captain, steward and chief cook about the food. Everything else is running smoothly. \$5.00 in ship's fund. Vote of thanks extended to the ship's delegate. Crewmembers requested not to hog the washing machine, also the fidley. Vote of thanks to the steward department. A patrolman was requested in New Orleans but nobody showed up.



Pons Kalata

handed out by the crew. For most of the night, the two took turns in handling the big spotlight. With precision, they maintained a steady sweep of the empty seas, staying

LOG-A-RHYTHM:

Electronic Voices

Henri Perelkow

*I salute man, master
Of the dazzling light
And song of the sunrise to come.*

*Champion of life—
Bare your electronic marvel
Strike key to key, fortissimo.
Let the bone faced men wince
At the lullabies sung
To rickety children
By hungry mothers.
Cry out the anguish of my
brothers,
Mangled for bread—
And the moaning of my
comrades
Strewn on fields of death.*

*Let the sound of their malediction
Be like a thunderclap
Heard half across the world.*

Taking A Breather



Members of the crew aboard the Hastings (Waterman) take a breather from their regular duties for a chat on deck. Above (l-r) are Windell Sanders, officers pantry; James Bush, deck maintenance and Pete Kardonis, bosun.

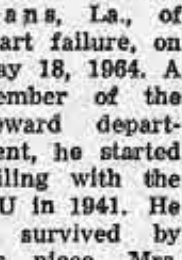
SIU ARRIVALS and DEPARTURES

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

- Thomas Buterakos, born July 29, 1964, to the Thomas Buterakos, Winchester, Va.
- Julie Ann Webster, born April 18, 1964, to the John E. Websters, Alpena, Mich.
- Peter & Efrosenia Fomich, born July 4, 1964, to the Fredrick Fomichs, Millville, N.J.
- Laura Jean Wilson, born September 13, 1964, to the L. C. Wilsons, Mobile, Ala.
- Karen Willard, born August 15, 1964, to the Joseph R. Willards, Toledo, Ohio.
- Jacqueline Douget, born September 23, 1964, to the Lionel Dougets, Namou, La.
- Mark Baughman, born August 19, 1964, to the Robert J. Baughmans, Elberta, Mich.
- William Bryan, born September 7, 1964, to the Jacob A. Bryans, Baltimore, Md.
- Hollie Ann Brantley, born July 10, 1964, to the James L. Brantleys, Jacksonville, Fla.
- Toni Louise Cliff, born June 18, 1964, to the Leon H. Cliffs, Wyandotte, Mich.
- Marlon Ernina Rettershofer, born September 14, 1964, to the Walter Rettershofers, Williams-town, New Jersey.
- Kevin Patrick O'Dee, born September 18, 1964, to the John O'Dees, No. Olmsted, Ohio.
- Faye Franklin, born June 23, 1964, to the Benjamin Franklins, Kennel, La.
- Lisa Ann Williams, born September 24, 1964, to the Joseph Williams, New Orleans, La.
- Laura Baker, born September 28, 1964, to the Elmer D. Bakers, Texas City, Texas.
- Melvin Zellner, born October 2, 1964, to the Paul D. Zellners, Houston, Texas.
- John Patrick Sanchez, born August 31, 1964, to the Thomas H. Sanchez, Chickasaw, Alabama.

The deaths of the following Seafarers have been reported to the Seafarers Welfare Plan (any apparent delay in payment of claims is normally due to late filing, lack of beneficiary card or necessary litigation for the disposition of estates):

- Joseph Francis Woods, 57: Brother Woods died in the Cooks County Hospital in Chicago, Ill., of pneumonia, on June 14, 1964. A member of the SIU Great Lakes Tug and Dredge Region, he worked as a line-man. Surviving is his brother John Woods. Burial was in the Holy Cross Cemetery, Milwaukee, Wis.
- Elmer Hansen, 64: Brother Hansen died on May 27, 1964, in Weehawken, N.J. of heart disease. A member of the Union since 1949, he sailed in the steward department. Surviving is his step-daughter, Mrs. Earl Martin Buck. Place of burial is not known.
- Alfred Dixon Gordon, 45: Brother Gordon died on May 25, 1964 in San Francisco of natural causes. A member of the union since he joined in 1962, he spent his time at sea in the steward department. No next of kin was listed. Burial was in the Olivet Cemetery, Colona, Calif.
- Joseph Denton, 62: Brother Denton died June 18, 1964, of natural causes. A member of the steward department, he has sailed with the SIU since he joined in early 1939. He is survived by his sister, Lorena Stockes. Burial was in the Magnolia Cemetery, Mobile, Ala.



Atlantic Coast

(Continued from page 4)

feated the Teamsters in a collective bargaining representation election held recently at Abarea Warehouses Corp. The vote was 13 for the SIU, none for the Teamsters and four votes for the employer.

A decision is pending on a minimum wage within the Puerto Rico sugar industry. The present rate is \$1.17½. A labor department spokesman said the decision will be given soon to the Administrator of Wage and Hours and Public Contracts Division in Washington, D.C. Meanwhile, the Puerto Rico Musicians Federation has announced that none of its members will participate in any future theatre shows here unless their salaries are deposited in advance with the union.

On other fronts, hotels in metropolitan San Juan are preparing to receive the biggest influx of tourists in the Island's history this winter, with advance reservations already running 10 percent to 25 percent better than last year at the same time.

The recent elections saw the Popular Democratic Party win another victory in the Island's general elections. Roberto Sanchez Villella is the new governor and Dona Felisa Rincon de Gautier remains as San Juan Mayoress.

After enjoying a few months' stay on the Detroit, Pete Gavellin is enjoying a brief rest on the Island. Pedro Viruet makes the long haul from Arecibo every day to the hall to catch a ship he likes. While waiting for that "good ship" to arrive, Pedro is serving on the polls committee. Benigno "Nino" Cortes has shipped out on the San Francisco after taking a few weeks off to spend some time with his family.

Willard Nathan Bell, 50: Brother Bell died on June 2, 1964, in Armonok, New York, of accidental causes. A member of the SIU Great Lakes Tug and Dredge Region since 1961, he worked as a deck hand. Surviving is his sister, Lois W. Bell. Burial was in the Ogdensburg Cemetery, Ogdensburg, N.Y.

George Robert Wendel, 60: Brother Wendel died in New Orleans, La., of heart failure, on May 18, 1964. A member of the steward department, he started sailing with the SIU in 1941. He is survived by his niece, Mrs. Sylvia Dufour Moser. Burial was in the Hope Mausoleum, New Orleans, La.

SEAFARERS in DRYDOCK

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

- USPHS HOSPITAL NEW ORLEANS, LOUISIANA**
 - George Armstrong Mathew J. Oswald
 - W. Baulleaux J. W. Patterson
 - Edward S. Brinson Leon J. Penton
 - Donald C. Burke J. J. Redden
 - John A. Buttimer William N. Rollins
 - Joseph G. Carr W. R. Simpson
 - James H. Childress Thomas W. Sims
 - Anthony S. Conti Jay Steele
 - Patrick Durkin Adolph Swenson
 - Amado Feliciano Clayton Thompson
 - Audley C. Foster James Tucker
 - Marshall Foster Thomas E. Tucker
 - Luis G. Franco V. D. Venetoulis
 - G. C. Glezie John Vseura
 - John R. Guldry Jose J. Vigo
 - A. D. Hilderbrand Ernest C. Vitori
 - Victor A. Kennedy Grady E. Watson
 - E. A. LeBlanc, Jr. George M. Weldy
 - Clyde S. Lowe James C. Whatley
 - Leonard Leionsh Guy Whitehurst
 - Philip C. Mendoza L. W. Williamson
 - Harry O. O'Brien W. J. Woolsey, Sr.
- USPHS HOSPITAL JACKSONVILLE, FLORIDA**
 - O. M. Ames G. C. Truesdell
 - B. H. Waddell
- USPHS HOSPITAL SEATTLE, WASHINGTON**
 - J. S. Blondheim John DeAbren
 - B. E. Campbell C. E. Wallick
 - J. DaCosta R. L. Walton
 - J. C. Kemp
- USPHS HOSPITAL SAN FRANCISCO, CALIFORNIA**
 - Oscar L. Briscoe Richard R. Kohls
 - Paul K. Brown Ragnar E. Olsen
 - Roy C. Bru H. P. Pierangelino
 - Arthur N. Butler Edwin C. West
 - Jose Ferrer Calvin J. Wilson
 - V. J. Fitzgerald R. O. Zaragoza
- USPHS HOSPITAL CHICAGO, ILLINOIS**
 - Charles Hankal Peter Macor
 - James Hellems Armas Soppi
 - David Lasky
- USPHS HOSPITAL NORFOLK, VIRGINIA**
 - Frank Buck William Mason
 - Joseph Curtis Raymond Miller
 - Clyde Fields William H. Price
 - Eddie S. Gans Joseph P. Scovel
 - George Goff, Jr. Dwight Skelton
- USPHS HOSPITAL STATEN ISLAND, NEW YORK**
 - E. Aldahondo Barry Deemer
 - John Allen Salvatore DiBella
 - Angelo Aragona Robert Dillon
 - Peter Arthurs Jerry Donovan
 - Wm. Babbitt George Duffy
 - Wallace Beeman Bobby Edwards
 - W. Blumen Max Fingerhut
 - Geroge Crabtree C. Foster
 - Hamilton Dailey Albino Gomes
- USPHS HOSPITAL BALTIMORE, MARYLAND**
 - S. Aquila, Jr. Bernard Morillo
 - Evit Ardoin Phillip Navitsky
 - William Belfield N. J. Newsome
 - Edgar Benson Robert A. Outlaw
 - Gaetano Busciglio Roy Rayfield
 - Friedof Fondita Joseph A. Shea
 - Jack Geller Alexander Smart
 - Walter Hall Ashley Southers
 - W. A. House Andrew Suech
 - Joseph Merkel Chambers Winskey
- USPHS HOSPITAL BOSTON, MASSACHUSETTS**
 - Robert Burns John Kulas
 - John Hart
- USPHS HOSPITAL FORT WORTH, TEXAS**
 - Benjamin Deibler George McKnew
 - Abe Gordon Max Olson
 - Thomas Leahy
- SAILORS' SNUG HARBOR STATEN ISLAND, NEW YORK**
 - Daniel Gorman Thomas Isaksen
 - Alberto Gutierrez William Kenny
- USPHS HOSPITAL MEMPHIS, TENNESSEE**
 - James McGee
- PINE CREST HAVEN NURSING HOME COVINGTON, LOUISIANA**
 - Frank Martin
- VA HOSPITAL NORTHAMPTON, MASSACHUSETTS**
 - Maurice Roberts
- US SOLDIERS HOME HOSPITAL WASHINGTON, DC**
 - William Thomson
- John Gotself
- Jos. Henneay
- Keith Hubbard
- Amund Jacobson
- Wm. Janisch
- S. Jurkewicz
- Joe Keating
- King Sea Koo
- B. Kulikowski
- Thomas Lowe
- A. N. McArthur
- Dennis Marcoly
- M. Menguissoglou
- George Meltzer
- Rudolf Michalek
- John Morrison
- Jullo Napoleonis
- Donald Paccio
- Ben Pritken
- Peter Quinn
- Angel Reyes
- Joe Rudolph
- Nick Sasioglou
- Anthony Scaturro
- Juan Soto
- Ralph Spierl
- Henry Stancrak
- James Stogailis
- Fred Travis
- Guy Walter
- Richard Waters
- Leon Webb
- James Williams
- Joseph Zitoli
- Stanley LaFleur
- Mack R. Murray
- R. A. Jones
- Frederik Ouwsneel
- Hugh L. Price
- John Rauza
- Joseph R. Richard
- Wm. J. Stephens
- Clyde Tanner
- Joseph T. Vaughn

PERSONALS and NOTICES

- Clyde John Gibson**
You are asked to get in touch with Mrs. Clyde John Gibson.
- Morris Donald Hall**
Get in touch with your mother, Mrs. O. Petter, 1801 Jeanette Place, Long Beach, Cal., phone 427-7163 or your brother, Robert R. Hall, 1327 Chestnut Ave., Long Beach, Cal., phone 437-9439. Call or write immediately.
- Warren Federer**
Contact the Welfare Department immediately as they have received information from the Department of Public Welfare in reference to your children.
- Haik J. Alexanderian**
Contact your brother, S. Andranian Alexanderian at 165-14 65th Ave., Flushing N.Y., as soon as possible.
- Wilber J. Spicer**
You are requested to contact Hoey, Hoey & Hall, Attorneys at Law, 630 Court St., Martinez, Calif., immediately.
- Edward Strusimsky**
Mr. Ferranti, manager of Marine Claims of Hudson Waterways, would like you to contact him regarding your case. This is important.
- Mike Danguvich**
Welner, Basch, Leher & Cheskin, Attorneys at Law, would like you to contact them immediately at 1420 Walnut Street, Philadelphia, Penn.
- William Richard Alderman**
Your mother would like you to contact her immediately at Cecelia Apartments, 2186 N.W. Glisan St., Portland, Ore., on an urgent matter.
- John Randolph Hockaday**
Your brother requests that you call him about a very important matter at LU 2-8962, Fredericksburg, Virginia.

Emil Napoleon Dupont, 65: Brother Dupont died in the hospital in Marlborough, Mass., of lung disease, on August 19, 1964. A member of the union since 1943, he spent his years at sea in the deck department. Surviving is his daughter, Edna M. Doyle. He was buried in the St. Michael's Cemetery, Hudson, Mass.



Arthur Rudolf Kavel, 42: Brother Kavel died on June 13, 1964, at his home in Brockton, Mass., of a heart attack. A member of the steward department, he first joined the union in 1946. He is survived by a friend, Horace Palequin. Burial was in the Melrose Cemetery, Brockton, Mass.



Charles Ludlow Berkeley, 42: Brother Berkeley died aboard the Achilles in Everett, Mass., of heart disease on June 22, 1964. A member of the engine department until his death, he became a member of the union in 1945. Surviving is his mother, Mrs. Rose Berkeley. Burial was in the Holy Cross Cemetery, Malden, Mass.



Harry Levy, 61: Brother Levy died of natural causes in the Lenox Hill Hospital, New York City, on June 6, 1964. A member of the SIU Railway Marine Region since 1960, he worked as a bridgeman - motorman. Surviving is his wife, Mrs. Fannie Levy. Burial was in the Cedar Park Cemetery, Westfield, N.J.



Elton Marion Poole, 61: Brother Poole died of accidental causes at his home in Toledo, Ohio, on May 20, 1964. A member of the SIU Great Lakes district since 1960, he sailed as a gateman. Surviving is his daughter, Wilma Bacho. Burial was in the Lake Township Cemetery, Walbridge, Ohio.



SIU ELECTION
NOV. 2 to DEC. 31

SEAFARERS PORT OF CALL
NEW YORK • BALTIMORE

KNOW YOUR RIGHTS

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

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

A LONG with the obligations of union membership, the rights of SIU members, and the safeguard of these rights, are carefully spelled out in detail in the union constitution. These rights and safeguards cover the full range of union and membership activity.

So that every member can fully enjoy his rights, the SIU continuously issues reminders as to what the member's rights are and how he can exercise them. For example, in addition to directly distributing the union constitution to all Seafarers every six months as a supplement to the Seafarers Log, the union newspaper publishes a regular feature entitled "Know Your Rights," which highlights the rights of the members and the means of protecting these rights. Membership rights are also posted in the union halls and are subject of union forums and education classes. The reproduction above is an excerpt from the "Know Your Rights" feature and deals in rights and safeguards with respect to Union finances and funds.

Every SIU member is familiar with the traditional, constitutionally required election of the rank and file Union Quarterly Finance Committee—a seven-man committee, composed of one member elected in each of the major ports. And as the "Know Your Rights" feature reminds Seafarers, all Union financial records are available to the membership, as are the welfare, vacation and trust fund records.

These are among the rights of SIU members—the right to participate through the elected finance committees and the right of access to information on Union finances. **KNOW YOUR RIGHTS!**

(This is one of a series on the basic rights of SIU members)



The elected rank and file Quarterly Finance Committee—one member from each of the major ports—works with certified public accountants in examining Union finances, as in photo above, showing typical finance committee at work. The committee's report will later be submitted to the membership for its study and action in all ports in regular membership meetings.



Financial information on all Union and trust fund finances are posted so as to be available to SIU members. In photo above, Seafarers R. A. Barrett (left) and Jose Rivera are shown examining reports posted in headquarters port. Posted are the Landrum-Griffin Financial Report, the welfare, pension, vacation and Certified Public Accountants' Report.