

**SIU FIGHTS  
HOSPITAL  
CLOSINGS**

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### Rap Foreign Attacks On U.S. Ship Aid Policies

# Sea Unions Hit Bricks At U.N. Urging Strong U.S. Ship Policy

NEW YORK—Seafarers took to the picket lines at the United Nations with other members of the joint Maritime Labor Committee to voice their support for a strong U.S. merchant marine and to warn U.S. delegates to a 12-nation maritime parley against any weakening of our cargo preference and ship subsidy programs. Also participating in the demonstration were the ILA, NMU and the MEBA.

The three-day meeting picketed by maritime labor was called by the U.S. for the declared purpose of explaining American shipping policies to other western nations and convincing them that the policies were not aimed at giving the U.S. unfair advantages. Maritime labor charged, however, that U.S. officials would use the meeting to grant more concessions to the foreign shippers at the expense of our merchant marine.

At the top of the agenda for the meeting was the continuing controversy over the release of freight rate setting information by European and Japanese dominated steamship conferences. American-flag companies have been trying to get the Maritime Administration to take a stronger stand regarding disclosure of the information.

#### Weakening Cargo Laws

But the unmentioned issues in the meeting were the reported willingness of the U.S. delegates, led by Maritime Commissioner Admiral John Harlee and a State Department officer, to discuss weakening of U.S. cargo preference laws. Those laws, though weakly enforced, were designed to keep the U.S. fleet afloat in a sea of cut-rate foreign competition.

Because of protests from maritime labor, the government was forced to shy away, publicly, at least, from any position comprising our merchant marine.

ILA president Thomas W. Gleason, chairman of the Maritime Labor Committee, said: "The united protest by the maritime unions against the State Department plan to discuss basic U.S. maritime policy with foreign governments apparently had an effect. We have received assurances from Secretary of Labor W. Willard Wirtz that U.S. representatives were under definite instructions not to discuss questions under review by the President's Maritime Advisory

#### Committee."

"The State Department insisted this was never contemplated but we know different," Gleason said. U.S. government agencies—the MA, Agriculture, Defense, State and Commerce Departments—have been chipping away at the foundations of the American merchant marine over the years in order to gain favor with foreign governments. Cargo preference laws have been continually jeopardized in this manner.

European countries which maintain large merchant fleets are also

continually seeking to undermine the position of the U.S. merchant marine, and regard every move to improve the lot of the U.S. fleet as a threat to themselves.

The countries represented at the 12-nation meeting share between them the largest merchant fleets in the western world. They are Great Britain, Japan, France, Norway, Netherlands, Sweden, West Germany, Belgium, Greece and Denmark. Representatives of many of the same nations met last month in Paris with Admiral Harlee and other American representatives.

## Credentials Committees Act On SIU Convention Nominees

NEW YORK—The rank and file credentials committee of the Seafarers International Union of North America, Atlantic, Gulf, Lakes and Inland Waters District, has reported on the eligibility of nominees for

delegate to the SIUNA convention. The credentials committee for the Atlantic and Gulf district have found that all nominees for the position of convention delegate are qualified, and in accordance with the report of the President, dated March 8, 1965, an election will be held on April 19, 1965, in all AGLIWD ports to determine the convention delegates for the district.

The credential committees elected by the regions of the Inland Boatmen's Union, and the United Industrial Workers reported that all nominees are qualified and shall be deemed elected, pursuant to the reports filed by their respective regional directors.

The Twelfth Biennial Convention of the SIUNA will start at 10:00 AM, Wednesday, May 26 thru June 1, 1965 at the Gramercy Inn, 1616 Rhode Island Avenue, N.W., Washington, D.C.

#### Elected Committees

The credentials committees of the Atlantic and Gulf regions of the

Inland Boatmen's Union and the United Industrial Workers were elected at special membership meetings held on March 29. The committees checked the qualifications of all nominees and certified they are eligible to run as convention delegates.

The credentials committees of the IBU regions, and the UIW regions referred to their Regional Directors' reports of March 8 dealing with the SIU convention, provided that: "In the event the number of qualified nominees is equal to, or does not exceed the number of delegates to be elected to these conventions, such nominees shall be deemed to be elected convention delegates." The reports of these regional directors, dated March 8, 1965, were mailed to the membership of the IBU and UIW regions on March 10, 1965.

#### AGLIWD Election

The AGLIWD credentials committee, which was elected in New York port and headquarters on March 29 has certified the names of 28 members as qualified to run as convention delegates from the district. The qualified nominees are:

John Cole, C-8; George Dacken, D-26; Rex Dickey, D-6; Joseph DiGiorgio, D-2; Frank Drozak, D-22; Paul Drozak, D-180; Norman W. DuBols, D-475; Ernesto V. Erazo, E-34; John Fay, F-363; Leon Hall, H-125; Paul Hall, H-1; William Hall, H-272; William Jenkins, J-78; Anthony Kastina, K-5; Al Kerr, K-7; E. B. McAuley, M-20; Robert Matthews, M-1; Frank Mongelli, M-1111; Edward Mooney, M-7; Louis Neira, N-1; Earl Shepard, S-2; Gordon Spencer, S-1162; Freddie Stewart, S-8; Al Tanner, T-12; Cal Tanner, T-1; Keith Terpe, T-3; Lindsey J. Williams, W-1; Steven Zubovich, Z-13.

The committee noted in its report that since the AGLIWD is entitled to 27 delegates, it will be necessary to hold an election to choose these delegates to the SIUNA convention. The committee said it was making this announcement in accordance with the

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## International President's REPORT



By Paul Hall

The U. S. Department of Agriculture is once again demonstrating its unconcealed hostility toward the American-flag merchant fleet. Department officials, under the direction of Agriculture Secretary Orville Freeman, continue to sing that tired old song that the use of U.S.-flag merchant ships is detrimental to the export of American farm products to Russia and other Communist countries.

The Agriculture Department's latest attempt to reduce the role of the U.S.-flag fleet to insignificance in the nation's commerce occurred when its Undersecretary, Charles S. Murphy, testified before the International Finance Subcommittee of the Senate Committee on Banking and Currency. Murphy's warmed-over testimony about the alleged harm resulting from the use of U.S.-manned vessels was a repeat performance of the views expressed by his boss, Secretary Freeman, who tried to sell this story to a group of cabinet officers and others on March 23, 1964.

The theme that Murphy and Freeman have been using is actually a repeat of the views of E. E. Keim, the president of Cargill, Inc., who issued essentially the same opinions only four days before the Secretary of Agriculture made his exaggerated statement in 1964. Cargill is one of the nation's biggest grain trading companies which was involved in the shipment of U.S. grain to the communists. The company stood to profit handsomely from its ability to turn to low-wage foreign-flag vessels in moving this grain.

The ridiculous part about the arguments advanced by Secretary Freeman and his subordinates is that while they never miss an opportunity to wail about the "high cost" of using American ships, these same officials run government programs which spend billions of dollars annually to support a small segment of our farm population.

The \$5 billion which Agriculture spends each year for farm subsidies is over twelve times the amount spent for all the programs of assistance to the U.S. merchant fleet including construction subsidies, operating subsidies and the cargo preference programs combined. The \$800 million which American taxpayers ante up annually for the three separate subsidies which are paid on domestic cotton, are 10 times the annual cost of our cargo preference program. We find it ironic that the subsidy dispensing Agriculture officials spend most of their time worrying about the cost of the cargo preference program.

Secretary Freeman and his officials have claimed that the department has no intention of ignoring Congressional intent to insure a strong, flourishing merchant marine for our nation. We would like to believe these statements, but Agriculture officials don't give us a chance. Over and over again the department seems intent on dramatically illustrating its contempt for the U.S. merchant marine. The latest example of this thinly veiled antagonism was Under Secretary Murphy's testimony before the International Finance Subcommittee which showed, all too well, the department's desire to downgrade the status of the U.S.-flag fleet.

U.S. maritime expects this brand of conduct from Agriculture officials. We all remember how American ships and American seamen were short-changed when U.S. grain shipments were moving to Russia last year. U.S. vessels got the bureaucratic cold shoulder even though the late President Kennedy had issued a public statement that American bottoms would be used to move the bulk of these cargoes.

#### Same Treatment Expected

Unfortunately, it looks like the U.S. maritime industry is going to be faced with the same situation all over again when American farm products start moving to communist countries in the next few months. A most blatant example of how the cargo preference statutes are ignored came to light recently when the Department of Commerce approved an export license for the sale of 80,000 tons of soybeans to Russia. Despite our determined attempt, not a single government official can give us any assurance that even a single ton of these soybean cargoes will be transported on an American ship.

The Union's list of particulars against the Agriculture Department's record in degrading the role of the U.S. fleet was detailed in our 40,000 word statement to the Maritime Advisory Committee last November 18. Responsibility for this continuing hostility to American maritime was laid squarely where it belonged—on the shoulders of Secretary Orville Freeman who is plainly unfit to discharge his responsibilities.

The SIU statement accused the Department of Agriculture, which is responsible for shipping 70 percent of the commodities that come under cargo preference, of consistently attempting to deprive American ships of their fair share of these cargoes. Despite the fact that cargo preference cargoes accounted for only half, or 3½ percent of the country's total foreign trade, Agriculture still views this as detrimental to U.S. export policy concerning communist nations.

Even though this may seem to be a comparatively small amount of our foreign trade, it actually spells the difference between life and death to the unsubsidized dry cargo carriers.

As the SIU pointed out in its November statement, prospective harm to the nation's taxpayers may be mainly in the minds of the Agriculture Department. Of the \$15 billion in farm commodities that have been shipped abroad since the PL 480 plan began in 1954, the extra costs from using U.S.-flag shipping has amounted to about \$230 million or just more than 2 percent of the total value of these cargoes.

Nothing has changed since the SIU made its statement in November. Agriculture officials continue to ignore the intent of Congress by often acting as if the cargo preference statutes didn't exist. Even though four months have passed since the Union made its charges, Department officials still have failed to answer this document.



Seafarers and other members of maritime labor picketed before the United Nations building in New York to protest attacks by foreign shippers on U.S. maritime aid policies.

**Runaway Tankers Called Major Offenders**

# SIU Protests Naming Oil Co. Exec. To Study U.S. Gold Drain Crisis

WASHINGTON—The Seafarers International Union of North America told the President's Maritime Advisory Committee last week that it opposes the appointment of Albert L. Nickerson, chairman of the board of the Socony Mobil Oil Company, as head of the Balance of Payments Advisory Committee.

The formation of the Balance of Payments Committee, as an advisory group to the Department of Commerce, was recently announced by Secretary of Commerce John T. Connor, who is also chairman of the Maritime Advisory Committee.

The Maritime Advisory Committee was created by Executive Order of President Johnson last June to consider the problems of the American Merchant Marine. It consists of Secretary Connor, Secretary of Labor W. Willard Wirtz and 15 non-Government representatives of maritime management, labor and the public. The SIU representative on the committee is international president, Paul Hall.

The SIU's opposition to Nickerson's appointment was set forth in a letter to Connor, copies of which were sent to all members of the Maritime Advisory Committee.

The SIU said that it was gratified that Secretary Connor, in announcing formation of the Balance of Payments Committee, had recognized the contribution which American-flag ships could do make to a reduction of our balance of payments deficit.

The SIU added, however, that among the major offenders, with respect to our balance of payments, are American companies which operate vessels under the runaway flags of Panama and Liberia.

The SIU pointed out that these companies pay billions of dollars abroad for ship construction, that they employ foreign seamen who neither pay taxes to this Govern-

ment nor purchase consumer goods here, and that they amass millions in earnings which do not come back to the United States either in the form of corporate taxes or expenditures for goods and services.

The SIU noted that Nickerson, as chairman of the board of Socony Mobil, is a top-ranking officer of one of the five American oil companies which between them own half of all the American tankers registered under the Panamanian and Liberian flags. The other four companies are Standard Oil of New Jersey, Texaco, Gulf, and Standard Oil of California.

The SIU said that the composition of the Balance of Payments Committee, which consists exclusively of executives of large American business enterprises, is "reminiscent" of the composition of the Maritime Evaluation Committee, which was created by former Secretary of Commerce Luther Hodges in 1961 to study the problems of the maritime industry.

The SIU said the Maritime Evaluation Committee had studied the industry for more than two years and finally made a series of recommendations "which, in our view, contributed nothing toward a solution of our merchant marine's problems."

The SIU noted that the only maritime representative on the Maritime Evaluation Committee was Eugene Holman, the former chairman of Standard Oil of New Jersey—one of the "Big 5" runaway operators.

"In view of the above facts," the SIU said, "we question the advisability of Mr. Nickerson's appointment as head of the Balance of Payments Committee and record our opposition to this action."

## Senator Urges "Ship American" To Solve Dollar Drain Problem

WASHINGTON—Senator Warren G. Magnuson, (D-Wash.) speaking before the Propeller Club here, urged the Administration to put some real muscle into its "Ship America" policy as an aid in solving the nation's continuing balance of payments problem.

Magnuson, chairman of the key Senate Commerce Committee, said that in the past the government "had only suggested in quiet ways that it might be helpful to use U.S.-flag carriers, but never has it been an official policy of the U.S. to actively and aggressively encourage this."

Magnuson noted that the merchant fleets of industrial nations like France, Britain and Japan all carry a greater share of their nations' ocean borne commerce than does the U.S.-flag fleet. American ships carry only nine percent of total U.S. commerce in the ocean trade.

### Inadequate Fleet

Magnuson said the failure of American ships to carry a larger part of our commerce was related "directly to the inadequacy of our present fleet, particularly the bulk carrier fleet." His views on the declining strength of the U.S.-flag fleet paralleled that taken by American maritime labor.

The lawmaker called upon American importers to specify U.S.-flag ships wherever possible. Since importers would remain subject to freight rates set by the various liner conferences, there would be, theoretically at least, no increase in cost of them.

Magnuson urged Secretary of Commerce John T. Connor to call a speedy meeting of the Balance of Payments Advisory Committee to consider methods of putting a firmer foundation under the "Ship American" policy.

# SIU Fight To Save USPHS Hospitals Taken To Congress

WASHINGTON—The Seafarers International Union of North America has urged Congress to halt the proposed closing of seven U.S. Public Health Service hospitals. The Union condemned a plan announced by the Department of Health, Education and Welfare on

January 19, 1965, proposing that merchant seamen and other patients using PHS facilities be transferred to hospitals operated by the Veterans Administration.

The SIU's Washington representative, Thomas L. Meyer, spoke against the proposed PHS hospital closings at a recent hearing of the House Subcommittee on Appropriations for the Departments of Labor, and Health, Education and Welfare. The Union is also presenting its position to the House Merchant Marine and Fisheries Committee which is currently conducting hearings on the hospital closings.

HEW officials have proposed the closing of PHS facilities in Boston, Norfolk, Savannah, Galveston, Memphis, Chicago and Detroit.

"It is ironical," the SIU said, "that the plan to close seven of the USPHS hospitals, which could be the first step in the abandonment of the entire USPHS program, is announced almost simultaneously with President Johnson's design for a massive medical research program and for expansion of medical care and treatment as essential to a better America. The hospital closings would be a step backward for a society that must move forward."

The SIU characterized the Government's plan to liquidate the seven hospitals as incongruous, since the Administration's "Great Society" purportedly includes expanded medical care, increased hospital and clinical facilities and greater research efforts under Federal sponsorship. The Union's statement pointed out that the Public Health Service hospitals are universally respected for their high quality, comprehensive medical care and treatment and research and clinical facilities.

### Established In 1798

The Union reminded the Congressmen that the PHS hospitals traced their origin to a statute enacted in 1798 when they were established for merchant seamen and other Federal beneficiaries. The program of these hospitals was shaped to meet the special requirements and character of maritime employment, leading to the present Federal program of marine hospitalization which the PHS still administers today.

The SIU explained that this program was established for seamen who must work without the availability of medical care while at sea. Since a seaman's work is of a transient nature and his time on shore is subject to the arrival and departure times of his ship, he requires hospital and medical care that would be easily accessible after long periods at sea. Since this care must be available at any U.S. port in which a ship calls, the maximum possible number of strategically located facilities is essential, the Union said.

"The availability of this treatment has been on a diminishing basis over the years as a result of the periodic closings of a number of these institutions inspired by pressures from the Bureau of the Budget," declared the SIU.

The Union charged that those responsible for the closing plan had failed to pay attention to the President's Commission on Heart, Cancer and Stroke which has praised the PHS hospitals' research, training and patient care program. In a statement issued in December, 1964, the President's Commission called for additional funds for increased research space in the PHS hospitals and for increased research and training activities at these facilities.

### Contradictory Plan

The Union's statement asserted that the HEW plan was both contradictory and misleading because it would be impossible to accommodate seamen in VA hospitals since these facilities do not even have enough beds available for veterans. In the VA-facilities in the immediate vicinity of the areas where the seven PHS hospitals are slated to close, bed utilization ranges from 85.9 to 99.3 percent. Hospital administration experts consider 80 percent of bed occupancy as the most practical level of operation.

The SIU criticized the HEW plan as jeopardizing medical care and treatment for seamen, as well as jeopardizing the ability of the VA to care for war veterans. The Commissioned Officers Association of the U.S. Public Health Service also echoed this criticism when it said, "It is difficult to understand how the patients from the PHS hospitals can be cared for by the VA hospital system when many of the VA hospitals that these patients are to be referred to are already operating at maximum patient capacity and have long wait-

ing lists for those veterans with non-service-connected disability."

The Fifth Annual Conference of the American Legion held in February went on record as opposing the transfer of PHS hospital patients to VA facilities.

"The plans of the Bureau of the Budget and the Department," the SIU charged, "are fraught with flaws and unwarranted and misleading projections, both from the standpoint of continued availability of the marine hospitalization program for Seamen and from the dollars and cents standpoint. The Union said the plan to close the PHS hospitals as a money-saving move, is hardly the basis for such drastic and irreparable action which will only result in increased costs.

The SIU pointed out that the average daily cost of maintaining a seaman in a USPHS facility is \$29.65. As an example, the \$34.35 average daily cost for room, board and all other major medical costs in the Chicago Marine Hospital was cited. Similar services in private hospitals in Chicago have an average daily cost of \$41.53.

The SIU also pointed out that the Department of Health, Education and Welfare had significantly failed to mention the Government's investment or the present value of the seven PHS hospitals to be shut down. "It is apparent," the Union declared, "that shortly after their closing, these hospitals will be a mass of cobwebs and will no doubt wind up being sold to private purchasers for a shred of their value, with the taxpayers footing the bill for this tragic mistake."

### No Hearing Held

The Union was also critical of the manner in which HEW announced the closing plan. If department officials sincerely believed that their proposal meant

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## Quarterly Financial Committee



SIU rank-and-file Quarterly Financial Committee met recently at New York headquarters. Committee members are (clockwise) Seafarers J. Doris, Philadelphia; Walter Walsh, Baltimore; Douglass Claussen, Houston; Curley Barnes, N.Y.; Edward Kelly, Mobile; and Clyde Lanier, New Orleans.

# SIU-IBU Tugman Rescues Shipmate—But In Vain

PHILADELPHIA—Despite the heroic rescue efforts of a long-time friend and shipmate who gravely risked his own life, Captain John Southard, master of the SIU Inland Boatmen's Union-contracted tug Triton, was killed March 13 in an accident on the Delaware River.

Captain Southard was directing the towing to berth of the German freighter Karl Garmersdorf at 8 a.m. when he lost his footing on a ladder and fell into the chilly water. Deckhand Henry Tulewicz, an IBU shop steward who had sailed with Captain Southard for 15 years, im-

mediately dove in to save the stricken master.

Southard had fallen between the tug and the freighter while both were underway. In attempting to save him, Tulewicz was in constant danger of being crushed along with the Captain between the two vessels. Nevertheless, he kept the

unconscious skipper afloat until both could be pulled on board.

The rescue was aided by the considerable skill of Ante Baric, the Triton's mate, whose steady hand at the wheel helped to avert a further tragedy. Tulewicz and Southard were pulled back on the tug within ten minutes.

### Died of Injuries

Both were taken to nearby pier 78, South Wharves, where they were removed to Pennsylvania Hospital. Southard had struck his head in falling, however, and died of his injuries shortly thereafter. Tulewicz was treated for exposure.

Southard, 55, was employed by Independent Towing for 25 years and had been the master of the



Southard



Tulewicz

company tug Triton for the last 18 years. An active unionist, he had served several terms as president of Local 1700, which eventually affiliated with the SIU-IBU. He was highly regarded by fellow unionists and tugmen in Philadelphia and his passing was deeply felt there.

In a tribute to the Captain and deckhand "Hank" Tulewicz, fellow IBU member Gene McCullough, a deckhand on the tug Teresa McAlister (P. F. Martin), wrote: "I am prompted to pen this letter after much thought and perhaps a little soul-searching. Please accept the wishes of myself and, I am sure, many others in regard to a humble and extremely courageous man. I speak, of course, of our 'Hank'."

"What this man did has brought back to me a new and greater faith in my fellow man. All of us admired, respected and appreciated Captain John, but who among us possessed the courage displayed by his deckhand?"

# SIU Pacific Unions Blast Shipowner-CG Power Play

WASHINGTON—SUP Secretary Morris Weisberger and MFOW President Bill Jordan last week entered "strong objections" to a U.S. Coast Guard proposal which would, in effect, enable the shipowners

to increase their control over seagoing jobs by authority to change certified engine room ratings aboard so-called "automated" ships.

The opposition of the two SIU Pacific District unions was voiced at public hearings here on proposed changes in the navigation and vessel inspection rules and regulations held before the Merchant Marine Council of the Coast Guard on March 22 in Washington.

The new Coast Guard proposal, would establish new engine room endorsements aboard ship, and leave the manning of a particular vessel to the discretion of the officer in charge, "whose decision will take into consideration the request of the vessel owners" and the degree of automation on board.

Objecting to the proposal "both in language and principle," the two SIUNA vice presidents questioned the Coast Guard's right to require higher rating standards than those authorized by law merely on an owner's request. If it can be shown that there is a need for higher ratings, the union officials declared, then the Coast Guard should proceed in a legal and orderly manner to establish the required standards "and not repeat

their attempt to come through the back door."

The SUP and MFOW consider any regulation that would give the shipowners the power to change ratings aboard-ship to be contrary to the best interests of their memberships, particularly at a time when manning requirements aboard "automated" or "Retrofit" vessels is a matter of great concern and controversy in the industry.

It was also pointed out that although the proposed change deals only with engine room ratings at present, once the owners are permitted to exercise such influence over the selection of engine department personnel, it would be only a matter of time until the breach would be widened to include the deck and other departments.

After considering the testimony of interested parties at the hearing, the Council recommended that all proposals for revised endorsements for seamen on automated or partially automated steam propelled vessels be tabled for further study, and that continued consultation would be held with affected labor unions, management, and owners or operators of such vessels.

## Del Mar Crew Wins Delta Line Safety Award



A plaque citing the Del Mar (Delta Steamship Lines) and its SIU crew for an outstanding safety record during the past year was presented recently in New Orleans. At the presentation ceremonies were (l-r) Seafarers Al Fabricant, porter-printer; Jack Procell, bosun; Delta Line safety director Paul Pollatt; Delta port captain E. R. Seamen, who made the presentation; the Del Mar's Captain Kourian; and chief steward Vic Romolo.



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

## SIU Represented At 'Union Day'

The key role played by maritime labor in the nation's defense effort was celebrated March 5 at the Brooklyn Army Terminal when representatives of the SIU, ILA, MEBA, NMU and other maritime and government employees labor groups joined with the administrators of the base in "Union Day" festivities. Brigadier General A. J. Montgomery showed 50 union representatives around the huge facility, including a bus tour of the sprawling complex of wharves and warehouses. The occasion ended with a reception for the terminal employees and their labor representatives in the Terminal Dining Room. The general, the top officer in the Army Terminal Command, said the unions at the base had "made a working reality of the present Memorandum of Understanding," which guides labor relations at the Terminal.

### Boston

Brothers in the Boston area, especially those in the SIU-affiliated fishermen's unions, are still fuming about the Russian cod caper. Insult was added to injury a few weeks ago when a U.S.-flag ship docked here with a 450-ton load of Soviet-caught codfish. The blocks offered for sale in the U.S. were most likely taken from the same fishing grounds off our east coast where our fishermen have to fight off the red competition. ILA members refused to handle the cargo and it has since gone into limbo. The danger of further Soviet encroachments on U.S. fishermen remains, however.

Shipping in Boston has been on the slow bell, but is expected to pick up in the next period. There were two payoffs and two ships serviced in transit during the last period.

Alfred Gardner, who last sailed as chief cook on the Achilles, was real sorry to get off that floating hotel. He had to go into the hospital, but is now FFD again and ready to ship. Lawrence Melanson, a 25-year SIU man, paid off the Cities Service Norfolk when she went offshore and is now visiting with his wife in Canada.

John Gala, last in the blackgang on the Cities Service Baltimore, is in dry dock with a broken wrist suffered in an auto accident. He hopes to be ready to ship soon again. Donald Watson, last aboard the Hercules Victory, paid off when she laid up and is now holding down the hall for a coast-wise run.

### New York

Shipping has been brisk in New York, with 19 payoffs, 9 sign-ons and 20 ships serviced in transit. Shipping looks to remain good during the next two weeks.

On the beach here is Stan Bell, who sails as a chief cook. Stan's last ship was the Columbia and he was forced to leave her when she laid up in Baltimore. Now he's watching the board for a coast-wise run.

James Dimetrios is an ex-prize fighter who decided on a seagoing career. He's happy with his new life, and says he wouldn't change it for anything. Jim, who sails on deck, is waiting for a Far East run.

Walter Minette, who sails in the blackgang, is also waiting for a Far East trip. Nemesio Quinones, a 3rd cook, is watching the board for a South Africa-bound ship.

### Philadelphia

Shipping has been fair in Philadelphia and is expected to remain that way into the coming period. During the last period there were four payoffs, one sign-on and nine ships serviced in transit.

Charles W. Johnson has been watching the calls for an AB job on a coasthugger. Ray Riemer, who sails in the blackgang, is waiting for a coal run, preferably on the Commander due here next week. Fred Clopton is also waiting for a coal ship bound for Holland.

Donato Giangiordano, a union member since 1943, usually sails as a bosun, but this time out he's

looking for a Group 2 job.

### Baltimore

Shipping has been real good in Baltimore. We had to ship 32 men more than were registered in the last period. There are still jobs available here for Group 2 engine department men. During the past two weeks, there were seven payoffs, 5 sign-ons and 12 ships serviced in transit.

Raymond T. Lavoine Jr. is registered again for the Losmar after getting off the ship during the ILA beef. She's one of his favorites and he says he'll be happy to get on board again.

### Norfolk

Norfolk shipping has been on the slow bell, but is figured to improve in the coming period with the arrival here of several coal ships. During the last period, only four ships were serviced in transit.

Clyde Mariner, who last sailed in the deck department on the Duval, is currently in dry dock but hopes to be ready to ship soon. Alvin Olander, last aboard the Steel Chemist, left the ship due to the untimely death of his father. Alvin is ready to ship again, however.

### Puerto Rico

Oldtimers on the beach here include Charley Carey, Fernando Munoz, Julio Colon, Primo Fernandez, Julio C. Ruiz and Isaac Brown. A couple of Seafarers — Rafael Torres, Valentin Acabeo and Justo Velazquez — signed aboard the Alcoa ships that passed through last week.

## SEAFARERS LOG

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**First Pension Check**



Upon being approved for regular monthly \$150 pension benefits recently, Seafarer Hemsley Guinier (right) dropped by New York headquarters to pick up his first check from headquarters rep Joe DeGeorge. Guinier last shipped aboard the Westfield (Sea Land).



By Frank Drozak, West Coast Representative

**San Jose Gives Scabs Heave-Ho**

The city of San Jose has followed the lead of San Francisco in giving professional scabs the heave-ho. The City Council approved an ordinance last week making it a misdemeanor for employers to hire on strikebreakers. Under the law, which passed the Council by a five to one vote, a strikebreaker is defined as anyone who has volunteered to work for a struck company on two or more occasions within a two-year period. Only 11 states currently outlaw the use of professional scabs—Indiana, Pennsylvania, New Jersey, Massachusetts, Washington, Michigan, Maryland, Delaware, Louisiana, Rhode Island and Hawaii.

With any luck, California will soon join the list. Labor is supporting an anti-strikebreaking bill introduced last week in the state legislature. The measure is currently under study by the body's Industrial Relations Committee, and a hearing on it is yet to be set. Spurred to action by the San Francisco printers strike last year—where scabs were used in abundance—community leaders in California now seem determined to rid the state of the scab plague.

**San Francisco**

Shipping has been better than fair in the city by the Bay. During the last period the Summit and the Ames Victory were in to pay off, and the Overseas Rose, Mankato Victory, Iberville and Northwestern Victory signed on. In transits during the period were the Penmar, Steel Artisan, Geneva, Seamar, Elizabethport, Summit, and San Juan. In addition, a few men went up to Seattle, where shipping is very good, to latch onto jobs on grain ships.

Crossing paths in the Pacific were AB R. E. Parady, who just shipped to Asia aboard the Northwestern Victory, and W. O. Armann, a FWT, who just pulled in from the Far East and expects to rest up for a while.

**Wilmington**

In contrast to other Pacific ports, Wilmington shipping was slow in the last period. The Steel Artisan, Seamar, Calmar, Marymar and Los Angeles passed through in transit. The St. Lawrence laid up here on March 14, but is expected to crew up by the end of the month. The outlook is fair for the coming period, with seven ships due in transit.

Freddy Magallanes had to pile off the Overseas Rose in Seattle after learning that his wife was seriously burned in an accident. All the men in the Wilmington Hall join in wishing Freddy's wife a speedy and full recovery.

**Seattle**

As noted above, shipping is very good in Seattle. The same can be said for the weather, which has been beautiful. Paying off in the last period were the Northwestern Victory, York, Cottonwood Creek, Steel Make, Hudson, Producer, Transhudson and Morning Light. In transits were the Anchorage,

**Dockers Planning To Boycott Ships Trading With Viet Reds**

NEW YORK—The International Longshoremen's Association has pledged to tie up foreign-flag freighters that have carried supplies to the Communist Viet Cong who are fighting the U.S.-backed South Vietnamese government. Leaders of the ILA plan to boycott these ships in every U.S. port from Maine to Texas.

Representative Paul C. Rogers (D-Fla.) has assisted the ILA boycott plan by compiling a list of vessels from Western nations that have traded with North Viet Nam during the past year. The United States State Department has accused the North Vietnamese of directing the Viet Cong rebellion and aiding it with men, arms and supplies.

Representative Rogers has revealed the names of 15 foreign-flag ships that have called at U.S. ports last year after trading with North Viet Nam. The names of these ships and others engaged in trade with the Hanoi government will be posted in offices of ILA locals on the East and Gulf coasts where Longshoremen can keep a watchful eye to see if one of them tries to quietly slip into port.

**200 Allied Ships**

The list of ships to be boycotted will undoubtedly spiral upward since Congressman Rogers has reported that 200 ships flying the flags of nations friendly to the U.S. have carried cargoes to and from North Viet Nam. The Western countries carrying on a major share of North Vietnamese trade include Japan, Britain, France, Belgium, West Germany, Italy and the Netherlands. The six European nations are all members of NATO.

A check of the 15 vessels that Representative Rogers reported as having called at U.S. ports after transporting cargoes to and from North Viet Nam shows that over half fly flags of countries that are prominent havens for runaway ship operators. Panama alone accounts for the registry of seven of the ships trading with the Red Viet Cong.

Dockworkers got their boycott of ships carrying supplies for the Viet Cong off to a good start in early March when they tied up the Panamanian-flag Severn River in New York. Another ship, the

Greek-flag Spalmatorl, called at the port of Campha, North Viet Nam after loading a cargo of rice in Lake Charles, La., according to Representative Rogers.

**Proposed Bill**

The Florida congressman has introduced a bill in the House of Representatives as the first effort to cut the Viet Cong supply line and strengthen the American shipping industry. The proposed bill, HR 8154, would halt shipments to and from the U.S. aboard vessels engaged in trade with North Viet Nam.

Urging the House to act quickly on his bill, Rogers said, "The U.S. Government has spent some \$350 million in the past year in direct

subsidies to the American shipping industry. . . . The figure should be much greater than 10 percent, and the least the Government can do is deny American cargoes to foreign shippers trading with the enemy."

The U.S. State Department has made no formal effort to date to restrict trade by our allies with the Hanoi government by establishing a ship blacklist. Several of our European allies and Japan have resisted U.S. suggestions that they impose restrictions on their trade with Red Asian nations. However, these countries have said they will agree not to trade in a special list of strategic goods with Communist countries in Southeast Asia.

**Great Lakes Ports Expecting Big Year**

DETROIT—Traffic on the Great Lakes and the St. Lawrence Seaway, which set new across-the-board tonnage records during the 1964 season, is expected to be even better this year.

Ports from Duluth to the mouth of the St. Lawrence have lined up an encouraging number of ship bookings, and vessels will be getting underway just as soon as ice conditions permit. Some Seaway facilities are already open and others will follow suit by April 15.

Many ports have used the winter layover to improve and expand cargo handling facilities. Buffalo, for example, is rushing completion of the 83,000 square foot dock able to accommodate more ships. Detroit has a new processing terminal and warehouse area capable of accommodating three ships.

Toledo will have a new 600-foot berth in operation by June, and Cleveland is in the process of opening new transit sheds. The new loading facilities will allow the ports to better handle the in-

creased export orders for grains and edible and non-edible oils reported. Import calls for steel—mainly from European and Far Eastern sources—are also up this year.

Total tonnage on the Seaway during 1964 was 39.3 million tons, including 3.7 million tons of general cargo, making it the best year in history. Optimists on the Lakes are now predicting a 45-million-ton year.

Meanwhile, Congress is considering authorizing a study of the chances of keeping the Great Lakes open to year-round ship traffic. The bill proposing the study, sponsored by Senator William Proxmire (D-Wis.), is virtually certain of approval, its author predicted.

The study, to cost \$50,000 over a two-year period, will be included in the omnibus rivers and harbors bill now being prepared by the Senate Public Works Committee. "This practically insures that my bill will pass both houses," Proxmire said.

"If the Great Lakes ports can be kept open for even an additional few weeks, it would be a great economic boon for the Great Lakes shipping industry," Proxmire added. He said a lengthening of the shipping season could "mean millions of dollars" for Lakes ports.

Proxmire noted that considerable information was already available on de-icing harbors and waterways and could be used, when properly assessed to end forever the "four-month ice blockade" on the Lakes.

**Union Has Cable Address**

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

**Maritime Trades Council Meeting In Boston**



At a recent luncheon sponsored by the Boston Maritime Trades Council, delegates heard Massachusetts Governor John A. Volpe outline a proposed new tax program to help meet the state's growing educational needs. Participating in the meeting were (l-r) SIU safety director Joe Algina, International Longshoremen's Association business agent Matthew Bento, Governor Volpe, and John F. Beirne, president of Local 5, Masters, Mates and Pilots.



# SEAFARERS ROTARY SHIPPING BOARD



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

February 13 - March 26

Shipping continued to improve during the last two weeks, as more vessels came out of lay up caused by the ILA strike and began to take on crews. A total of 1,734 Seafarers were shipped, compared with 1,573 shipped during the previous two weeks.

Shipping on the East Coast was brisk, especially in New York, where jobs moved at a fast pace. Boston shipping remained steady while slight decreases in the number of jobs occurred in Philadelphia, Baltimore, Norfolk and Jacksonville. Shipping was booming in the Gulf, as the last of the dockworkers went back to work and the congested harbors began to clear. Houston job calls were excellent, with more than twice as many jobs shipped as normal; Mobile shipping calls were almost twice the number during the last period; and the job situation in Tampa was also brisk. Shipping dropped off slightly in New Orleans, although job calls remained above normal. Shipping on the West Coast was improved this period with both San Francisco and Seattle showing a sharp upturn in the number of jobs available, which

more than offset a slight decline in Wilmington.

A breakdown of jobs by department showed a strong demand for deck department personnel, while calls for Seafarers in the other two departments remained normal.

Registration continued to pick up, rising to 1,285, compared with 1,197 in the prior two weeks. The number of Seafarers registered and on the beach at the end of the period, however, continued its sharp decline to 3,125 this period, contrasted to 4,567 in the period before.

With jobs going over the counter at a rapid pace in the Gulf, the seniority situation was radically changed, with only 40 percent of the jobs going to A Book members compared to 59 percent in the previous two weeks. Taking advantage of the situation, C Cards shipping comprised 27 percent of the total, while B Books accounted for 32 percent, the same share as in the previous period.

Shipping activity remained almost stationary, with 53 payoffs, 48 sign-ons and 135 in transit visits, compared with 53 payoffs, 43 sign-ons and 131 in transits in the prior period.

## Ship Activity

	Pay Offs	Sign Ons	In Trans.	TOTAL
Boston	2	0	2	4
New York	19	9	20	48
Philadelphia	4	2	8	14
Baltimore	7	5	12	24
Norfolk	0	0	5	5
Jacksonville	2	1	12	15
Tampa	0	1	8	9
Mobile	4	2	6	12
New Orleans	3	8	13	24
Houston	1	8	33	42
Wilmington	0	0	5	5
San Francisco	2	4	7	13
Seattle	9	8	4	21
<b>TOTALS</b>	<b>53</b>	<b>48</b>	<b>135</b>	<b>236</b>

## DECK DEPARTMENT

Port	Registered CLASS A				Registered CLASS B				Shipped CLASS A				Shipped CLASS B				Shipped CLASS C				TOTAL Shipped				Registered On The Beach CLASS A				CLASS B						
	GROUP				GROUP				GROUP				GROUP				GROUP				CLASS				GROUP				GROUP						
	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	A	B	C	ALL	1	2	3	ALL	1	2	3
Boston	1	2	0	3	1	0	0	1	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3	5	13	1	19	1	3	5	9	
New York	16	24	15	55	3	7	10	20	14	38	11	63	3	22	11	36	0	6	4	10	63	36	10	109	113	140	37	290	8	34	62	104			
Philadelphia	6	16	2	24	0	5	10	15	4	7	2	13	1	4	7	12	0	0	2	2	13	12	2	27	17	24	5	46	0	3	15	18			
Baltimore	11	18	4	33	1	2	12	15	12	21	4	37	6	10	16	32	0	0	0	0	37	32	0	69	45	56	5	106	1	17	29	47			
Norfolk	2	5	0	7	0	1	3	4	3	3	0	6	1	4	3	8	0	0	0	0	6	8	0	14	9	12	2	23	1	5	9	15			
Jacksonville	3	2	0	5	2	3	6	11	3	0	0	3	1	2	2	5	1	0	1	2	3	5	2	10	4	7	1	12	2	4	9	15			
Tampa	1	1	0	2	0	1	0	1	4	7	1	12	0	2	3	5	0	5	0	5	12	5	5	22	6	9	2	17	2	3	6	11			
Mobile	11	9	3	23	1	8	8	17	7	20	1	28	1	3	12	16	0	1	0	1	28	16	1	45	35	33	7	75	2	10	24	36			
New Orleans	33	37	7	77	1	24	20	45	22	32	7	61	3	15	18	36	0	0	0	0	61	36	0	97	96	76	12	184	1	55	71	127			
Houston	18	48	7	73	1	16	12	29	37	52	9	98	4	28	22	54	1	33	13	47	98	54	47	199	76	85	26	187	6	37	37	80			
Wilmington	1	5	1	7	0	1	1	2	1	3	0	4	0	3	0	3	0	2	3	5	4	3	5	12	14	16	3	33	2	6	5	13			
San Francisco	2	16	5	23	0	5	4	9	2	15	2	19	0	6	2	8	0	1	4	5	19	8	5	32	19	20	2	41	3	10	7	20			
Seattle	5	9	6	20	0	11	10	21	8	13	9	30	2	15	8	25	0	3	5	8	30	25	8	63	17	15	3	35	0	9	10	19			
<b>TOTALS</b>	<b>110</b>	<b>192</b>	<b>50</b>	<b>352</b>	<b>10</b>	<b>84</b>	<b>96</b>	<b>190</b>	<b>117</b>	<b>214</b>	<b>46</b>	<b>377</b>	<b>22</b>	<b>114</b>	<b>104</b>	<b>240</b>	<b>2</b>	<b>51</b>	<b>32</b>	<b>85</b>	<b>377</b>	<b>240</b>	<b>85</b>	<b>702</b>	<b>456</b>	<b>506</b>	<b>106</b>	<b>1068</b>	<b>29</b>	<b>196</b>	<b>289</b>	<b>574</b>			

## ENGINE DEPARTMENT

Port	Registered CLASS A				CLASS B Registered				Shipped CLASS A				Shipped CLASS B				Shipped CLASS C				TOTAL Shipped				Registered On The Beach CLASS A				CLASS B						
	GROUP				GROUP				GROUP				GROUP				GROUP				CLASS				GROUP				GROUP						
	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	A	B	C	ALL	1	2	3	ALL	1	2	3
Boston	1	1	0	2	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1	0	0	1	1	1	4	1	6	0	3	2	5		
New York	10	30	1	41	4	15	12	31	12	47	3	62	2	5	9	16	0	4	3	7	62	16	7	85	56	118	14	188	12	52	67	131			
Philadelphia	1	11	4	16	0	7	5	12	2	5	0	7	1	4	6	11	0	0	1	1	7	11	1	19	5	31	5	41	0	9	8	17			
Baltimore	1	8	2	11	0	9	4	13	5	15	0	20	0	6	9	15	0	2	5	7	20	15	7	42	12	52	7	71	1	11	19	31			
Norfolk	1	3	0	4	0	2	1	3	1	5	1	7	1	3	4	8	0	1	0	1	7	8	1	16	4	13	0	17	0	2	10	12			
Jacksonville	4	6	0	10	2	2	2	6	3	3	0	6	1	2	0	3	0	2	3	5	6	3	5	14	1	5	0	6	1	8	4	13			
Tampa	0	1	0	1	0	0	0	0	1	6	2	9	0	0	1	1	0	3	0	3	9	1	3	13	5	11	0	16	0	3	6	9			
Mobile	4	12	2	18	1	6	9	16	1	14	2	17	0	6	12	18	0	5	1	6	17	18	6	41	13	21	5	39	1	18	18	37			
New Orleans	10	34	4	48	1	11	11	23	7	32	3	42	1	21	9	31	1	1	1	3	42	31	3	76	37	77	12	126	8	61	55	124			
Houston	10	54	8	72	3	25	11	39	11	63	4	78	4	41	20	65	2	10	2	14	78	65	14	157	33	87	11	131	11	51	56	118			
Wilmington	1	8	1	10	1	2	0	3	0	3	0	3	1	1	2	4	0	2	1	3	3	4	3	10	4	16	3	23	2	7	5	14			
San Francisco	5	12	3	20	2	2	6	10	5	8	6	19	4	6	6	16	0	1	0	1	19	16	1	36	5	20	2	27	2	7	3	12			
Seattle	2	11	0	13	1	10	2	13	1	14	2	17	0	11	8	19	0	3	2	5	17	19	5	41	4	13	1	18	3	6	2	11			
<b>TOTALS</b>	<b>60</b>	<b>191</b>	<b>25</b>	<b>266</b>	<b>15</b>	<b>91</b>	<b>63</b>	<b>169</b>	<b>49</b>	<b>215</b>	<b>23</b>	<b>287</b>	<b>15</b>	<b>106</b>	<b>87</b>	<b>208</b>	<b>3</b>	<b>34</b>	<b>19</b>	<b>56</b>	<b>287</b>	<b>208</b>	<b>56</b>	<b>551</b>	<b>180</b>	<b>468</b>	<b>61</b>	<b>709</b>	<b>41</b>	<b>238</b>	<b>255</b>	<b>534</b>			

## STEWARD DEPARTMENT

Port	Registered CLASS A				Registered CLASS B				Shipped CLASS A				Shipped CLASS B				Shipped CLASS C				TOTAL Shipped				Registered On The Beach CLASS A				CLASS B									
	GROUP				GROUP				GROUP				GROUP				GROUP				CLASS				GROUP				GROUP									
	1-s	1	2	3	ALL	1	2	3	ALL	1-s	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	A	B	C	ALL	1-s	1	2	3	ALL	1	2	3
Bos	0	2	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3	2	3	9	0	0	3	3					
NY	6	11	5	15	37	2	0	8	10	4	14	8	18	44	5	2	8	15	0	0	8	8	44	15	8	67	35	63	40	69	207	9	14	36	59			
Phil	4	0	1	5	10	1	0	8	9	2	5	2	3	12	0	2	6	8	0	0	3	3	12	8	3	23	6	7	4	9	26	0	0	13	13			
Bal	1	7	1	5	14	1	1	4	6	0	7	3	6	16	2	1	14	17	0	0	0	0	16	17	0	33	14	26	15	25	80	4	2	31	37			
Nor	0	1	1	1	3	1	0	4	5	1	3	1	3	8	1	0	4	5	0	0	2	2	8	5	2	15	5	4	5	3	17	2	0	10	12			
Jac	0	2	1	0	3	0	1	1	2	1	1	0	0	2	2	1	1	4	0	0	3	3	2	4	3	9	0	3	2	0	5	2	0	2	4			
Tam	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	2	5	0	0	3	3	5	3	3	11	2	6	3	5	16	0	2	3	5				
Mob	0	1	0	5	6	1	0	3	4	1	4	2	5	12	1	0	9	10	0	1	3	4	12	10	4	26	11	10	11	19	57	1	0	14	15			
NO	4	10	3	17	34	3	2	34	39	4	14	5	17	40	1	0	30	31	0	2	3	5	40	31	5	76	17	42	21	76	156	8	4	96	108			
Hou	5	16	7	14	42	2	7	21	30	9	11	23	27	70	1	8	25	34	0	1	30	31	70	34	31	135	15	44	23	33	115	7	12	33	52			
Wil	1	2	2	4	9	0	1	3	4	0	0	0	0	0	0	1	1	0	0	1	1	0	1	1	2	5	7	7	9	28	3	1	8	12				
SF	2	4	2	5	13	0	1	3	4	2	5	3	8	18	0	2	7	9	0	0	4																	

## Your Union Benefits

By Al Kerr, Secretary-Treasurer



### Pension Benefits Under Discussion

Based on some of the past articles that have been carried in the SEAFARERS LOG relative to various SIU benefits and welfare programs, we have received questions concerning the various items provided for our oldtimers and pensioners.

Under our welfare and pension programs, there are two types of pensions available. One is a normal pension for Seafarers 65 years of age or older, who have 15 or more years of seetime, with 90 days of seetime in the past calendar year and one day of seetime in the six-month period immediately preceding the date of application.

Those meeting the requirements receive a pension of \$150 per month, plus complete medical, hospital and surgical benefits paid in full for themselves. Their dependents receive hospital and surgical benefits according to the dependents' benefits schedule of the Seafarers Welfare Plan.

The other type of pension provided by our Plan is a Disability Pension, for which the requirements are 12 years of seetime, 90 days of covered employment during the calendar year preceding the date of application, at least one day of seetime during the six-month period immediately prior to the application date, and medical certification that the applicant is permanently and totally disabled, or unemployable.

Those meeting these requirements are entitled to a Disability Pension of \$150 per month, as well

as complete medical, hospital and surgical benefits paid in full for themselves, in addition to hospital and surgical benefits for their dependents.

Under the rules for both of these pensions, if a man is able to secure part-time work, he can earn up to but not in excess of \$1,200 per year without forfeiting his pension. However, if he exceeds the \$1,200-limit, he is then removed from the pension list. Another requirement under the rules is that in order to continue receiving this benefit from year to year, a pensioner is required to take a physical examination once a year to determine if he is still eligible.

Pensioners who have qualified as above are also entitled to death benefits of up to \$4,000. The amount of the death benefit is determined as follows: If the beneficiary designated under the SWP and/or Seafarers Pension Plan is a surviving blood relative, then the benefit shall be \$4,000.

# Five More SIU Veterans Approved For Pensions

The Seafarers Welfare Plan has approved the addition of five more names to the growing list of Seafarers receiving \$150 monthly pensions after lifetimes of sailing. All five are veterans of the SIU Atlantic and Gulf District.

The new pensioners are Sheldon Butler, 63; Ricardo Armesto, 69; Anthony Denddo, 65; Matheas J. Oswald, 61; and George E. Rouse, 59.

Butler signed on with the SIU in the port of Tampa, bringing with him over six years of sailing experience. A veteran of the



Butler

steward department, Butler spent most of his years sailing as night cook and baker. A native of Florida, he presently makes his home in Jacksonville, with his wife Henni. He sailed last on the Del Aires.

Armesto joined the SIU when it was founded, and continued to sail in the engine department. He sailed as FWT on his last trip—which was aboard the Robin Locksley. He makes his home in New York City.

Denddo retired last month with many years of experience as an American seaman, of which 22 were spent sailing on SIU ships. Although he sailed mostly in the steward department, he also spent some time sailing in the engine

department. A native of Pennsylvania, Denddo retired to his home in Newark, N.J., after taking his last trip aboard the Bienville.

Oswald joined the SIU in Mobile, and sailed for more than 24 years in the engine department. Oswald was sailing in the deck department when he retired last month. A native of Australia, he

now makes his home in Mobile, Ala., with his wife, Susie. He sailed last aboard the Claireborne.

Rouse joined the SIU in New Orleans, after having served for



Armesto



Denddo

3 years in the Army during the Second World War.

He sailed as an AB until his retirement last month. A native of



Oswald



Rouse

Missouri, Rouse now makes his home in New Orleans. He sailed last aboard the Cathy.

### S/T Manhattan Hauls Record Oil Cargo

GLASGOW, Scotland — The SIU-manned supertanker Manhattan (Hudson Waterways) set another record recently when she delivered the largest cargo of any kind ever brought to Great Britain.

The huge tanker brought 103,537 tons of Persian Gulf crude oil from Kharg Island to the Scottish port of Finnart. The shipment was also the largest ever ordered by the British Petroleum Corporation. The three-year-old Manhattan, which displaces 108,590 tons, is one of the largest ships in the SIU-contracted fleet.

# THE BANNER REEF MYSTERY

**B**ANNER reef is a mile-and-a-half long killer standing in open water southwest of Jamaica. At no point does the reef come within four feet of the surface. It is a hidden killer—cloaked by the sea—with only the white water caused by the constant breaking of wind-driven swells to betray its presence. Banner Reef has claimed many ships.

The sand and silt surrounding the reef is a graveyard of ships from many times and many places. Brass and twisted steel from ships which floundered only recently lies side by side with the rotting timbers of Spanish Galleons. Soon this underwater graveyard will receive its latest corpse—for stuck firmly on a rocky ledge right now is a modern freighter. Gradually, the sea will take the vessel apart and strew its pieces helter-skelter among the accumulations of the last four centuries. And undoubtedly, there will be more added in the future.

Such a spot—where the wreckage of four centuries of shipping lies in one relatively small area—is bound to draw wreck explorers, treasure hunters, salvage seekers, and the just-plain-curious, in droves. But not all who like to visit and explore the place are venturesome enough to go—for it is a dangerous area where the would-be wreck explorer is likely to have the wreckage of his own vessel scattered alongside the bones of the wreck he came to explore—with his own bones possibly beside that.

#### A Wild Place

Banner Reef is a wild place where many of the laws of nature seem to have been revoked, or at least suspended temporarily. For instance, there are sometimes two tides a day—but sometimes there is only one—brought about by some eccentric movement of the moon. Charts exist for determining when this phenomena is due, but they so resemble the demented scribbling of a mad scientist that few mariners have ever seriously tried to figure them out. Navigation charts claim a constant one-knot current running from the windward side of the reef to the lee side. Divers however report sudden changes in the direction of the current which would have washed them completely off the reef had they not grabbed a solid piece of wreckage and hung on.

Many explorers have visited the reef. They like to think of themselves as underwater archeologists, but seldom are. Mostly they are wreck explorers or treasure hunters—whose "scientific" interests goes no further than the "kicks" they get out of inspecting an old wreck or

the profit they hope to make by finding valuable objects. The most devoted of these men, however, face the dangers of the sea, the weather, shifting politics and all the other hazards which beset a man working outside of his natural element, to return year after year to the same spot—a thirty-foot-deep hole scooped out of the top of the reef which is thought to contain treasure—Spanish gold.

Does the ship in the hole contain a cargo of treasure—or the worthless junk of a cheap souvenir shop? Does the hole contain the remains of one ship or two? What is the age and name of the ship, or ships, in the hole? Six major expeditions have been organized to explore the wreckage in the last four years at an estimated cost of over \$110,000—yet the questions remain unanswered—and only objects of little more than historical interest have been brought up.

There are other wrecks in the Caribbean, where the presence of treasure is more certain. But few can match the mystery and fascination of the ship (or ships) in the hole. To satisfy this fascination, men face the dangers of foul weather, heavy seas, tricky tides, motor failure, dragging anchors, sickness, injury and swamping.

#### Two Recent Expeditions

Descriptions of two recent expeditions to the reef demonstrate just what can happen when things go wrong.

One searcher set out from Florida with a four-man crew in a 110-foot sailing vessel equipped with auxiliary power. At Jamaica the crew quit, for their own reasons, and the organizer of the search—hooked on the idea of Spanish treasure—decided to push on alone. Reaching a small Caribbean island, he managed to hire a navigator of dubious accomplishments, and put to sea once more. After one day out heavy seas began pitching the small vessel about violently and the organizer was thrown across the deck. With three broken ribs the voyage continued until the navigator managed to run the vessel aground on a small reef. They managed to back off the reef, but the boat was by this time taking so much water that the Coast Guard was called to air-drop emergency pumping gear, with the aid of which they managed to make it all the way back to Florida—where the emergency gear promptly exploded and burned the vessel to the waterline. Yet, despite personal injuries and loss of his boat, the searcher plans to return to the hole as soon as he can get the necessary equipment together again.

On another recent voyage to the wreck which set out from Port Everglades, Florida, the helmsman, while

running in 25-foot seas, took bearing off a false light and ran into a reef on the north coast of Cuba. The boat went down in less than 10 minutes. Swimming for shore through the rough seas, one of the crewmen was bitten by a shark. Reaching shore safely, they were all taken into custody by Cuban militiamen who, thinking them gun-runners, wanted to shoot them on the spot. Fortunately the execution was delayed until Cuban divers could go down and inspect their vessel in the shallow water where it lay and verified their story that they carried only salvage equipment. The whole incident proved the point, however, that treasure hunting on Banner Reef is fraught with many and varied dangers.

Has any treasure actually been found in the hole. The answer to this is yes—but not much. Back in 1901 Caribbean islanders scrounging for brass brought up about \$6,000 in gold bars and coins—and that's it. Others have brought up old cannons and shot (which experts have declared are of too small a caliber to indicate that they came from a treasure ship—which were usually heavily armed), ivory combs, religious medals, knives, etc. All of this was obviously made in the old world (Spain) and was bound for the new world when the ship went down. So she certainly would not be carrying treasure back to Spain.

#### What Keeps Them Going?

But the search goes on because of a theory which may be little more than wishful thinking. Since much of what is found in the hole is battered and bent—indicating that the ship went down during a violent storm—other and much more fragile objects are often found intact and unbroken. To explain this, a theory has sprung up that two ships may lie in the hole—and if one contains no treasure perhaps the other does. This is the thin hope which keeps men coming back year after year.

The second ship which they want to believe lies in the hole is the Nuestra Senora del Carmen, a capital ship which sailed for Spain in 1730 with a cargo of \$3 million in gold and silver. Old records, which the Spanish kept meticulously, indicate the Senora del Carmen floundered on Banner Reef during a storm.

No matter how slim hopes are for finding treasure, the search will continue. In a world where science is continually explaining mysteries away in cold, scientific terminology, mystery alone represents a valuable treasure because mystery keeps men young. A world without mysteries will be an old and boring world barely worth preserving.

# House Committee Okays Expanded Medicare Plan

WASHINGTON—An expanded version of the Administration's program of health care for the aged (Medicare) has been approved by the House Ways and Means Committee. In addition to the basic hospital and nursing-care benefits proposed by the Administration, the bill also provides for a voluntary insurance plan covering doctors' fee.

Included in the bill is a 7 percent increase in cash benefits under the present Social Security program and liberalization of other features of the program. In total, the committee provided even more benefits than the Administration had asked for.

In a statement issued at the White House, President Johnson solidly endorsed the committee-revised Medicare bill as "a tremendous step forward for all of our senior citizens."

"The committee's action," the President said, "is an historic one—the first time that a House committee has acted favorably on a medical insurance bill for all of our older citizens."

### Vote On Party Lines

The vote approving the bill within the committee was 17 to 8—and along straight party lines with the Democrats voting for the proposal and the Republican members against. Some Republicans indicated however, that they might support the measure in the end.

The solid vote of the committee for the Medicare bill is even more impressive because it came at a time of increased agitation by the powerful and well-heeled AMA against Medicare and for its own phony "Eldercare" proposal. The doctors' lobby has set aside vast funds for their last ditch fight against Medicare passage and are determined to spend every cent available to block the final passage of the measure.

The AFL-CIO has long recognized the importance of Medicare legislation for our older citizens, who have been increasingly incapable in recent years of meeting the skyrocketing cost of hospital and medical treatment. The AFL-CIO has been in the forefront of the fight for this much-needed legislation and has pledged to continue the fight until final passage is achieved.

### Passage Seems Certain

As things stand now, House passage of Medicare seems certain, probably in early April. As soon as the House has acted the Senate Finance Committee plans to start hearings on the measure.

Under the present bill, the basic hospital and nursing benefits would be financed by a small increase in Social Security taxes and would be available to all persons 65 or over. Coverage for doctors' fees and additional benefits would

be available to those 65 or older who enroll in a voluntary insurance plan devised by the House committee. Those wishing to participate in this additional program would pay premiums of \$3 a month, which the Federal Government would match.

Basic benefits, financed under Social Security, would include up to 60 days of hospital care for each period of illness, for which the patient would pay the first \$40.

All services ordinarily furnished by a hospital for its in-patients except doctor's fees would be covered.

From 20 to 100 days of post-hospital care in approved nursing homes and up to 100 home-nursing visits also would be allowed for each period of illness. A period of illness, under the bill, would cover a span beginning when the patient entered a hospital or nursing-care facility and ending 60 days after his discharge.

Out-patient hospital diagnosis services would also be provided as a basic benefit, with the patient paying \$20 of the cost of each diagnostic study. The \$20 payment would be credited to his account, however, if he subsequently was admitted to the same hospital.

### Voluntary Section

The voluntary portion of the proposal, designed to supplement the basic benefits above, would cover various health services in addition to doctor's fees. The insured would pay \$50 of their costs each year. The insurance plan would pay 80 per cent of the annual costs over \$50 and the insured would pay 20 per cent.

The coverage would include:

- Physicians' services, including surgery, whether performed in a hospital, clinic, office or home.
- Care for 60 days in a mental hospital for each period of illness, up to a lifetime maximum of 180 days. (Mental-hospital care is not provided by the Social Security part of the legislation.)
- Up to 100 home nursing visits each year in addition to those allowed under the Social Security provisions.
- Specified health services, whether provided in or out of a medical institution, including many X-ray and laboratory tests and treatments.

## 'Eldercare' Sponsor Raps AMA Tactics

WASHINGTON—The American Medical Association has again overplayed its hand in its desperate last-ditch battle against medicare for needy elder Americans.

The AMA's high-pressure press agents got so carried away in their praise for their own substitute but inferior "Eldercare" proposal that "Eldercare's" legislation sponsor was forced to denounce the AMA's tactics.

Representative A. S. Herlong (D-Fla.), sponsor of "Eldercare" in the House, said the AMA had mounted "a misleading advertising campaign" to push the measure and that it was "overselling" itself.

What rankled Herlong was statements by AMA leaders like Dr. Donovan F. Ward, who testified before Congress recently. Ward claimed that the "Eldercare" bill "could provide more benefits for persons over 65 who need health care and cannot pay for it... than any other measure pending before congress."

### AMA Inflated Claims

Additionally, the AMA has made similarly inflated claims about "Eldercare" in spot commercials on television and radio and in newspaper and magazine ads. The doctors' group is said to have spent \$2 million fighting medicare.

Congressman Herlong said the AMA ads said that "Eldercare" would provide "complete coverage for all those who need aid" and would "pay 100 percent of all expenses." Actually a warmed-over version of the present deficient Kerr-Mills Act, "Eldercare" would depend on the amount of backing each individual state was prepared to give it.

"Eldercare," like Kerr-Mills, also forces prospective recipients to take a degrading pauper's oath before they can become eligible. Benefits under "Eldercare" would vary from state to state, with the poorest states where the need is greatest offering the least. This has been the pattern of Kerr-Mills.

"Medicare," the name given to the King-Anderson bill, would provide equal services for all. It would be run through the Social Security system with each American employer and employee sharing in the cost as they now do under Social Security. No pauper's oath is required, allowing older Americans to keep the dignity they so richly deserve.

## Be Sure To Get Dues Receipts

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



By Al Tanner, Vice President

and Fred Farnen, Secretary-Treasurer, Great Lakes

## Fight To Save PHS Hospital Continuing

Chicago SIU representatives along with other maritime union representatives have called meetings with U.S. Public Health Service officials in the Chicago area. Several meetings on the matter of the closing of the Chicago Hospital have been held with Mayor Daley of Chicago. Every effort is being made to postpone the closing date for the Chicago Hospital.

### Detroit

Glenn H. Cummings, Great Lakes District No. 4874, old time Seafarer who originally joined the Great Lakes District in 1947, received his first pension check on March 23rd. Brother Cummings sailed for many years as a wheelsman for Wyandotte Transportation Company. Cummings' last three years on Lake boats were spent as porter. Brother Cummings started sailing originally in 1926 for the old Great Lakes fleet as a deckhand aboard the Steamer Norway.

### Anticipated Shortage of Firemen and AB's for the 1965 Season

All men having the necessary sailing time to take their Fireman's test are urged to do so. This also applies to deckhands that have the necessary time to take their AB's test. Any brothers intending to obtain additional Coast Guard endorsements are advised that informational data for preparing for the AB and Fireman test is available through the Detroit Hall, Jack Bluit.

### Duluth

Shipping has not started yet in the Port of Duluth. There has been a little winter work on the Platt which is laid up in Duluth. They are supposed to finish up this week.

Al Colalillo is running for City Councilman. He won the primary election, and the general election will be coming up April 6th. We urge all eligible voters in this area to get out and vote. Brother Kenny Lund has been assisting the Port Agent, J. R. Hall, with school trainees. He has been instructing in the Stewards Department, giving them helpful hints on Galley procedure.

Our blood bank is starting to build up again here in the Port of Duluth. All members are urged to donate.

### Frankfort

Part of the Stewards Department has been called to report to the MV Viking. The rest of the crew is expected to be called for March 29th. Due to the ice conditions in Lake Superior, it is not likely that the MV Viking will be down here (Continued on page 23)

### Lakes District Agreement

The Agreement between the SIU-GLD and the Great Lakes Association of Marine Operators will be opened May 15th. Various contract proposals are coming in from the few ships that are already operating. All brothers are instructed to submit their contract proposals to the attention of the Contract Negotiating Committee, 10225 West Jefferson, River Rouge, Michigan. Notice will be sent to the contracted companies in accordance with the 60-day clause in the contracts.

### Fit-Out 1965

Certification was received from the NLRB declaring Local 10, TSAW of the SIUNA as the official bargaining agent for all Checker Cab drivers. In the very near future, meetings will be scheduled with Checker Cab Company for the purpose of negotiating a contract. TSAW organizers are in the field gathering pledge cards from several other major Detroit cab companies.

## SIU-IBU GLT&D Tallying Committee

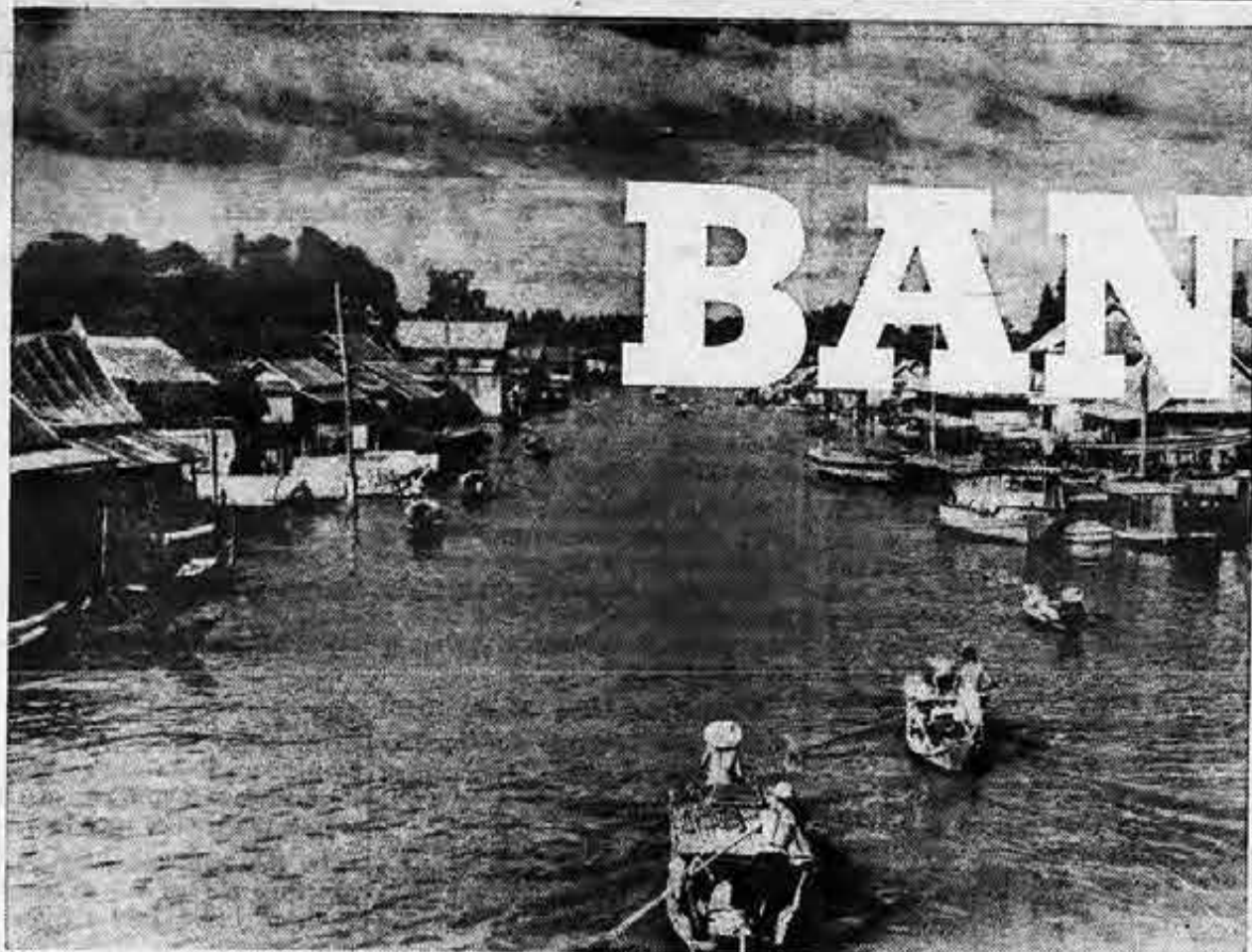


Tallying Committee for recently completed election of Regional Officers of the IBU Great Lakes Tug & Dredge Region includes (seated, l-r): Winston Sullins, Sam Streight, James Duvall, Roddie MacDonald, Merle Dickens and Leo Alexander. Observing the committee in action are (standing, l-r): Tom Gerrity, Dick Tillman, Leslie Willard and Art Miller, representing the ports of Cleveland, Detroit, Toledo and Buffalo respectively.



SEAFARERS PORTS OF THE WORLD

# BANGKOK



The citizens of Bangkok, a city called the Venice of Asia, live, work and play on the water.

Bangkok, a city called the "Venice of Asia," is the chief port and capitol of the exotic nation of Thailand. It lies on the Gulf of Siam in the heart of troubled Southeast Asia. The nation forms part of the great Asian "rice bowl," and that vital export accounts for much of Bangkok's ocean commerce.

American-flag ships of the SIU-contracted Waterman and Isthmian Lines are regular visitors to Bangkok, as are many SIU-manned tramps and tankers. The Thais are a gentle, hospitable people, and the Seafarer ashore can be sure of finding a friendly reception.

Ocean ships usually dock in the south part of the city in the Klong Toev district. A well-equipped Mariners' Club just outside the dock gates has a money-changing service, shop, swimming pool, billiard room, bar and library.

The heart of Bangkok is two or three miles away from the port area. The reliable cabs into town are usually those with yellow license plates. The downtown area is bisected by the Bangkok River. The busy life on the river and the canals of Bangkok led to the city being called the "Venice of Asia."

One of Bangkok's better hotels, the Oriental, is on the river at Suriwong Road. The Bamboo Bar in the air-conditioned hotel is considered one of the best watering places in town. New Road, which crosses Suriwong Road, is a principal shopping center. The street also contains many night-spots. The Golden Dragon offers top Chinese dishes and Nick's No. 1 Hungarian Inn makes a specialty of steaks.

The famed floating market of Bangkok, where merchants hawk their wares from the decks of river craft, is well worth a visit. The market, which lies north of the Suriwong Road area, offers good buys in the handicrafts of Thailand—especially gold and silver pieces.

A favorite weekend past-time in Bangkok is watching the uninhibited freestyle boxing contests held at Rajadamnern and Lumpini Stadiums. The boxers use their elbows and feet freely and with sharp effect. Western-style boxing matches tend to look tame alongside their Siamese counterparts.

The other main attractions in Bangkok are the fine array of gold-roofed temples and palaces. The Wat Arun Temple of the Dawn is one of the most spectacular. The beautiful Chaki Palace is the home of Thailand's royal family.

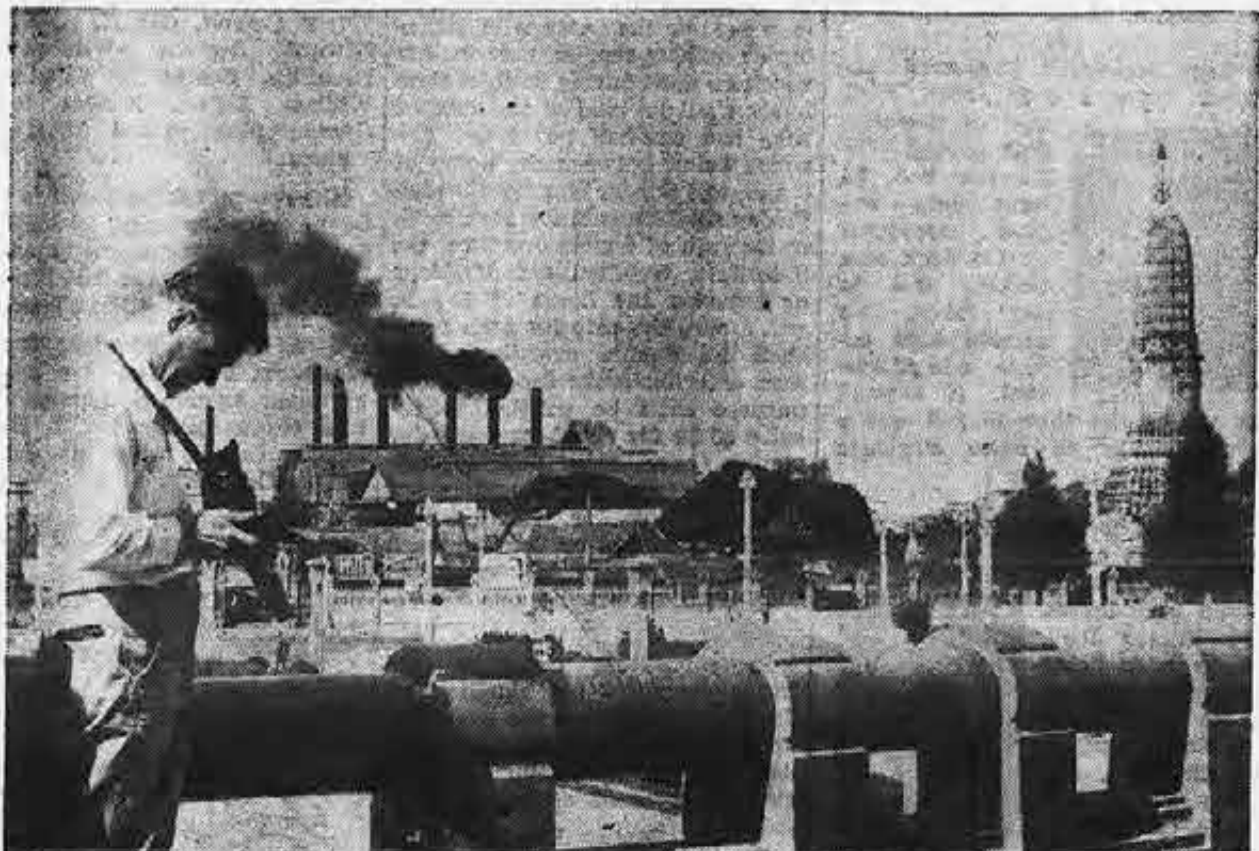
It is considered the polite thing in Bangkok to speak in low tones, keep smiling, and take your shoes off when entering a house or temple.



The SIU-manned Steel Apprentice makes regular calls at Bangkok.



The Bangkok waterfront doubles as a "sail-in" shopping center.



An ancient temple and a modern power plant provides contrast for a Seafarer's lens. Bangkok offers an interesting combination of old and new ways of life.



The Chaki Palace, above, is the traditional home of Thailand's modern-minded King and Queen.

# Matson Offers S.F.-L.A. Passenger Run

SAN FRANCISCO—A bit of pre-war nostalgia savored by many Californians was reborn a few weeks ago when the SIU-contracted Matson Navigation Company began offering overnight passenger service on the Lurline between Los Angeles and San Francisco.

It was the first time sea service between the state's two major cities has been available since the early 1930s. Then, old-time steamship buffs delighted in sailing on the Yale or the Harvard. The trip, never meant to compete with quicker air or rail service, offered the traveler a relaxed journey during which he could enjoy the ocean breezes and take life generally easy.

The Lurline, which has Maritime Administration approval to revive the service, will pick up and discharge passengers bound for either city as part of her regularly scheduled runs to Hawaii. She will make nine trips from

San Francisco to Los Angeles and six trips from Los Angeles to San Francisco this year.

The price for the 18-hour cruise will run from \$45 to \$155 per passenger depending on the type of accommodations. Passengers will be able to bring their cars along for an added fee. The liner has a capacity of 760 first-class passengers. Matson hopes to attract some of the old buffs and younger tourists. With the two-city service, Matson is probably the only steamship line offering what could be called a "weekend cruise."

## USPHS Hospitals

(Continued from page 3)

better and more comprehensive care for all concerned, they could have held full and open discussions with seamen's unions and other interested parties in an attempt to reach a solution satisfactory to all concerned, the SIU asserted. "They did not choose to do this . . . because they knew the plan was the first in a series of steps to destroy the PHS hospitalization program for merchant seamen and the other Federal beneficiaries," the statement said.

The SIU told the congressional hearing that the HEW proposal has been condemned by every group affected by it. Opponents of the proposal include the seamen's unions, management organizations, veterans organizations and the commissioned officers responsible for operating the PHS hospitals.

"Surely there would not have been such a categorical and unanimous denunciation of the plan if it had an iota of merit, and if its objective was a sincere attempt to improve the public health service, rather than to abolish it and foul up the VA hospital system in the process," the SIU said.

Speaking in behalf of American seamen who are relying on the PHS hospital program for their well being, the SIU urged Congress to continue the operation of PHS hospitals which have clearly demonstrated their competence and capacity to serve the people of the U.S. throughout the history of the country.

# AFL-CIO Asks Bigger Labor Dept. Budget

WASHINGTON—The Labor Department needs more, not fewer, wage-hour investigators, the AFL-CIO told Congress recently.

The department's proposed budget would eliminate 62 wage-hour jobs next year, including 35 field investigators' position. AFL-CIO Legislative Representative James F. Doherty said the effect of the cutback would be "disastrous."

He told a House Appropriations subcommittee that shortchanging of workers by employers who pay less than the federal minimum wage or who fail to pay overtime rates has increased sharply in recent years. In addition, he said, investigators during the coming year will have the added responsibility of enforcing the Equal Pay Act, which requires men and women doing the same work to be paid at the same rate.

Doherty told the subcommittee that the Labor Department should also be directed to increase its staff of safety investigators to insure compliance with Walsh-Healey Act provisions.

# Robin Line Money Due

The Robin Line has notified the SIU that it is holding checks for unclaimed wages due crewmen for the period of August 1, 1964 through January 31, 1965. The following Seafarers may collect their checks by writing to Mr. L. G. Farrell, Assistant Treasurer, Moore-McCormack Lines, 2 Broadway, New York, N.Y.

Murphy, George E., \$140.90; Boucher, Joseph E., \$5.78; Silva, George, \$140.90; Connel, Charles, \$140.90; Kostegan, Stephan, \$9.10; King, Robert J., \$5.77; Stanzah, Henry F., \$135.30; Hazelton, C. H., \$5.78; Crosbie, Richard W., \$3.75; Makowka, Laurence, \$6.57; Vittleas, Marko, \$133.55; Barret, Robert Jr., \$18.17; Keefe, Kevin T., \$341.65; Martell, Elziar A., \$144.15; Munsie, John C., \$126.49; Vaughan, Richard F., \$1.88.

Holt, Timothy R., \$5.78; Brinegar, Paul M., \$377.74; Jones, Jessie L., \$404.31; Rhodes, Lindsey L., \$833.85; Houchin, C. M., \$142.03; Poston, James D., \$96.63; Bryant, John, \$33.44; Ellis Edward M., \$145.78; Mullen, Jobe E., \$27.00; Ficarrota, John, \$119.07; Boole, George P., \$1.47; Gold, Byrd M., \$5.78; Wicker, Raymond D., \$91.37; Jenkins, Billie, \$11.26; Williams, Victor E., \$2.20; Safford, R. D., \$2.20; Ayers, Preston, \$26.29.

Crawford, Leo I., \$183.41; Schwartz, Morris, \$5.78; Smith, James, \$119.07; Ragsdale, W. H., \$2.93; Lecou, William, \$87.47; Krupavich, P. W., \$195.71; Smith, Earl F., \$2.00.

# The INQUIRING SEAFARER

QUESTION: What is the most unusual cargo with which you sailed?

Eddie Bonfont: Sulfur was the most unusual cargo with which I ever sailed.



There is something about raw sulfur that discolors the skin if you wear rings, wrist watches and such while they are loading or unloading it.

Also, it has the worst odor in the world. It was rough to live with the stuff.

Pedro Perez: Years ago, I was on a ship that carried a number

of animals from Africa to the States. I guess they were for zoos, because we carried lions, tigers, elephants, a couple of zebras, and a lot of monkeys. I did not care for the smell too much, but we had to feed the animals, and that meant lots of overtime.



Derek Lamb: I was on a ship taking artillery shells to Korea in 1952. To me, that was unusual, but I soon got used to having ammunition on board. The ship spent several months after that shuttling ammo from Japan to Korea.



For a first tripper, though, it was quite unusual.

William Brown: Frozen frogs legs were the strangest cargo I ever saw aboard any ship. We picked several of them up in Iran, where you wouldn't expect to find frogs at all. We had a special reefer box installed on the deck, and they were frozen so they were no trouble.



Guss Janavaris: The most unusual cargo I ever sailed with was a package deal during WW II. We had 24 large twin-engine airplanes on the deck of a tanker, and in the tanks, we carried high octane airplane fuel. It seemed



to me at the time that it was a strange way to move airplanes around.

Thomas Trainor: Not too long ago, I was on a ship that carried four thoroughbred race horses to Puerto Rico. They were being shipped down to race at the track in San Juan. I'm a city boy, and they told me to take care of the horses. I was really worried; but they were easy to take care of and caused no trouble.



# 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 David Pashkoff, ship's delegate on the Overseas Joyce, regarding the work of the helmsman.

Question: "What is the man on the wheel supposed to do. The Mate thinks that the man on the wheel is supposed to paint and do a lot of other things. Please send me something on this matter."

Answer: The crewmember on the wheel is required to steer the ship only. This shall also apply when automatic steering equipment is employed aboard ship.

Reference: Standard Freightship Agreement, Article III, Section 8—Relieving Helmsman. "No Mate shall relieve Helmsman except in the emergency. Sougeeing, chipping, painting, etc., shall not be considered an emergency."

A question from J. A. Batill aboard the Western Clipper regards the overtime rate when transferring bunkers.

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

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

Reference: Standard Tanker Agreement, Article II, Section 10.

"Customary Duties. Members of all departments shall perform the necessary and customary duties of that department. Each member of all departments shall perform only the recognized and customary duties of his particular rating.

When it is necessary to shift a man to fill a vacancy, the man so shifted shall perform the duties of the rating to which he is assigned."

The next question comes from the engine delegate aboard the Western Comet, William Bilger. It regards making repairs on heating coils in tanks.

Question: What rate of overtime does an Oiler receive on the watch below, making repairs.

Answer: Double overtime.

Reference: Standard Tanker Agreement, Article IV, Section 19, (b). "When members of the crew are required to enter tanks that have contained animal, vegetable, petroleum oil, creosotes, or molasses for the purpose of cleaning or making repairs, therein, the watch on deck during straight time hours shall be paid at the rate of time and one-half per hour. The watch below between the hours of 8 a.m. and 5 p.m. Monday through Friday shall be paid for such work at the rate of double overtime. On Saturdays, Sundays and Holidays or between the hours of 5 p.m. and 8 a.m. the rate for such work shall be double overtime. Each man entering tanks for the above purpose shall be entitled to receive \$7.50 for reimbursement for clothes once only during each ballast voyage. It is understood that sea boots for tank cleaning will be furnished by the Company. While engaged in tank cleaning, men shall receive no other overtime."

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.

Money Due  
The Contracts and Constitution department is still holding a number of checks for the Seafarers

listed below. These men are urged to pick up their checks from this department or notify headquarters where the checks may be sent.

In the settlement of disputed overtime aboard the Transorleans, a check being held for Seymour Sikes.

From the Ames Victory, checks are being held covering travel wages, subsistence and transportation for Ralph L. Jones and Lee W. Morin.

In the settlement of disputed overtime for tank cleaning aboard the Manhattan, a check is being held for L. Harvey.

Checks for the settlement of disputed overtime aboard the Penn Carrier are being held for Earl H. Beamer, and Walter Smith.

Former crewmembers of the Niagara, who are owed money for the settlement of disputed overtime, are Francis M. Greenwall and Richard Heckmen.

George Doest still has a check waiting for him for settlement of disputed overtime earned aboard the Seatrain New Jersey.

A transportation differential check from the Elimir is still being held for James H. Smith.

Checks for the settlement of a transportation dispute are being held for these former crewmembers of the Valiant Hope: Thomas E. Bewley, Edward E. Edinger, Thomas E. Hanson, Donald Ker-shaw, Thomas E. Morris, and Berthall L. Winborne.

Former crewmembers of the Hercules Victory who have checks waiting for them for the settlement of disputed overtime are Murry Carroll, Ole A. E. Hilsen, Edward Jensen, William A. Laughlin, Ernest J. Lichtensen, William Logan, Robert Smith, George Stanley and Donald T. Watson.

The contract department is holding checks covering subsistence for the following ex-crewmembers of the St. Lawrence: Bill Mponts-karis and Nicholas Sakellarides.

Some new additions to the list of checks being held by this department include a disputed overtime check for Readus R. Wheelington, earned while aboard the Robert Conrad.

Checks covering one days wages earned aboard the Natalie are being held for James R. Boone, Spiros D. Cassimis, Howard W. Gibbs, Alfred D. Kirkconnel, Jose Ortiguerra, Frank G. Valerie, and Adolph Vante.



SPAD

Seafarers Political Activity Report



DOZEN COPE CLINICS ANNOUNCED—COPE, the political arm of the AFL-CIO, has scheduled a full dozen Leadership Clinics to be held during April and May.

- April 1-2, Sheraton Hotel, Philadelphia, for Penn., Del., D.C., Md. and W. Va.
• April 8-9, Sir Francis Drake Hotel, San Francisco, for Calif. and Nev.
• April 10-11, Multnomah Hotel, Portland, Ore., for Ore. Alaska, Idaho, Hawaii and Wash.
• April 12-13, Cosmopolitan Hotel, Denver, For Colo., Ariz., Mont., N. Mex., Utah and Wyo.
• April 20-21, Muehlebach Hotel, Kansas City, Mo., for Mo., Kan., Okla. and Texas.
• April 22-23, Americana Hotel, Atlanta, Ga., for Ga., Fla., Ky., S. C. and Va.
• April 24-25, Claridge Hotel, Memphis, Tenn., for Tenn., Ala., Ark., La., Miss. and N. C.
• April 27-28, Pick-Nicollet Hotel, Minneapolis, Minn., for Minn., Iowa, Neb., N. D. and S. D.
• April 30-May 1, Statler-Hilton Hotel, Cleveland, O., for Ohio and Mich.
• May 7-8, Lasalle Hotel, Chicago, for Ill., Ind., and Wisc.
• May 14-15, Statler-Hilton Hotel, Boston, for New England.
• May 16-17, Statler-Hilton Hotel, New York, for N. Y. and N. J.

'ONE MAN, ONE VOTE' RULING UNDER ATTACK—A rightist drive is under way to undermine the historic Supreme Court decision requiring state legislatures to be apportioned on the basis of population.

LABOR ROUND-UP

A strike by 32,000 Glass Bottle Blowers was called "100 percent effective" by union president Lee W. Minion as stalled contract talks were resumed in Atlantic City, N.Y.

Steel Workers at American and Continental Can companies won a 45c an hour wage increase after a three-week strike at 71 plants across the nation.

two days later. The settlements are subject to ratification by union committees.

Organized labor in Lansing, Michigan, won the thanks of the Greater Lansing Dental Health committee for the time and effort it provided in a recent drive to turn back an attempt to end the fluoridation of the city's water supply.

Veteran labor editor Edward Keating died at his Washington, D.C. home recently at the age of 89. While best remembered as the long-time editor of Labor, weekly publication of the Railway unions, Keating served as a liberal Democratic Congressman from Colorado from 1913 to 1919.

"One-Way Trip"



Hardly a day has gone by recently without some mention in the newspapers and other news media of the increasingly dangerous balance-of-payments deficit being faced by the United States.

Various agencies of the U.S. Government have expressed great concern with our payments deficit—and rightly so. It is a situation filled with potential danger to the nation.

This, of course, is the dollar drain caused by American-owned runaway-flag ships. These operators spend billions of dollars abroad for ship construction—money which leaves the United States and never returns.

The vast profits amassed by these runaway-flag operators never come back to the United States either in the form of corporate taxes or in the form of expenditures for goods and services.

At the recent meeting of the AFL-CIO Executive Council, the Executive Board of the Maritime Trades Department, recognizing the close tie between the increase in our payments balance deficit and the increase in American-owned runaway-flag shipping, urged the passage of legislation wiping out the tax havens enjoyed by American corporations operating runaway-flag ships.

Such a call should be heeded by the government. These billion-dollar corporations are not "special cases" and should assume the same tax responsibilities which the rest of American industry assumes.

With the Communist bloc mounting an increasing barrage against the U.S. every day—aided in some cases by our supposed "friends" among foreign nations—the flow of gold out of the U.S. is to be viewed with alarm.

The "dollar-gap" must be closed. The "gold outflow" must be reversed. The balance-of-payments deficit must be turned into an asset. A giant first step in doing all this would be taken if these American runaway-ship operators were reminded—through stiff legislation closing the tax loopholes which allow runaway tax-havens to operate—that they too are Americans.

Vertical text on the right margin: en, al, le, er, he, 27, ld, or, ry, ag, of, st., 3d, ar, yn, re, 1g, e, 3), 2e, 2e, 3d, as, ve, y, to, of, d, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, e, e, f, s, a, t, n, r, r, e, o, h, e, r, r, 2, 3, 1

**AFL-CIO Sponsored Newscast Attacks Food Industry Conspiracy**

# Food Industry Primes Its Guns To Kill 'Truth-In-Packaging' Bill

The piece below, dealing with the deceptive packaging chicanery being practiced by the food industry and others against the American consumer, comes from recent comments made by Edward P. Morgan on his network news program, which is sponsored by the AFL-CIO. The SIU stands firmly with the rest of the labor movement in support of passage of "truth-in-packaging" legislation. Seafarers and their families are urged to write their congressmen to demand passage of this much-needed measure.

At one of those business luncheon forums they are always having in New York, a brilliantly successful and somewhat heretical young advertising executive named Frederic Papert was asked to comment on charges that manufacturers were conspiring to bilk the public with deceptive packaging and labeling of goods. His answer was an endorsement, in effect, of the objectives of the four-year-old "truth in packaging" bill recently reintroduced in Congress by Senator Philip A. Hart (D-Mich.), a measure now before the Senate Commerce Committee.

"I worry about the weasel words and half truths more than about wholehearted lies," Papert said. "Some government regulation is necessary. We've asked for it. The public should be protected."

The key question seems to be how much the public cares about being protected.

An article in the March issue of Consumer Reports says that "the food industry has succeeded in pulling its pressure groups together for an all-out, no-holds-barred drive to defeat Truth-in-Packaging." The magazine reports that the behemoth \$80 billion food industry is so alarmed that "it has come right out into the open with one of the most shameless power plays in some time."

The effort has gathered momen-

um, continues Consumer Reports, since Paul Willis, president of the Grocery Manufacturers Association, perhaps the most powerful group in the industry, "laid it on the line" at the annual Television Bureau of Advertising convention a little more than two years ago. If the line was not sharp, Willis' implications were crystal clear: remember, fellows, the golden source of so much of your advertising revenue.

Well sir, there have been some fascinating developments since. For one thing, the January 26 issue of Look Magazine carried an article under the byline of Charles G. Mortimer, chairman of the gigantic General Foods Corp.

**Politics In The Pantry**

Entitled "Let's Keep Politics Out of the Pantry," the article argued that Mary Jones, the typical American housewife is a shrewd and happy woman reveling in the fact that our free-enterprise system brings her "the purest, most nutritious, easiest-to-prepare food the world has ever seen."

Unsurprisingly, as Consumer Reports noted, Mortimer did not mention that the General Foods colossus was created by

a series of mergers in the 1920's, is now fighting a Federal Trade Commission anti-monopoly order to dissolve a more recent merger and has been cited in the last 25 years for 28 violations of the Food Drug & Cosmetic Act. Mortimer did single out the Hart bill as the villain in the piece, accused it of threatening to disturb the system consumers find so satisfactory.

When Senator Hart complained to Look that the legislation had been inaccurately described and suggested that he write an answering piece Look replied it did not think the public felt any strong need for reform at the moment.

The April issue of Coronet Magazine does print the senator's article. In it he asks, "what national forum do we have? Two large-circulation magazines retained writers to do stories on Truth in Packaging but the stories somehow have never been seen in print. Three times I have had television appearances cancelled and have been told privately it was because advertisers had protested."

## The Gulf Coast



By Lindsey Williams, Vice-President, Gulf Area

### SIU Boatmen Win Contract Gains

Good news to New Orleans members of the SIU Inland Boatmen's Union was successful completion of negotiations for new contracts with harbor towing companies.

The companies in question were Crescent Towing and Salvage Company and the George Whiteman Company. Good gains were made in both contracts and include an increase in both the straight time and the overtime rates of pay. Better working conditions and improved vacation and welfare benefits also were worked out in the new collective bargaining agreements.

Both of these companies are on an eight-hour day, five-day week basis with overtime being paid for work performed outside the usual eight hour day and on weekends or holidays.

Plans have just been announced for increasing grain handling facilities in the New Orleans-Baton Rouge area, already the leading grain export center.

The South Louisiana Port Commission has decided to build an \$8.5 million public grain elevator at Reserve in St. John the Baptist Parish. This is on the Mississippi River north of New Orleans.

Present plans call for operation of the new elevator by Bayside Warehouse Co., a Texas corporation owned by Cook and Co., Memphis, Tenn., cotton and grain shippers, on a 25-year lease arrangement.

Construction of the new facility will mean more jobs for longshoremen and better shipping for Seafarers who prefer to ship out of New Orleans.

Shipping continues to be good in New Orleans and Houston, but is reported slow in Mobile. Three ships are laid up in Mobile. They are the supertanker *Mayflower*, the *Trans Texas* and the *Walter Rice*. No crewing dates have been set for these ships yet, but when crews are called for these vessels the job situation in Mobile will be greatly improved, of course.

**New Orleans**

Luke LeBlanc, veteran IBU member, has been discharged from the USPHS hospital and is now on outpatient status. Luke, who

passes the time by visiting the Seafarers Hall daily, is sweating out his "fit for duty" certification, not expected for more than a month, so he can get back to work. Some other IBU men who have been admitted to the hospital include James Snyder, a longtime deckhand for Coyle Lines, who is suffering from ulcers and Tommy Trehern who is awaiting surgery. Seafarer Hamilton Seburn is making every job call and is ready to grab the first pumpman's job to hit the board. He finally received his "fit for duty" slip after being discharged from the hospital where he had been confined since December 23.

Vincent J. Fitzgerald had to hit the beach because of illness. He (Continued on page 18)

# More on SIU SHIP-FRENCH TANKER CRASH



French tanker blazed fiercely just after collision. Blaze indicated by circle is aboard *Lucile Bloomfield*.

Beached at foot of cliffs near Le Havre, the *Port Manech* was still burning in many places several days later.

When a disastrous collision occurred on January 18, 1965 between the SIU-contracted *Lucile Bloomfield* and the French gasoline tanker *Port Manech* off Le Havre, the LOG carried a complete story on the disaster in its next issue (January 22 LOG, page 3). No pictures of the disaster were available at that time.

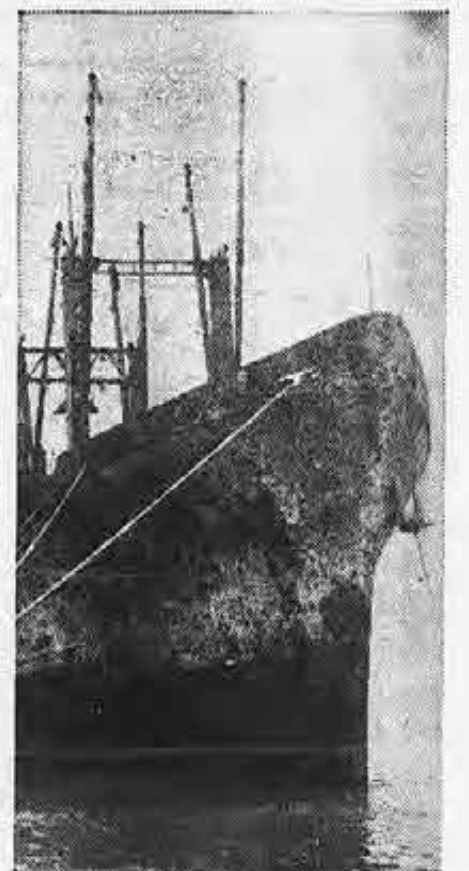
The dramatic photos printed here were sent to the LOG recently by Seafarer Charles Rawlings (R-639) who was aboard the *Lucile Bloomfield* at the time of the collision. The photos were taken by and previously printed in the French newspaper, *Le Havre*.

In a letter accompanying the pictures, Seafarer Rawlings praises the quick and competent fire-fighting action by the *Lucile Bloomfield*'s SIU crew, which he says undoubtedly saved the ship. Special credit is given to bosun Bill Butts "for his fast action in recognizing the danger and organizing the men into fire-fighting groups."

"Without his ability to give the proper commands understandable to all hands, I believe that our disaster might have been much greater than that which we suffered. A job well done!"

On impact, Rawlings recalls, flames shot up immediately with a loud roar. "The flaming liquid (gasoline) was rolling down the decks. All available hoses, including the freshwater hoses, were used to fight the fire. The flames did their share of damage. The mooring lines, guys, forward fire-hoses and hatch covers were aflame. The windows on the wheelhouse were cracked and broken from the heat and flames as well. The crew eventually succeeded in extinguishing the fire.

"So ended a most memorable experience, never to be forgotten," says Rawlings.



Charred and blistered paint on bow end of *Lucile Bloomfield* attests to the ferocity of the fire which SIU-crewmembers successfully fought and extinguished. When the ships hit, flaming gasoline rolled across the ship's decks.

**Working On The Lakes**



The periodic fit-outs and layups of SIU-contracted Great Lakes vessels provides plenty of routine chores for Seafarer crewmen. Above, Lorne More and John Stevens (l-r) play tug-o-war with a tarp to protect the deck of the bulk-carrier McKee Sons (Boland & Cornelius Steamship Co.) from paint splashings and scrapings.



A high pressure hosing down is often the most efficient method of keeping a deck shipshape. Handling the hose aboard the McKee Sons is Elmer Magro (left), while Del Conquergood does the spraying. Both photos were taken while the vessel was in Toledo.

**Worldwide Tankship Boom Leaves U.S. Out In Cold**

LONDON—The United States-flag merchant fleet is riding the tail end of a world-wide boom in new tanker construction, according to information just released by a leading British brokerage house.

The U.S., which ranks a poor fourth among nations with tanker fleets, appears to be doing virtually nothing to improve its status according to the survey of 1964 tanker construction put out by Davies and Newman.

During the last six months of 1964, the U.S. added only 128,000 deadweight tons of new tanker bottoms to its total of 6.8 million tons. This put the U.S. near the bottom of the list of nations acquiring new tankers.

Liberia led the list with nearly two million new tons of tankers, followed by Norway, Britain, Japan, USSR, Panama and France.

**Runaways**

Liberia and Panama are, of course, runaway flag havens. To circumvent and avoid American taxes, wages and safety standards, this nation's leading oil companies have maintained and built-up tanker fleets in the two nations.

The Liberian total was swelled by 41 ships which transferred registry to that flag. New bottoms for Liberia accounted for 21 vessels. The tanker fleet of U.S. oil giants like Gulf, Standard Oil, Texaco and Socony Mobil all flourish under runaway flags.

The rate of tanker scrapping and reconversion also slowed during the six month period according to the survey, and the relative age of tankers lessened as more and more new ships were added to the total.

New orders for tankers slowed somewhat, indicating that the boom is petering out. The steady deterioration of the U.S. tanker fleet could be halted by regulations, fixing a 50-50 oil import system, under which at least half of the oil imported into the U.S. would be required to be carried in U.S.-flag tankers.

The SIU has made such a proposal to the U.S. Department of the Interior.

**Stronger Maritime Urged To Meet Defense Needs**

NEW ORLEANS—"Americans need to realize that their merchant marine is vital for trade, and useful for military requirements," Vice Admiral Glynn R. Donaho, Commander of Military Sea Transport Service reminded his listeners in a recent speech at the Annual Institute on Foreign Transportation and Port Operations, at Tulane University.

Citing the vital role the U.S. merchant marine has traditionally played as a "Fourth Arm of Defense," Donaho expressed concern with the continuing deterioration of the American-flag merchant fleet and the increasing difficulty it will therefore encounter in fulfilling this traditional role in time of national emergency.

Among the deficiencies of the present U.S.-flag merchant fleet which could operate against its successful handling of a military role, Donaho cited the following examples:

**Factors Involved**

- "The American merchant fleet contains too large a percentage of ships that are twenty years old.

- "There are no privately-owned American-flag ships with heavy-lift capacity of 100 tons or more.

- "Only one large, commercially-owned roll-on/roll-off ship flies the American flag, and she is chartered to MSTs at this time.

- "There are only 18 refrigerator ships in commercial operation; all of them are over 15 years of age."

Donaho emphasized the need for a modernization of the U.S.-flag merchant fleet for both trade and military roles.

"It is clear, from what I have said," he stated, "that MSTs and the American merchant marine are closely related. I want to emphasize that MSTs cannot operate, and does not expect to operate, without support from the merchant marine, both in peace and in war."

"The mission of MSTs is military. MSTs exists to provide immediate sea lift capability in accordance with the requirements of the combat forces. It has succeeded in the past because of the cooperation and assistance of the merchant marine."

**SIU Win At Checker Cab OKd By NLRB**

DETROIT — First-time contract proposals with the Checker Cab Company here are presently being prepared by Local 10 of the Transportation Services and Allied Workers district of the Seafarers International Union of North America, AFL-CIO, and negotiations are expected to begin shortly.

SIU-TSAW Local 10 in Detroit received formal certification by the National Labor Relations Board as bargaining agent for 1,800 Checker Cab drivers after winning a smashing 2-1 election victory in balloting by the Checker drivers.

The Labor Board Certification for Local 10, climaxed a three-year struggle for bargaining rights covering Checker Cab drivers. The dispute involved three separate elections during the past nine months all won by Local 10. Following this latest decisive election win, Local 10 announced that it is spreading its organizing drive to other taxi fleets in the Detroit Metropolitan area.

Local 10 was organized by a group of Checker drivers in the spring of 1962, after Checker management began reducing the schedule of commission payments to its drivers. The Union petitioned for an election at that time, but legal proceedings delayed the balloting for two years.

**Court Decision**

An 8-1 decision by the U.S. Supreme Court in a separate case last March finally paved the way for an election in June, 1964, that involved a local of Jimmy Hoffa's Teamsters. Although Local 10 won this election, the NLRB dismissed the results on the basis of an "altered sample ballot" used by the Teamsters in their pre-election campaigning.

The second election in October, 1964, was also won by Local 10, but the board ruled that the union lacked a majority due to the number of contested ballots. The most recent runoff election held recently, which Local 10 also won hands-down, was ordered by the NLRB two months ago, after it ruled that the Teamsters did not qualify for a place on the ballot.



**Shipboard**  
By Fred Stewart & Ed Mooney  
Headquarters Representatives

**Good Feeding Keeps Morale High**

Attitudes and morale in shipboard life is extremely important today as it has always been.

Taking the drudgery out of a seaman's routine and giving him an opportunity to study or read, or just take life easy during his off-duty hours, is an important contribution to morale. To a large extent the cook can do as much for keeping up the spirits of the crew during a long voyage as anyone else aboard ship.

Sea air and the sailor's routine can transform ordinary appetite into a ravenous hunger. "Chow time" at sea is a great event, both because the crew is genuinely hungry and because the meals at sea tend to "break up the day" with its routine chores. If the food is well prepared and appetizing, mealtimes are a pleasant break and morale is high. If the meals are consistently dull and bland, eating can become just another chore and morale drops like a lead.

The cook therefore, should actually be credited with ruling the dispositions of the crew. He is one of the most respected members of a ship's complement and the meals that are turned out enlighten and brighten the days of seamen during the voyage.

**Filling Human Bunkers**

When a Seafarer undertakes the job of filling his daily "bunkers," his greatest attention is directed to the ship's cook. Most times the crew gives the cook or the whole steward department a vote of thanks for such good feeding. This in turn, more often than not, causes the stewards and cooks to take great pride in their meals and they constantly try to out-do themselves to maintain their reputations as "good feeders."

The cook's job is not an easy one. A ship's cook, unlike other cooks, has to brace himself to endure rough weather—and you can believe it—there is no place on a ship that is as uncomfortable, or as dangerous, as a rocking galley. SIU cooks have turned out consistently fine meals in the roughest seas, and even, on occasion, with the plant shut down and the ship almost totally without power.

On a normal day the cook's work sheet is there before him. The timing—the menu outlined in detail—is given careful study by him and the proper preparation for the exact hour keeps him concerned and busy. One slip-up and everybody knows that his work is not complete. The cook cannot "pass the buck." Either the chow is ready on time or it's not. Either it is good and tasty, or it's not—and in either case, every man on board knows it pretty quickly. All week, Saturdays and Sundays and holidays—at sea or in port,

the product—the results of his work—is expected to be good and on time.

**Cook Has Specialties**

To break the routine of daily feedings the cook usually prepares specialties, which should be appreciated by the crew for the extra work that goes into them. On the human side, a vote of thanks by the crew generates a greater desire, interest and effort on the part of the cook to consistently put out the good chow.

At sea, eating habits aboard ship differ widely. A typical menu provides an elaborate variety of foods for brothers from every section of the United States. In an effort to please all, the cook applies spicy seasonings in a variety of foods—preparing specialties which originated from all over the world. The best of these national dishes are carefully picked out and prepared for Seafarers.

As is often said by the Seafarer at the mess table—"home was never like this!" Bring on the chow. Three cheers for the cook.

**Quitting Ship? Notify Union**

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

# REGION TALLYING COMMITTEE REPORT ON ELECTION OF GREAT LAKES TUG AND DREDGE REGION, INLAND BOATMEN'S UNION, SEAFARER'S INTERNATIONAL UNION, AFL-CIO OFFICIALS FOR 1965-1968

We, the undersigned duly elected members of the region tallying committee met at 10:30 A.M. on March 22, 1965, at the Great Lakes Tug and Dredge Region headquarters at 10225 West Jefferson Avenue, River Rouge 18, Michigan. In a body, we went to the office of the River Rouge Savings Bank in River Rouge, Michigan and presented ourselves to (Miss) Fay Wilber, vice president of the River Rouge Savings Bank. All of the mail ballots received by the bank, as well as the daily ballots from the polling places were turned over to the committee. Miss Wilber provided the committee with a written, signed statement to the effect that all envelopes received by the bank identified as being a part of the IBU election had been personally received by her, placed under locked depository and handled by no other person connected with the bank.

With the ballots in our possession, we returned to IBU headquarters and prepared for the counting of the ballots covering the voting period March 8th, 1965, through March 20, 1965. A conference room was put at our disposal and a rope barrier established behind which the committee undertook its task. Observers were allowed behind the roped-off area.

Regional Director Robert Jones turned over to the committee all material in his hands connected with the election. In our hands were placed the envelopes containing the unused ballots from the polling places, the ballot stubs, the roster of the mail ballots sent, the files from the polling places containing the official voting rosters, and the minutes of the special meetings held at the various polling places.

Upon convening at 11:15 A.M., in compliance with Article X, Section 2, paragraph (n) of our Union Constitution, we elected from among ourselves, Samuel Streight, S-12039, as Chairman of the Committee. The committee verified that all seals were intact on the ballot envelopes containing both personal mail ballots and the ballots of votes cast in the polling places.

The first business before the committee was the checking of the mail ballot envelopes against the voting rosters of the polling places. Each name on an envelope was checked against the voting rosters of all ports.

A check of the mail ballots disclosed the following:

**TUG SECTION:**

Ballots #776 through #785 were mailed out to individuals who had requested to vote by mail. Of the ten (10) Tug Section ballots mailed out, nine (9) were returned to the River Rouge Savings Bank. Each mail ballot had been sent out by Certified Mail and the return receipts were shown to be in order.

It should be pointed out to the membership that, out of the ten (10) Tug Section mail ballots sent out, only nine (9) of them were returned. The mail ballot of Francis J. Belant, B-12050, was not returned, which accounts for the discrepancy of the one (1) Tug Section ballot that is shown in this report as having been issued, but which is unaccounted for in the total number of ballots cast.

There was a member who had requested a mail ballot, to whom none was sent, since he didn't meet the qualifications for voting by mail. This member was:

Malcolm H. Lee, L-12030, requested a mail ballot by letter dated February 23rd, 1965, which was postmarked February 23rd, 1965, in Alexandria, Virginia. His request for a mail ballot was denied because his request was not in compliance with the "Regional Director's Report on Election Ballot and Instructions for Voting." Contained therein, was the requirement that the request for a mail ballot be made no later than February 22nd, 1965.

**DREDGE SECTION:**

Ballots #951 through #956 were mailed out to individuals who had requested to vote by mail. Of the six (6) Dredge Section ballots mailed out, all six (6) were returned to the River Rouge Savings Bank. Each mail ballot had been sent out by Certified Mail and the return receipts were shown to be in order.

There were two members who had requested a mail ballot to whom none was sent, since they didn't meet the qualifications for voting by mail. These members were as follows:

Earl F. Burdick, B-12066, had requested a mail ballot by letter dated February 23rd, 1965, which was postmarked February 24th, 1965 in Oswego, New York. His request for a mail ballot was denied because his request was not in compliance with the "Regional Director's Report on Election Ballot and Instructions for Voting." Contained therein, was the requirement that the request for a mail ballot be made no later than February 22nd, 1965.

L. J. Brookes, B-12056, had requested a mail ballot by letter that was undated, but which was postmarked March 1st, 1965 in Fulton, New York. His request for a mail ballot was denied because his request was not in compliance with the "Regional Director's Report on Election Ballot and Instructions for Voting." Contained therein, was the requirement that the request for a mail ballot be made no later than February 22nd, 1965.

**ALLIED MARINE SECTION:**

No mail ballots requested by anyone in this Section, therefore, none were mailed out.

A check of the postmarks of the mail ballot envelopes showed that all mail ballots were received by the depository prior to the close of business on March 20th, 1965.

We then received from the Headquarters offices of the Union, all of the files relative to the conduct of the election. From the files, we found signed receipts for ballots #1 through #775 for the Tug Section, ballots #1 through #950 for the Dredge Section and ballots #1 through #110 for the Allied Marine Section.

The Committee then checked the numbers on the stubs received from the various ports, and these numbers, when checked against the numbers on the stubs of all ballots printed, issued, and ready for voting, were found to coincide, port by port.

Your Committee then checked the dates of the voting rosters and compared them against the minutes of the Special Meetings for the election of the Polls Committees in the various ports. We found in every instance that a Polls Committee had been elected on each day in which voting was conducted in the various ports. Where no Polls Committee could be elected, no voting took place, as is required by our Constitution.

We checked the unused ballots that were on hand in Headquarters office that had not been issued. The stubs on these unused ballots were numbered #786 through #1000 for the Tug Section, a total of 215 ballots. In the Dredge Section, the stubs on the unused ballots were numbered #957 through #1200, a total of 244 ballots. In the Allied Marine Section, the stubs on the unused ballots were numbered #111 through #250, a total of 140 ballots.

Your Committee then checked the unused ballots that were returned from various ports. The unused ballots, when combined with the unused ballots in Headquarters and the stubs of the used ballots in all ports, compares equally in number with the amount printed by the printer for the Union. This Committee has seen a bill from the printer, and the bill states that they had printed ballots for the Union, as follows:

Tug Section .....	1000	Numbered 1 to 1000)
Allied Marine Section ....	250	(Numbered 1 to 250)
Dredge Section .....	1200	(Numbered 1 to 1200)

In addition to the above, the printer also printed sample ballots as follows:

Tug Section .....	50
Allied Marine Section .....	50
Dredge Section .....	50

Your Committee has checked the election files, maintained by Headquarters offices of the Union, and has found signed receipts for all of the above ballots, or they were on hand in Headquarters.

The following is a breakdown of the ballots that were sent to the ports by Headquarters as well as a breakdown of the unused ballots returned to Headquarters, ballots used and total ballots cast, section by section.

**"TUG SECTION"**

Port	Ballots Received		Ballots Unused		Ballots Cast
	From Headquarters	Ballots Used	And Returned		
Ashtabula .....	1-50	1-25	26-50		25
Buffalo .....	51-200	51-89	90-200		39
Chicago .....	201-350	201-285	286-350		85
Cleveland .....	351-450	351-402	403-450		52
Detroit .....	451-550	451-486	487-550		36
Duluth .....	551-600	551-577	578-600		27
Lorain .....	601-650	601-622	623-650		22
Milwaukee .....	651-700	651-668	669-700		18
Sault Ste. Marie .....	701-750	701-734	735-750		34
Toledo .....	751-775	751-762	763-775		12
Mail .....	776-785	776-785	none		9
Total votes cast in all ports and by mail					359

**"DREDGE SECTION"**

Port	Ballots Received		Ballots Unused		Ballots Cast
	From Headquarters	Ballots Used	And Returned		
Ashtabula .....	1-50	1-2	3-50		2
Buffalo .....	51-200	51-83	84-200		33
Chicago .....	201-350	201-248	249-350		48
Cleveland .....	351-450	351-393	394-450		43
Detroit .....	451-600	451-498	499-600		48
Duluth .....	601-650	601-617	618-650		17
Lorain .....	651-700	651-660	661-700		10
Milwaukee .....	701-750	701-702	703-750		2
Sault Ste. Marie .....	751-900	751-797	798-900		47
Toledo .....	901-950	901-923	924-950		23
Mail .....	951-956	951-956	none		6
Total votes cast in all ports and by mail					279

"ALLIED MARINE SECTION"

Port	Ballots Received		Ballots Unused	
	From Headquarters	Ballots Used	And Returned	Ballots Cast
Ashtabula	1-10	-0-	1-10	-0-
Buffalo	11-20	-0-	11-20	-0-
Chicago	21-30	-0-	21-30	-0-
Cleveland	31-40	-0-	31-40	-0-
Detroit	41-60	41-45	46-60	5
Duluth	61-70	-0-	61-70	-0-
Lorain	71-80	-0-	71-80	-0-
Milwaukee	81-90	-0-	81-90	-0-
Sault Ste. Marie	91-100	-0-	91-100	-0-
Toledo	101-110	-0-	101-110	-0-
Mail	none	none	none	-0-
Total votes cast in all ports and by mail				5

\*This figures includes the ballots that were voided by the Region Tallying Committee.

OFFICIAL TALLY SHEET FOR ELECTION OF 1965-1968 OFFICERS

	ASHTABULA	BUFFALO	CHICAGO	CLEVELAND	DETROIT	DULUTH	LORAIN	MILWAUKEE	SAULT STE. MARIE	TOLEDO	MAIL	TOTALS
<b>REGIONAL DIRECTOR</b>												
1. Edward Daniel Anderson A-12005	0	0	3	0	4	0	0	0	0	0	0	7
2. Elmer Gallagher G-12015	0	0	0	7	0	0	0	0	0	0	0	7
3. Walter F. Gunn G-12014	10	9	31	88	3	1	22	1	8	5	4	182
4. Robert T. Jones J-12000	17	63	94	0	36	42	7	19	54	21	9	362
5. Harold F. Yon Y-12001	0	0	4	0	43	0	0	0	19	8	2	76
No Votes	0	0	0	0	2	0	1	0	0	0	0	3
Voices	0	0	1	0	1	1	2	0	0	1	0	6
Write-Ins	0	0	0	0	0	0	0	0	0	0	0	0
Totals	27	72	133	95	89	44	32	20	81	35	15	643

ASSISTANT REGIONAL DIRECTOR (DREDGE SECTION)

1. Ernest T. DeMerse D-12026	1	0	4	5	37	0	5	1	25	4	3	85
2. Donald Mariner M-12083	1	0	9	38	4	0	3	0	3	0	1	59
3. Richard L. Tillman T-12015	0	33	32	0	6	16	1	1	18	18	2	127
No Votes	0	0	2	0	1	0	0	0	0	0	0	3
Voices	0	0	1	0	0	1	1	0	0	1	0	4
Write-Ins	0	0	0	0	0	0	0	0	1	0	0	1
Totals	2	33	48	43	48	17	10	2	47	23	6	279

ASSISTANT REGIONAL DIRECTOR (TUG SECTION)

1. Thomas J. Burns B-12006	25	35	73	24	27	26	17	18	33	6	8	292
No Votes	0	4	7	28	7	1	4	0	1	5	1	58
Voices	0	0	0	0	1	0	1	0	0	0	0	2
Write-Ins	0	0	5	0	1	0	0	0	0	1	0	7
Totals	25	39	85	52	36	27	22	18	34	12	9	359

The Committee would also like to bring to the attention of the membership the fact that some write-ins that appeared illegible or on de-faced ballots will not be included in this report. The reason for this is that some ballots containing write-ins happened to be voided because the ballots on which they were written was illegally defaced or illegible.

During the period of time in which the Region Tallying Committee was in operation, several discrepancies on the conduct of the election have occurred, but none of which would change the outcome of any job on the ballot. However, for the benefit of the membership, we are listing them, port by port, as follows:

CLEVELAND, OHIO

In checking the rosters for the Tug Section in the port of Cleveland, your Committee found that the port Polls Committees for the dates of March 8th and 13th had numbered the ballots on the rosters as issued from #1 through #47. Actually, they should have been numbered #351 through #397. After the above dates, the Polls Committees then listed the ballot numbers properly on the rosters. Your Region Tallying Committee has counted these two days ballots as valid ballots cast.

The same situation as given above, applied to the Dredge Section in the port of Cleveland, except the ballot numbers should have been #351 through #390 instead of #1 through #40 as shown on the roster. Your Region Tallying Committee has counted these two days ballots as valid ballots cast.

MILWAUKEE, WISCONSIN

The Port of Milwaukee, when sending in their stubs and unused ballots to Headquarters at the end of voting, failed to include the Certification statements with either of them for all sections. However, your Region Tallying Committee has counted the ballots from Milwaukee as valid ballots cast.

LORAIN, OHIO

The port of Lorain, on March 11, 1965, failed to put the date or the name of the port on the outside of the envelope in which the ballots were mailed to the depository. Also, on the same date, the Dredge Section voided ballot stub #654 as well as an entry on the roster; however, your Region Tallying Committee has counted these days ballots for the port as valid ballots cast even though we were unable to find ballots for the day equal to the number of stubs issued for the day.

On March 18, the Tug Section voided ballot stub #622 as well as the entry on the roster; however, your Region Tallying Committee has counted this day's ballot

as valid ballot cast even though we were unable to find ballots for the day equal to the number of stubs issued for the day.

CHICAGO, ILLINOIS

The port of Chicago, in sending in their stubs and unused ballots at the completion of the voting in the port, failed to include the certification statements with either of them for all sections. However, your Region Tallying Committee has counted the ballots from Chicago as valid ballots cast.

On March 13, 1965, the Polls Committee in the port of Chicago issued ballot #227 from the Dredge Section to Brother Harry Oliver, O-12005 by mistake, since he should have received a Tug Section ballot; however, the Committee discovered the error and, prior to the ballot being marked, it was returned to the Committee. Brother Harry Oliver was then issued ballot #257 and allowed to vote same. Your Region Tallying Committee has counted Brother Harry Oliver's ballot that he voted as a valid ballot cast and Dredge ballot #227, which was later reissued and voted as a valid ballot east.

On March 16 and March 20, 1965, Polls Committee for the port of Chicago failed to indicate on the ballot envelope the name of the port or the date for either day. Your Region Tallying Committee has counted both days ballots as valid ballots cast. On March 18, 1965, only two (2) members of the three (3) man Polls Committee for the port of Chicago signed the ballot envelope; however, your Committee, in checking the rosters and the Special Meeting Minutes for the election of a Polls Committee, found all rosters for the name of three (3) of our members and that these three (3) members had been elected Polls Committee members and that two (2) of these three (3) members names appeared on the ballot envelope. Your Region Tallying Committee has, therefore, counted this days ballots as valid ballots cast.

DETROIT, MICHIGAN

On the date of March 10th, 1965, the port of Detroit Polls Committee enclosed its rosters and Polls Committee minutes for the day in the ballot envelope that was mailed to the ballot depository. On March 19th, the Polls Committee enclosed the rosters for the day in the ballot envelope that was mailed to the ballot depository. On the dates of March 12th, 1965 and March 16th, 1965, the ballot envelope failed to have included thereon in the blank spaces provided for that purpose, the name of the port or the date.

MAIL BALLOTS

The following are the names of the members who requested, were entitled to, and were sent Absentee Ballots:

Wollan, James A.	Dredge Section	Book #W-12052	Ballot #951
Wilcox, Ellis J.	Dredge Section	Book #W-12021	Ballot #952
Bowditch, Robert E.	Dredge Section	Book #B-12022	Ballot #953
Henderson, Kelly	Dredge Section	Book #H-12036	Ballot #954
Burdick, Walter J.	Dredge Section	Book #B-12060	Ballot #955
Yon, Merlin J.	Dredge Section	Book #Y-12004	Ballot #956
Rasmussen, Carl	Tug Section	Book #R-12008	Ballot #776
Tyler, Robert R. Jr.	Tug Section	Book #T-12029	Ballot #777
Thompson, Stanley F.	Tug Section	Book #T-12033	Ballot #778
Bellant, Francis J.	Tug Section	Book #B-12050	Ballot #779
Bennett, Herman J.	Tug Section	Book #B-12025	Ballot #780
Kingston, Willie	Tug Section	Book #K-12010	Ballot #781
McDonald, Robert C.	Tug Section	Book #M-12068	Ballot #782
Miske, Alex	Tug Section	Book #M-12150	Ballot #783
Larkin, James E.	Tug Section	Book #L-12044	Ballot #784
Yietalo, Verner	Tug Section	Book #Y-12002	Ballot #785

Our Tally of these mail ballots is given on our master tally sheets for the whole election. It should be pointed out to the membership that the ballots used for the mail ballots were part of those that had been retained at Headquarters. That out of the sixteen (16) mail ballots sent out, only fifteen (15) of them were returned. This accounts for the discrepancy of one ballot that is shown in the report as having been issued but not accounted for in the total number of ballots cast.

There were members who had requested mail ballots to whom none were sent since they did not meet the qualifications of voting by mail. These members have been dealt with previously in this report.

The following were the write-ins made during this election of officers for our Union:

PORT	DREDGE SECTION	
	NAME	TITLE
SAULT STE. MARIE	Harold F. Yon	Assistant Regional Director
CHICAGO	<b>TUG SECTION</b>	
	Danile Boyle	Assistant Regional Director
	Edward Anderson	"
	Marvin Stetson	"
	John Thomas	"
	John Byrne	"
DETROIT	Max Tobin	"
TOLEDO	Filex Knitchell	"

CONCLUSIONS:

Your Committee finds that the balloting took place in strict accordance with the Constitution, and that what errors were made, were all of no importance, and of no measurable effect and could not influence the voting results and were dealt with in accordance with the spirit of the Constitution.

It is, of course, impossible to tally write-in votes that were illegible or where the ballot has been defaced, therefore, in the case of write-ins that are illegible or when they appear on defaced ballots, this Committee has carried such ballots under the heading of Void ballots, in which category they properly belong.

We recommend that the procedure on write-ins followed by this Committee be upheld, inasmuch as it is impossible to count write-in votes where the name written in is illegible or a voter defaces the ballot. If a man wants to write in a name, he ought to do so clearly if he wants his write-in to be effective, and he must be careful not to place illegal marks on the ballot.

- L. ALEXANDER, A-12013
- M. DICKENS, D-12027
- R. MAC DONALD, M-12062
- S. STREIGHT, S-12039
- J. DUVAL, D-12020
- W. SULLINS, S-12004

## Soviets Plan More Fishing Off U.S. Coast

BOSTON—The Soviets are continuing to press the expansion of their already vast and complex fishing operations in the North Atlantic, according to latest information.

The Soviets are building a new fleet of Vostok-class fish factory ships, and at least some of them are expected to show up in the traditional American fishing grounds off Cape Cod.

The Vostok-class ships are each capable of carrying 14 smaller trawlers on deck. They are able to stay at sea for 125 days, and, during the course of a single voyage, produce 10,000 tons of frozen fish, 1000 tons of fishmeal, 10 million cans of fish and about 100 tons of industrial fats.

The news of the new Russian factory ships appeared in the Boston Blue Sheet, a local daily news bulletin of the fishing industry published by the U.S. Bureau of Commercial Fisheries.

Expansion of Soviet fishing operations in the North Atlantic would be considered another setback to American fishermen in the area. Discovery of a 450-ton load of Soviet-caught codfish aboard a U.S.-flag freighter recently brought protests from the SIUNA-affiliated Atlantic Fishermen's Union and other labor groups. The ILA refused to unload the cargo.

While the shipment may have been a one-time only fluke, the U.S. fishing industry regards any new importation of fish into the country as a threat to its very existence.

## Lakes IBU Vote Tally Completed

DETROIT—The Regional Tallying Committee of the Great Lakes Tug and Dredge Region of the Inland Boatmen's Union, SIUNA has completed its report on the election of officers for the Region held during the month of March.

As announced in the report of the Tallying Committee, Robert T. Jones was re-elected to the post of Regional Director. Richard L. Tillman was elected to the post of Assistant Regional Director (Dredge Section), and Thomas J. Burns was elected to the post of Assistant Regional Director (Tug Section).

The voting by members of the Great Lakes Tug and Dredge Region took place in the ports of Buffalo, New York; Ashtabula, Ohio; Chicago, Illinois; Detroit, Michigan; Duluth, Minnesota; Lorain, Ohio; Milwaukee, Wisconsin; Saulte Ste. Marie, Michigan, and Toledo, Ohio.

The report of the Tallying Committee will be placed before the membership for approval at the next scheduled membership meeting in April.

Balloting for the posts of Port Presidents will also take place at the regular April membership meetings of the Tug and Dredge Region in the Great Lakes ports mentioned above. The names of candidates for the posts of Port Presidents were made known to the membership in the Regional Director's Report on the Election of Port Presidents.

## Lifeboat Class 130 Goes Into Books



Members of Lifeboat Class 130 sit for their graduation picture at SIU headquarters after passing all requirements for their Coast Guard lifeboat tickets successfully. The new graduates are (l-r, front) Kenneth McAvoy, Juan Guerrero, Charles Miles, Francisco Tirado, Juan Landron; (rear, l-r) instructor Dan Butts, Jesus Landron, Walter Forsman, Epifanio Rodriguez and Handy Gordy.

## IBU Credentials Committees Act On Convention Delegates

NEW YORK—The rank and file credentials committees for the four regions of the Inland Boatmen's Union of North America of the SIUNA-AGLIWD have reported on the eligibility of nominees for delegate to the IBU convention. The committees elected by the Atlantic

Coast, Gulf Coast, and Great Lakes Tug and Dredge regions have found that all nominees are qualified and shall be deemed elected pursuant to the reports filed by the three regional directors, dated March 8, 1965. The credentials committee for the Railway Marine Region found all nominees qualified and in accordance with the Regional Director's report of March 8, 1965, an election will be held April 19, 1965 to determine the Convention delegates for the Region.

The Special and Second Quadrennial Conventions of the Inland Boatmen's Union is scheduled to begin at 9:30 A.M., Thursday, May 27 at the Gramercy Inn, 1616 Rhode Island Avenue, N.W., Washington, D.C.

### Elected Committee

The credentials committees for the four regions were elected at special membership meetings held on March 29. The meetings were held in New York for the Atlantic Coast, New Orleans for the Gulf Coast, Jersey City for the Railway Marine Region and Detroit for the Great Lakes Tug and Dredge Region. The committees checked the qualifications of all nominees and certified they are eligible to run for convention delegate.

The credentials committees of the Atlantic, Gulf and the Great Lakes Tug and Dredge regions referred to the reports of the three regional directors, dated March 8, which provided the following: "in the event the number of qualified nominees is equal to, or does not exceed the number of delegates to be elected to these conventions, such nominees shall be deemed to be the convention delegates.

The March 8 reports of the four

regional directors were mailed to the members of the respective regions on March 10, 1965.

The credentials committee for the Atlantic Coast has listed the following three members as those who will serve as delegates from the region: Harry Hastings, H-26; George Hinkleman, H-30; and John Simpson, S-5279.

The Gulf Coast credentials committee has announced the following six members as those who will serve as delegates from the region: John Avery, A-5003; Joseph Johnson, J-5078; Gerald Keller, K-5000; George Jordan, J-5045; Luke LeBlanc, L-5221; and Claude Newman, N-5083.

The credentials committee for the Great Lakes Tug and Dredge Region has listed the following three members as those who will serve as delegates from the region: Robert Affleck, A-12018; Raymond Thompson, T-12011; and Wayne Weston, W-12002.

The reports of the credentials committees will be presented in detail to the IBU membership in the Atlantic, Gulf Coast and Great Lakes Tug and Dredge Regions at the regular April meetings for approval.

### RMR Election

The Railway Marine Region credentials committee has certified the following four members as qualified to serve as convention delegates from the region: Joseph J. Fadde, F-20000; John A. Forsythe, F-20033; Dennis M. Lee, L-20054; and James P. Waters, W-20000. The committee noted that since the RMR is entitled to only two delegates to the IBU convention, RMR members will cast their

ballots to select the convention delegates on Monday, April 19, 1965 at the Union halls in Jersey City, Philadelphia, Baltimore and Norfolk. Voting will take place between the hours of 9:00 AM and 5:00 PM.

Members of the RMR will elect polls and tally committees at each port on April 19 at special meetings to be held between 8:00 AM and 9:00 AM. These committees will be responsible for conducting the elections in each port.

Special membership meetings for RMR members will be held in each port on Wednesday, April 21, 1965 at 1:00 PM to act upon the final report of the Polls and Tally committees.

## Prove Eligibility For Hospital \$

Seafarers being admitted to a Public Health hospital are urged to carry with them their Union book plus proof of eligibility for SIU benefits; namely, a record that they have at least 90 days seetime during the previous year and at least one day during the previous six months. Failure to have the proper credentials will cause a delay in payments to the Seafarer.

If the Seafarer is admitted to a hospital which is not a PHS institution, he should contact the Union immediately. The Union will arrange with the USPHS for a transfer to a Public Health hospital in his vicinity. The PHS will not pick up the hospital tab for private hospital care, unless it is notified in advance.

## Portland Updating Facilities

PORTLAND, Ore.—A long-range waterfront development program, including a new container handling area for the SIU Pacific District-contracted Matson Navigation Co., is being planned to improve cargo handling, transportation and industrial facilities here.

The plan calls for estimated expenditures of \$120 million over the next 35 years. A priority system has been adopted for starting four major pier construction projects in the near future.

A large area at Terminal 4 is slated for conversion into a container handling area for the ultimate use of Matson Navigation. The container area is expected to be ready within a year, according to the Commission of Public Docks here. A later step in the rehabilitation of Terminal 4 will improve the area's grain-handling capacity.

## UIW Reports On Convention Delegates

NEW YORK—The rank and file credentials committees of the United Industrial Workers of North America of the SIUNA-AGLIWD have reported to their Regional Directors that nominees for the position of delegates to the Union Convention from the Atlantic and Gulf coast regions are fully qualified and shall be deemed elected, pursuant to the UIW Regional Director's reports of March 8, 1965.

The UIW will hold its Special and Second Quadrennial Conventions at 9:30 AM, Wednesday, May 26 at the Gramercy Inn, 1616 Rhode Island Avenue, N.W., Washington, D.C.

The credentials committees were elected on March 29 at special meetings in New York, for the Atlantic Coast region, and in New Orleans for the Gulf Coast region. The committees checked the qualifications of all nominees and certified that they are eligible to run for convention delegate.

The credentials committees referred to the UIW Regional Directors' reports of March 8 which provided the following: "In the event the number of qualified nominees is equal to, or does not exceed the number of delegates to be elected to these conventions, such nominees shall be deemed to be elected convention delegates." The UIW Regional Directors' reports of March 8, 1965 were mailed to the membership of the Union on March 10, 1965.

The Atlantic Coast credentials committee has listed the following six members as those to serve as delegates from the Atlantic Coast region: John Dwyer, D-10034; Mark Evans, E-10073; Warren Leader, L-10140; Ralph Quinonez, Q-10003; Matty Stucchio, S-10041; and Lee Wynn, W-10287.

The credentials committee for the Gulf Coast has certified Paul Drozak, D-10236, to serve as convention delegate for the Gulf Coast region.

The committee's reports will be presented in detail to the UIW membership at the regular April meetings of the Atlantic and Gulf coast regions for approval.



## Cuba Blacklist Figure Holds At 237 Vessels

WASHINGTON—Two new ships have been added to the blacklist of ships forbidden to haul U.S. Government cargoes because they have traded with Cuba, the Maritime Administration has announced. Two vessels have been removed from the list however—so the number of vessels on the blacklist remained steady at 237 for the two week period ending March 15.

In addition, the MA announced, the Government of Israel has agreed to keep all its ships—about 75—out of the Cuban trade.

Added to the list during the last period were the Lebanese-flag Maria Despina—7,254 tons and the Finnish-flag Margrethe Paulin—7,251 tons. Off the list are the Greek-flag Everest of 7,031 tons and the Israeli-flag Daniela, 908 tons.

In addition to Israel, Spain is the only other country to pledge to keep all of their ships out of the Cuban trade since the U.S. set up the blacklist. The total of ships pledged out of the Cuban trade is now 791.

Cuba meanwhile, has announced a proposed expansion of its own merchant fleet which could make the U.S. embargo unworkable. A recent announcement from the Cuban capitol claimed that the Castro regime has one of the fastest-growing merchant navies in the world, and plans to have the biggest merchant fleet of all the Latin-American nations within the next two years.

## Sea Land Protests New Rail Rate Cuts

WASHINGTON—The continuing favorable treatment the Interstate Commerce Commission has given to the railroads on rate setting practices has brought a sharp protest from the SIU-contracted Sea-Land Service, which is seeking cancellation and investigation of rail rate cuts on the shipment of canned produce from the west coast.

The Sea-Land protest against the rate cuts maintained that "it is much more than likely that canned goods revenues are being consciously sacrificed (by the railroads) in order to drive out intercoastal competition both east-bound and westbound."

The water carrier called the cuts a "destructive competitive practice proscribed by the National Transportation Policy" and charged that they were "unjust and unreasonable." The rail rates, posted with the I.C.C., went into effect on March 19. Sea-Land's protest against them was joined by west coast produce packers and

## Delta Offering New Venezuela Passenger Run

WASHINGTON — SIU-contracted Delta Steamship Lines is now offering passenger service from Venezuela to U.S. Gulf ports, it was announced here recently.

The additional service to be offered by Delta is expected to improve participation of U.S. ships in the passenger trade in the area. No U.S. combination passenger ship service has been available from Venezuela to U.S. Gulf ports, although some passenger accommodations in freight ships are available. The new service has the approval of the Commerce Department.

Delta operates the three combination passenger-cargo ships Del Mar, Del Norte, and Del Sud on U.S. Trade Route 20, U.S. Gulf-East Coast of South America. The ships carry 119 passengers each. Delta also operates ten freighters on Trade Route 20 and on Service 2 of Trade Route 14 (U.S. Gulf-West Africa).

two city administrations—Long Beach and Oakland, California.

The rail rate reductions will have an impact on its intercoastal operations, Sea-Land maintains, because much of those operations are devoted to the transport of canned produce. Sea-Land has said that it will be forced to reduce its own freight rates to meet the railroad competition.



By Cal Tanner, Executive Vice-President

## Maritime's WWII Role Overlooked

A strong American merchant marine has a dual purpose in keeping our country strong. It's first and primary purpose is to transport the goods, insuring the position of the U.S. as the world's number one trading nation. The second purpose is to back up the country's military establishment, fulfilling the vital role of ferrying men, supplies, weapons and ammunition without which our armed forces cannot survive overseas.

The heroic performance turned in by our merchant marine in keeping supplies flowing across the U-boat infested Atlantic during World War II has been recounted time and again, but the Maritime Administration and other government officials seem to have forgotten this impressive record of success.

Every time the MA budget is slashed, every time applications for government assistance to cargo and bulk carriers are rejected, and every time Federal officials permit the transfer of a government-subsidized vessel manned by American seamen to foreign-flag registration, irreparable harm is done to the service that the U.S. maritime industry can render to the nation's defenses.

While MA officials are more often than not content to turn their backs when it comes time to consider policies that would build a strong U.S. maritime, military officials know that this continuing neglect can lead to a national disaster.

Two high U.S. naval officials have recently issued public statements emphasizing the vital role of U.S. merchant ships in military operations should this country be confronted by a national emergency. Vice Admiral John S. McCain, Jr., commander of the Navy's amphibious force during the recent successful land-sea maneuver "Operation Steel Pike," both had high praise for the performance of U.S.-flag merchant ships participating in the exercise.

The American merchant fleet

## Poverty In Alaskan Boondocks Called Worse Than Appalachia

BRISTOL BAY, Alaska—With congressional passage of the Aid to Appalachia Bill now a reality, many interested Americans are pointing out that there are other areas of the U.S. also held tightly in the grip of poverty—a poverty which in many cases is even more severe than that facing the inhabitants of the economically depressed Appalachia region.

A teacher employed by the Bureau of Indian Affairs in Kwethluk, an Eskimo village in a remote area near Fairbanks, Alaska, recently described conditions in the village which, she said, "Could make Appalachia seem like a palatial wonderland by comparison."

What she described was families with up to 10 children living in one-room homes, the largest of which are 18 by 20-feet. The village is accessible only by air and so remote that even getting food and blankets for the cruel Alaskan winters is almost impossible.

### Personal Experience

"Just a couple of weeks ago," the teacher reports, "I was called upon in the middle of the night to double for midwife (doctors naturally are almost unknown in such areas—Editor's note) and during the hours I waited for the baby I almost froze."

"There were two shelves used for beds, two blankets serviced the parents and five children, and the only food in the home was dry fish."

Added to the normal difficulties of an Eskimo winter, was the fact that this past winter (which is still far from over in these northern areas) was a particularly bad one, with severe storms and snowfall. The LOG recently received a letter from Jim Downey, an official of the SIU-affiliated Bristol Bay Resident Cannery Workers Local 46, in which he described some of

the hardships faced this winter in the Bristol Bay area.

"From around November 20th, 1964 up to around March 3rd," he writes, "there was a cold spell, zero and below temperatures . . . and snow over the roof-tops and six or seven feet on the flats and level—one of the toughest winters on record . . . even to the oldest of the old timers."

"Prior to freeze up, in mid-October, a big storm came up here raising the high tide some six to eight feet on the lower Nushagak River and doing considerable damage to villages."

### Drowned Sled Dogs

At the village of Togiak, Downey writes, "the tide came in so

fast—about 8 feet above regular high water mark, that over 100 sled dogs chained up were drowned before they could be turned loose . . . washed out cabins, flooded all their winter grubstakes—oil, etc., and moved the church clear across the creek."

"A couple of days ago, a couple of cannery buildings collapsed with the weight of all the snow . . . and March and April are generally noted as snow months around this way."

As for the small villages, he writes, they are mostly "fifty years behind the times in water, sewer and sanitation systems which in most northern villages are practically non-existent."



## Your SIU Clinic

By Joseph B. Logue, MD, Medical Director



## Protect Your Health! Donate Blood

In the surgery in a large hospital the nurse hooked up the fourth flask of blood to the tube leading into Jimmy's arm. The surgeons were successfully tying off the bleeding artery in the boy's leg, severed by a fall through a glass door.

On the floor above, other physicians were slowly pumping blood in and out of an infant born of a mother whose blood was of a different type. On the medical floor, a patient with a severely bleeding ulcer was being transfused, buying time until he could be put back in good enough condition for surgery.

In the hospital's central supply rooms a nurse was carefully checking the supply of bottles just received from the blood bank for the patient about to go in for open-heart surgery.

Naturally, all this blood must come from somewhere. But where? Most likely it came from the hospital's blood bank. Where did they get it? They got it from Tom, Dick, and Mary who volunteered to donate blood as a public service or to have credit if they required it. If it is required for you, it must be replaced from a blood bank of which you are a member.

Except for the patient going to the open-heart unit, none of those who were getting blood had any idea the day before that they might need it. The hospital and the bank knew, for there is a fairly predictable volume of transfusion need in any community and these demands are pretty well charted.

### Depend on Volunteers

Most of the blood banks depend on volunteers to step up to the tables and give a pint of their blood as a public service, or as a member of an organization. A union or a club can establish a pool of credit for its members so that when one of them needs a transfusion, the credit may be drawn without having to be rounded up in haste at the time of need. A very handy reserve.

Time was when this was not so. The little boy with the severed vessel might bleed to death before his parents or friends could be rounded up, cross matched and bled to try to meet his needs. World War II virtually brought the blood bank into being, mostly for the military uses, but their importance for the civilian sector was equally great. By the end of hostilities nearly every good sized community had a start on a bank.

The methods of keeping blood have greatly improved, standards for the operation of the banks have been developed, and the techniques of cross matching the blood of the donor and the recipient have been greatly improved. Today the availability of blood is as important as the availability of antibiotics; perhaps even more so, since one can usually wait for the antibiotic but too often the blood is needed immediately for emergencies.

As the problems of handling the

blood have been solved, as it has become more readily available, and as the value of transfusions has become more appreciated, a peculiar difficulty has arisen: People are taking it for granted.

The glamour of giving blood has worn off. The publicity value seems to have faded and the attention of the public has turned to other things. Every blood bank has experienced periods when their supplies were so short as to threaten their ability to meet even the drastic emergencies for which there was no other treatment, reported the MD COLUMN of the Group Health Association of America, Inc.

### SIU Supply

To have blood available for members and their dependents, the Seafarers' Welfare Plan has a Blood Bank in Brooklyn. The Union has Blood Bank arrangements through all Port Agents. The demands for blood from these banks are so great that we are constantly in short supply. Seafarers and their dependents have used 4,429 pints from the Blood Bank in Brooklyn since its inception. Blood cannot be obtained from a supply house—you are the only source of blood. In order that you and your loved ones will have this life saving fluid available when needed, it is necessary for you to donate blood. Don't say tomorrow! DONATE NOW! The ideal time is when you report to the clinic for your examination. Come prepared

(Continued on page 22)

(Continued on page 23)



The inherent instability of a space capsule in water makes attachment of a floatation collar necessary as soon as possible after touchdown.

# Successful Space Flights Often End In Seasickness

CAPE KENNEDY—When the Gemini space capsule "Molly Brown" set down in the South Atlantic at the end of her epic journey last week, astronauts Gus Grissom and John Young were forced to swap their space skills for sea legs until recovery could be affected.

As seafarers (if only for an hour), they were subject to the hazards of the trade. One of the chief of these, as most oldtimers know, is what used to be called under the fancy name of "Lord Nelson's disease"—plain old seasickness.

The spacemen were even more prone to it than a sailor out in a gale on an old Liberty ship. For the Gemini capsule they piloted, unlike the earlier Mercury craft, was designed to float not upright but on its side. For the astronauts it was like riding a roller coaster while almost standing on their heads.

Major Grissom, for example, was so strapped in that when the ship hit the water his head made a deep arc each time the capsule bobbed in a swell. Lt. Cmdr. Young, half-lying on his side, had his head pulled violently forward with each movement of the capsule.

Grissom suffered the most. The veteran astronaut, who named the capsule after the "unsinkable Molly Brown" because his first Mercury craft had gone down to the deep six, became seasick 28 minutes after landing.

He became nauseous and had to use the plastic bag provided for that contingency. Young also reported being seasick but less violently so. Perhaps because he was an old Navy man, or so the sailors of the world would like to think.

The illness had been predicted

by the medical men of the space program. On each test landing prior to the actual flight, at least one of the astronauts became ill. To counteract seasickness, both men were provided with Tigan, a newly developed anti-motion drug.

Results proved that the drug was something less than wholly effective. This also was expected. Science has discovered that there can be little remedy to offer when the sea decides to get up her furies. Riding in a small capsule tossed about like a canoe in a storm will get to almost anybody sooner or later.

The secret of seasickness, according to the scientists, lies in the inner ear. Here there are three semi-circular tubes with liquid in them. As a person moves either his head or body, the fluid sloshes around and affects the nerve endings in the area. The nerves, in turn, pass signals on to the brain to tell the person how well he is balanced.

By moving the head or body too violently, confusion is created in this delicate process and a person becomes first dizzy and then nauseous. This essentially, is what seasickness is, and it can happen anywhere—on a ship, in an aircraft or on an amusement park ride.

Scientists working in the field of space medicine are concerned with the problem of seasickness. Thus Seafarers may someday benefit from this aspect of the space program, should a really effective seasickness preventive ever be found.

# Selma, Alabama Racists Began As Union-Busters

SELMA, Ala.—The armed, mounted civilian posse responsible for so much of the brutality against civil rights demonstrators here had its origins as an anti-labor force in 1958. It was first organized by Sheriff Jim Clark to combat union activities in the area.

Clark himself, has admitted that the posse was first organized "to handle labor strikes and any other things going on." This statement was made on a nationwide television broadcast over the American Broadcasting Company on March 7.

T. H. Vincent, regional director of the United Packinghouse Workers, filled in the details of the story.

He said that UPWA was striking two plants of the Ziegler Packing Co. in Bessemer and Tuscaloosa, Ala. in 1958. The third plant was at Selma and some of the strikers, mostly women, went to Selma to try to win support from the workers there.

"A peaceful picket line was set up," Vincent said. "Clark arrived on the scene with one or two deputies. He acted like a maniac. He stuck his finger in the face of Ray Morgan, one of our international reps, almost touching Ray's nose and said:

"You'd better be careful. As far as I'm concerned you're the leader of an unorganized mob and mobs mean trouble."

Morgan and Clark argued for a period and finally the sheriff said that one of the reasons he was there was that the plant manager was opposed to the picketing. Clark left, Vincent said, "but not before he threatened to jail us if we continued."

"Later two people from inside the plant came out to the picket line with auto jacks, shouting threats to us. Since most of our pickets were women, two of our men met them," the union leader said.

"Our men gave one a bloody nose and the other a cut lip. This was all Clark needed. He put the two men in his car and paraded them around the area shouting, 'This is what they call peaceful picketing.'"

Vincent said that "late in the afternoon Clark showed up to warn us that if we showed up again we'd be thrown in jail. Since most of our people were women, and knowing something about Clark's reputation, we decided to leave town.

"We were informed that early the next morning 50 to 75 farmers on horseback, deputized by Clark, showed up at the plant. They carried rifles, squirrel guns and baseball bats.

"The way people were keyed up by Clark, this posse was set for anything that could happen. I've no doubt about that. That is the way Clark works. He excites people, gets them worked up to a point where they will do things which he cannot do."

### Methods Breed Violence

Vincent added that "having worked in the area some 15 or 20 years and seen the way Clark operates, I have no doubt that the atmosphere created led to violence down here."

He explained that every time he came into town one of Clark's men would follow him and stay with him during the entire time he was in Selma.

Vincent recalled, also, some of Clark's antics at the Swift cotton seed oil plant in Selma, which UPWA represented until recently. "Clark would come into the

plant from time to time during free periods and if whites and Negroes were sitting together he'd order them to separate."

The only organized plant in Selma today is the Independent Lock Company and the International Union of Electrical Workers has the bargaining rights. IUE was decertified several years ago after strong pressures were placed on the workers to vote against the union.

"After one year without a union," an IUE spokesman said, "the workers had enough. They voted for us in a labor board election."

Selma is a major population center in Alabama's Black Belt. Over 57 percent of the county's 57,000 people are Negro; fewer than 2 percent of the eligible Negroes are registered to vote.

Apart from voting rights, merely to be a person in Alabama is not easy. When reporters asked Sheriff Clark if a woman defendant was married, he replied, "She's a nigger woman and she hasn't got a Miss or a Mrs. in front of her name."

"Alabama's first, largest and most active chapter of the White Citizens Council was born here," a white citizen boasted.

A White Citizens Council rally a few weeks ago, featuring former Mississippi Governor Ross Barnett, drew 1,500 whites. Council leadership and the town's political and economic leadership are entwined. Former Selma Mayor Chris Heinz is the new president of the Citizens Council. Clark said recently the council "does a good job."

### Ten Years of Racist Rule

Clark was first elected in 1955, and has won re-election since then. He faces three Justice Department suits charging him with interfering with and intimidating potential Negro voters and staff workers from the Student Nonviolent Coordinating Committee (SNCC). Clark's proposal for solving Selma's racial troubles is for "outside agitators" to leave and "let Alabama handle its own problems."

The sheriff always carries an electric cattle prod, which he describes as a "most humane instrument." He is usually accompanied by some members of his 300-man-strong civilian posse.

Clark and Colonel Al Lingo, head of the Alabama State Patrol, are good friends. Clark says he has "been in daily contact with Lingo" and that "Colonel Lingo and I have worked very close since (Martin Luther) King came to Selma" last January. The Dallas County sheriff has supplied Lingo with the services of his armed militia. Clark and his posse have appeared to put down racial demonstrations in Birmingham, Tuskegee, Gadsden and at the University of Alabama. In Notasulga, the sheriff himself pulled white photographer Vernon Merritt from a school bus, beat him and smashed his camera.

Selma's newly elected city administration, while maintaining a "hard line" on segregation and Negro registration, differs with Clark on handling racial protests. Merchants here privately say their business is down since large scale arrests began. During one recent

march, the city's public safety director, Wilson Baker, begged Clark: "Let me handle it. Just wait a minute and they'll be all right." Clark snapped back, "I've waited too long already," and drove away. After demonstrators were beaten during the march, Baker told a civil rights worker, "They've taken it out of my hands."

# Gulf Coast

(Continued from page 12)

expects to be okay soon, however, and is visiting with friends while recuperating. Johnny Ward made one voyage as engine utility on the Del Sud and had to get off to go into the hospital where he has been for nearly a month. Percy Libby, another of the real oldtimers, is in the hospital after a long stay on the Del Norte in a watchman's job. In good health and fine voice is "Gator Mouth" Bates who was very much in evidence at the last membership meeting. Buck Estrada has been enjoying his vacation. Ray DeShong, one of the veterans of the American Coal Beef had to leave his job on the Del Santos because of illness. Ray is getting along fine, however, and is now on outpatient status from the hospital.

### Mobile

Robert L. Kelly, who has been shipping SIU almost since the organization of the union, got off the Alcoa Runner after about two years to enjoy a vacation with his family. He is registered in Group 2 of the deck department. Demetrio Mlofas, who was a messman on the Alcoa Runner, also got off for a rest. He lives in Daphne, Ala. Jerry L. Carl is about ready to take the first AB job to hit the board. His last ship was the Ocean Ulla, a coastwise supertanker. After staying on a fireman's job on the Bradford Island for about eight months, George W. Williamson came ashore to vacation with his wife and children. Harold Keith got off the Northwestern Victory and registered in Group 2, Engine Department. He has been shipping out of Gulf ports for about 20 years. Robert Sanchez who had been chief steward on the supertanker Mayflower for several years until the ship was laid up recently is registered in Group 1-S and hoping to get back out soon.

### Houston

Salvador Blanco isn't entirely sold on the "romance run." He got off the Del Mar after two trips to South America. Now he is looking for a Mediterranean or a Far East run. Jimmy Byrd checked in at the hall and registered in Group 1 of the Deck Department after getting off the Kent when the ship was laid up in Jacksonville. Byrd was bosun on the Kent's last voyage to Bombay. Johnny says the crew was one of the finest he has ever sailed with. Charles F. Sherhans took an AB's job on the Bangor to India. His last ship was the coastwise container ship Beauford. Gordon Wheeler is looking for a long trip going anywhere. Donald H. "Trader" Horn got off the Our Lady of Peace after a trip to Algiers. He said it was a good trip after two months on the beach he is ready to go.

Editor,  
SEAFARERS LOG,  
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Brooklyn 32, NY

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### Don't Delay On Heat Beefs

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

**SAN FRANCISCO (Sea-Land),** March 3—Chairman, Clarence Hall; Secretary, Roger Hall. Ship's delegate reported that everything is running smoothly. \$7.64 in ship's fund. It was requested that crewmembers donate fifty cents each to purchase new antenna for TV.

**LOS MAR (Calmar),** Dec. 28—Chairman, Anton Vukinick; Secretary, J. Barber. Brother Russell M. Wright was elected to serve as new ship's delegate. No beefs reported by department delegates. Discussion on TV repairs.

**Feb. 14—Chairman, B. M. Romano;** Secretary, T. Mignano. Minor beefs were all settled and everything is O.K. now.

**OVERSEAS JOYCE (Maritime Overseas),** Feb. 27—Chairman, John J. Howarth, Jr.; Secretary, John H. McElroy. Some disputed OT in deck de-

partment delegates. Brother Robert Mull was elected to serve as ship's delegate.

**WESTERN HUNTER (Western Agency),** March 6—Chairman, W. T. Langford; Secretary, L. D. Smith. \$40 in ship's fund. One man was hospitalized in Ras Tanura.

**Feb. 26—Chairman, William Fulling;** Secretary, W. T. Langford. \$40 in ship's fund. To contact headquarters about hiring aliens in foreign ports.

**ROBIN GRAY (Robin Lines),** Feb. 6—Chairman, G. Mulholland; Secretary, A. D. Nash. \$20.14 in ship's fund. Brother K. Nichols resigned as ship's delegate and was extended a vote of thanks by the crew. Brother A. D. Nash was elected to serve in his place.

**ALCOA TRADER (Alcoa),** March 14—Chairman, Thomas J. Fay; Secretary, Nick Martin. Some disputed OT in deck and engine departments. Vote of thanks to the steward department for a job well done.

**ATLAS (Burbank),** Feb. 26—Chairman, W. J. Anderson; Secretary, Alfred Hirsch. \$38 in ship's fund. No beefs reported by department delegates.

**LA SALLE (Waterman),** March 10—Chairman, Ed Moore; Secretary, W. Beckford. Ship sailed short one pantry man. No beefs reported by department delegates.

**NATIONAL SEAFARER (Windward),** Feb. 14—Chairman, Joe Selby; Secretary, J. T. Lelinski. Discussion about headquarters being consulted about subsistence for all the blackouts crew had. Motion made that members not sign on until ship gets cold water or portable water coolers.

**PETROCHEM (Valentine),** Feb. 10—Chairman, J. D. Gribble; Secretary, F. S. Paylor. Ship's delegate reported that everything is running smoothly. Brother W. Matthews was elected to serve as ship's delegate, and Brother F. S. Paylor as ship's treasurer.

**DEL RIO (Delta),** Feb. 28—Chairman, A. Abram; Secretary, A. Tolentino. Motion made that patrolman be contacted about getting a new brand of coffee aboard. Otherwise, there are no beefs.

**SEAMAR (Calmar),** March 6—Chairman, W. F. O'Brien; Secretary, Wm. T. Rose. Brother George Litchfield was elected to serve as ship's delegate. Discussion on having telephone installed in messhall. Also to have headquarters check on shortage of crew on board.

**SANTA EMILIA (Liberty Navigation),** Feb. 21—Chairman, E. M. Bryant; Secretary, George Hair. Brother Ernest Bryant resigned as ship's delegate and Brother T. Gerber was elected to serve. It was suggested that the Company be contacted regarding the dirty water aboard ship. Thirty-one rupees in ship's fund. No beefs reported by department delegates.

**SEATRAN SAVANNAH (Seatrains),** March 14—Chairman, Walter Brightwell; Secretary, Raymond L. Perry. No beefs reported by department delegates. Brother S. Frank was elected to serve as ship's delegate.

## DIGEST of SIU SHIP MEETINGS

partment. Discussion on repairs. Vote of thanks to the steward department for good food, even under trying conditions.

**FLOMAR (Calmar),** Feb. 26—Chairman, E. Luzier; Secretary, J. Funk. \$16.50 in ship's fund. No beefs reported by department delegates.

**ERNA ELIZABETH (Overseas Navigation),** March 6—Chairman, L. Clark; Secretary, M. K. Pierce. Everything is running smoothly with no beefs.

**OCEANIC SPRAY (American Oceanic),** Feb. 28—Chairman, L. O. Dasey; Secretary, D. Gardner. \$11 in ship's fund. Ship is short of money for draws. Ship to be fumigated while in shipyard in Yokohama.

**KENMAR (Calmar),** March 4—Chairman, V. Douglas; Secretary, V. Douglas. Some disputed OT reported by deck delegate which will be taken up with patrolman.

**ALCOA VOYAGER (Alcoa),** March 7—Chairman, Edgar R. Hauser; Secretary, Victor M. Perez. One crewmember was hospitalized in Calcutta, India, and was returned to the States via air travel, to be treated at USPHS hospital. Some disputed OT to be taken up with patrolman.

**MT. VERNON VICTORY (Victory Carriers),** Feb. 26—Chairman, Peter Patrick; Secretary, H. Meredith. \$20 in ship's fund. Some disputed OT in each department to be taken up with patrolman. Brother Walter Lungren was elected to serve as ship's delegate. Vote of thanks to Brother Tom Fleming, outgoing ship's delegate, for fine job he did representing the crew. Captain extended a vote of thanks to the entire crew for their spirit and cooperation at Christmas time. Vote of thanks extended to Mr. Griffith, second engineer, for his kind donation to the cause during the Holiday Season.

**HASTINGS (Waterman),** March 5—Chairman, Woodron Reid; Secretary, John Wells. No beefs reported by de-

## From the Ships at Sea

A real bull session was going on in a foc'sle of the **Globe Explorer** (Sea Liberties) not too long ago, as a few old time Seafarers sat around discussing various aspects of the Seafarer's life. The breeze was really blowing, when **Peter Wedrogowski** walked into the room.

"I was on a ship once," he said, "down in the Red Sea, just cruising along, when all the sudden we heard the cry 'Man overboard.' We threw out a life ring, and then the Captain turned the ship around and we picked the man up a few minutes later. When we asked him how he came to fall off, he answered, 'Fell off? Nobody fell off! Somebody moved the ship.'"

**Joe Ritchburg**, the bosun aboard the **Geneva** (U.S. Steel) informed the crew that the regular safety meeting, which was soon to be held aboard the ship, would have a special feature. Cries of "Girls" and "Money" were soon quieted by the announcement that they would see some movies on safety. Rather disappointed, but maintaining a stiff upper lip, one of the crewmembers quipped, "Oh, well, maybe there'll be some girls in the movie."

The steward department of the **Morning Light** (Waterman) recently pulled a switch on the crew. Instead of the steward department getting the vote of thanks, the steward department voted a special thanks to the crew for their efforts in keeping a clean messroom and pantry. "It makes it easier on everybody when we have this kind of cooperation," says ship's delegate **David Caldwell**.



Caldwell

All great men have a formula for success in whatever line of

### Lakes Stoker



**Edwin Campbell**, a member of the SIU Great Lakes District, stokes a boiler on the **Henry R. Platt** (Gartland), a coal burning bulk carrier. The photo was snapped by **Fred Shannon** who is also a member of the ship's engine department.

endeavor they choose to pursue. **Eddie Villasol**, ship's delegate aboard the **Bangor** (Bermuda) is no exception. Villasol was only recently elected ship's delegate, and in order to do his best for the crew, he has come up with a simple rule to make his job successful. "When a man has a beef," he says, "he should take it first to the department delegate. Then either the delegate can settle the beef or bring it to me. Eddie has one additional thought about the rule. "It takes the cooperation of every Union man aboard to make it work. If you want a good trip, and want to help me represent you in the best way possible, all you have to do is follow the recipe." Villasol claims that the formula is quite successful, and helps to make for pleasant trip.

The crew of the **Steel Rec** (Isthmian) has finally de-



Swartjes

what to do with the money the company awarded them for having the safest ship in the fleet during the last six months of last year. They spent it for a television set, which has been installed aboard the ship, and had \$57 left over. "We are still trying to decide what to do with the rest of the cash," reports ship's delegate **Hendrik J. Swartjes**.

Anguished cries have been heard coming from the laundry room aboard the **Cities Service Norfolk** (Cities Service), reports ship's delegate **F. F. Flanagan**. The washing machine has been tearing up the crew's clothes, he says, and the men are eagerly awaiting the arrival of the new machine.

Seafarers aboard the **Spitfire** (American Bulk Carriers) recently found themselves retrieving their desserts from the ceiling of the messroom, reports **Robert Rutherford**, ship's delegate. "There was no disturbance," he says, "it's just that the baker aboard cooks such light and fluffy pastries and cakes that they just float away if we don't hang on to them. A rousing vote of thanks to a very fine baker."

**Edward (Rocky) Adams**, ship's delegate of the **Steel Voyager**, (Isthmian) had good reason to be proud of his fellow Seafarers during their last trip. The **Voyager**, which paid off in New York, not too long ago, had one hundred percent participation of full book

members in the recent SIU election of officers. "Every single full book member aboard this ship voted by absentee ballot," Rocky said, "while we were in Karachi, West Pakistan."

The ships delegate aboard the **Steel Surveyor** (Isthmian) recently discovered exactly how wonderful peace really is, reports meeting chairman **Joseph Catalonotto**. During a shipboard meeting, the delegate said to his fellow Union members, "If there are any beefs, bring them up now or forever hold your peace." Catalonotto was pleased to hear that not a word was said. "So was the delegate," he says.

Seafarers **Eladio Grajales** sent to the LOG recently burst with pride. The letter was an announcement that his daughter, **America Grajales**, has become en-



Eladio and America Grajales



gaged to a home town boy down there in New Orleans where the Grajales family lives. Eladio is popping his buttons and wants the world to know why. Although the date for the wedding has not yet been decided upon, the couple have already made plans to spend their honeymoon in Puerto Rico. Grajales has been sailing SIU since 1944, and last sailed aboard the **Oceanic Tide** (Oceanic Ore).

### LOG-A-RHYTHM:

## Traveler

By Frances K. Hirschy

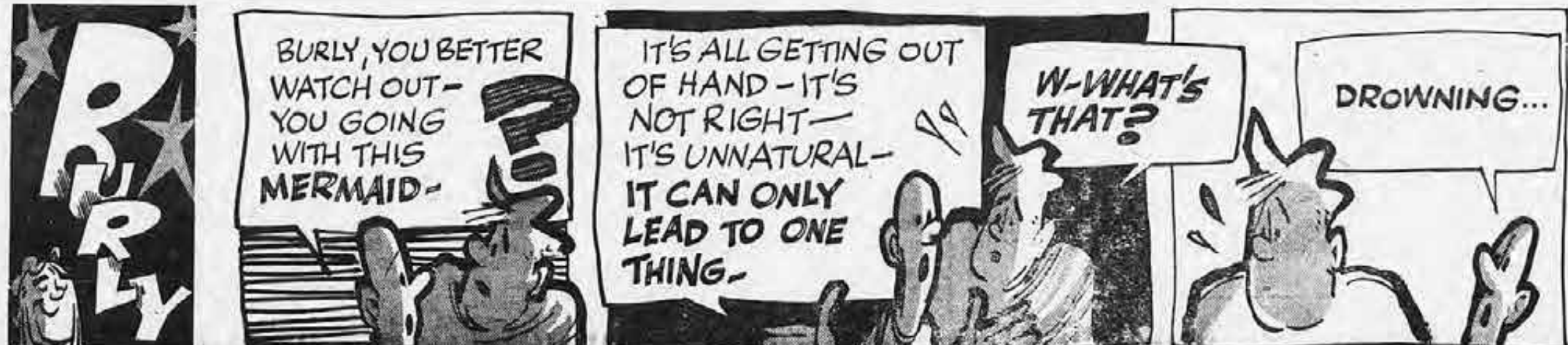
The following log-a-rhythm was written by Mrs. Frances Kaye Hirschy in memory of her late brother, Seafarer James Francis Kane who was lost overboard while sailing on the **Deborah** in February, 1956.

He'd been around the world in ships

A dozen times, or more—  
Saw pyramids, France, Italy  
And Tripoli's golden shore;

Viewed sunset over Timbuktu,  
Heard rolling waves at dawn,  
Good night, Good night, Good night,  
Dear Heart,

I'll see you in the morning.



# SIU Letter Writers Find Opinions Count In Capital

Two Seafarers who have let their voices be heard on two important national problems—the diminishing American merchant fleet and medical care for the aged—have learned that their opinions count in our nation's capital. Evidence that their opinions carry weight in the lawmaking process came in the form of two letters, one from the President of the United States, and the other from a member of the U.S. House of Representatives.

The Seafarer who took his opinions to the chief executive was 'Captain' William P. Driscoll, a retired Union member who now lives in Sailors Snug Harbor, Staten Island. Driscoll wrote the President about the desirability of legislation providing hospital insurance for the aged and received two replies for his efforts.

The first came from the President, thanking him for taking the interest to write. A second, follow up letter came from Robert M. Ball, commissioner of the Social Security Administration who wrote a more extensive reply



Driscoll

in behalf of President Johnson. Commissioner Ball reported that the Congressional deadlock over the President's Medicare bill in the last Congress had held up action on the bill. He assured the SIU oldtimer that President Johnson has pledged his continuing support of legislation which would insure hospital insurance for the aged and would increase social security benefits. He further pointed out that these measures had received high priority on the President's list of proposals that would receive early consideration by the 89th Congress.

A veteran member of the steward department, Driscoll started sailing under the SIU banner in 1942 when he joined in Philadelphia.

### LOG Article Told Story

The other public spirited letter-writer, was former Seafarer Edward Polakoff, who thought that the "Maritime Muddle" feature that appeared in the October 16, 1964 issue of the LOG would be

of interest to his Representative, Paul G. Rogers (D-Fla.) The article, which described the Government's neglect of the U.S. maritime industry, was forwarded to Rogers along with a letter containing Polakoff's own personal comments on the U.S. maritime situation.

### Keep U.S. Fleet

In his letter to Representative Rogers, who is a member of the House Merchant Marine Committee, Polakoff said it is the committee's job "to make sure that the American shipping companies stay under the American flag, employ American seamen who will work under American employment standards."

Congressman Rogers wrote Polakoff that he had found the LOG's "Maritime Muddle" story an interesting one and appreciated the opportunity of reading it. He said that he would keep Polakoff up to date on the progress of legislation affecting U.S. maritime policy in this session.

**CITY OF ALMA (Waterman), March 12**—Chairman, Joseph Moody; Secretary, John Clark. Brother Joseph Moody was elected to serve as ship's delegate. Everything is running smoothly aboard ship. Patrolman to be contacted about repairs that should have been completed in shipyard. Vote of thanks to the steward department.

**STEEL ARTISAN (Isthmian), March 5**—Chairman, Mike Carlin; Secretary, Art Anderson. Brother Richard Delaney was elected to serve as ship's delegate. Patrolman to be contacted in San Francisco regarding dirty water tanks. No beefs reported by department delegates.

**BEAUREGARD (Sea-Land), March 3**—Chairman, C. E. Hanby; Secretary,

operate in keeping out all natives in foreign ports.  
**TAMARA GUILDEN (Transport Commercial), Feb. 27**—Chairman, J. Brusci; Secretary, R. Vitoria. \$1 in ship's fund. No beefs reported by department delegates. Chief Electrician was elected to serve as ship's delegate. Motion made to have ship fumigated in Haifa.

**OVERSEAS EVA (Maritime Overseas), March 5**—Chairman, Wallace P. Anderson; Secretary, Jose B. Arceo. Some disputed OT reported in deck and engine departments, otherwise there are no beefs. It was suggested that the ship be fumigated for roaches. Brother Wallace P. Anderson was elected to serve as new ship's delegate.

**March 14**—Chairman, Jose B. Arceo; Secretary, Jerry Green. Some disputed OT to be taken up with patrolman. Vote of thanks extended to the baker for the good baking.

**ALCOA EXPLORER (Alcoa), March 20**—Chairman, John Eddins; Secretary, D. Fisher. Brother John Eddins was elected to serve as ship's delegate. No beefs reported by department delegates.

**TRANSHUDSON (Hudson Waterways), March 11**—Chairman, Frederick Otto; Secretary, Robert Gilbertson. Some disputed OT reported in each department. Discussion on the matter of poor medical attention aboard ship. Vote of thanks to the steward department.

**CHATHAM (Waterman), March 14**—Chairman, Robert Davis; Secretary, Sidney Garner. Brother Harry Galphin was elected to serve as ship's delegate. Vote of thanks to Brother Clyde Jernigan, former ship's delegate, for a job well done.

**ROBIN LOCKSLEY (Moore-McCormack), March 7**—Chairman, W. E. Messenger; Secretary, L. Gadsen. Brother Hazel Johnson was elected to serve as ship's delegate. No beefs reported by department delegate.

**FAIRPORT (Waterman), Jan. 24**—Chairman, John A. Sullivan; Secretary, A. Kuberski. Ship's delegate resigned and was extended a vote of thanks for a job well done. Brother Frank Wranik was elected to serve as new ship's delegate. \$4.85 in ship's fund.

## DIGEST of SIU SHIP MEETINGS

**Fazil Ali, Brother J. R. Batson** was elected to serve as ship's delegate. Drinking fountain in crew's quarters should be repaired, otherwise no beefs reported by department delegates.

**ALCOA TRADER (Alcoa), Feb. 28**—Chairman, Thomas Fay; Secretary, Thomas Magras. Brother Thomas Fay was elected to serve as ship's delegate. Vote of thanks extended to the steward department for the good feeding. No beefs reported.

**MARORE (Venore), March 7**—Chairman, K. Skelley; Secretary, P. L. Shauger. Patrolman to be contacted regarding disputed OT for no launch service at Bombay. Otherwise, everything is running smoothly.

**JOSEFINA (J. H. Winchester), Feb. 27**—Chairman, R. W. Simpkins; Secretary, H. G. Cracknell. Brother Willard C. Thayer was elected to serve as new ship's delegate. Delegate to see captain about painting out all living quarters. All hands requested to co-

### LOG-A-RHYTHM:

## The Seafarer

J. F. Wunderlich

The following Log-a-Rhythm was submitted by Seafarer J. F. Wunderlich, who sails in the deck department.

He has traveled through many foreign lands  
He has crossed all seas on earth,  
He has sailed on tankers and rusty tramps  
On windjammers he had his berth.

Many's the night when he's braved a storm  
With his waist lashed to the wheel  
And kept her head pointing straight to the seas  
The helm held with hands of steel.

His love is a ship, his mistress the sea  
The oceans his habit and home,  
He is cursed with the fate that all Seafarers have  
Not to rest, but eternally roam.

It is true that some quit and head for dry land  
And then wish they were back out at sea,  
With their socks dripping salt, and spray in their face,  
Again they feel like men running free.

The bitter remorse is by salt washed away,  
The ship will sail with the tide,  
Its crew cleansed of dirt from corruption ashore  
Just a shipmate by your side.

## SIU Widow Thanks Crew For Donation

Seafarers on the Steel Admiral (Isthmian) have that warm feeling that comes from giving assistance to the family of a former shipmate. Saddened by the loss of Brother Julio Sarayno, who passed away while the ship was in Djibouti, SIU crewmembers collected a total of \$358.62 for his family in Brooklyn, writes Felix Dayrit, a member of the Steel Admiral's crew.

A few weeks later, crewmembers on the Admiral received a warm



Dayrit



Sarayno

note of thanks from Mrs. Felisa Sarayno, the former Seafarer's widow. Mrs. Sarayno's note said, "May I express my thanks from the bottom of my heart for this financial assistance given to my family given by your helping hands at the time of my dear husband's death.

"I can't find words to say how much I appreciate the concern you showed to my family during this terrible time." "May God be with you always, and guide your daily endeavors. I wish you good luck and good health."

Brother Sarayno, a native of the Philippines, died at the age of 66 of a heat stroke. He joined the SIU in 1941 in the port of Baltimore and sailed as a member of the engine department.

## SIU Convention Nominees

(Continued from page 2)

President's report of March 8, 1965. Copies of this report had been mailed to every member of the AGLIWD on March 10, 1965.

Members of the AGLIWD will vote to elect delegates to represent them at the 12th Biennial SIUNA convention on Monday, April 19, 1965. Balloting will begin in all ports at 9 AM and continue ports at 9:00 AM and continue until 5:00 PM.

AGLIWD members in each port will elect a Polls and Tally Committee between the hours of 8:00 AM and 9:00 AM at special meetings on April 19. These committees will conduct the elections in each port.

Special membership meetings will be held in each A&G port on April 21, 1965 at 11:00 AM to act upon the final report of the combined Polls and Tally committees.

### IBU

The credentials committees for the Atlantic and Gulf Coast regions of the Inland Boatmen's Union has listed the following five members as those who will serve as delegates from the two regions: Ray Herold, H-1; George Hinkleman H-30; John Simpson, S-5279; Joseph Trainor, T-5151; and Martin Gould, G-5000. Committee members were elected at special meetings held in New York and New Orleans on March 29.

The Railway Marine Region credentials committee has announced that the following two members are eligible to serve as delegates from the region to the SIUNA convention: Gomer P. McGinty, M-20000, and Edward B. Pulver, P-20000. The committee was elected at a special meeting held in Jersey City on March 29.

The credentials committee of the Great Lakes Tug and Dredge region has listed the following two members as those who will serve as delegates from the region to the SIUNA convention: Robert Jones, J-12000, and

Pat Finnerty, F-12006. GLTD members elected the credentials committee at a special meeting in Detroit on March 29.

The credentials committees of the United Industrial Workers has certified the following five members as qualified to serve as delegates to the SIUNA convention: John Dwyer, D-10034; Mark Evans, E-10073; John Jackson, J-10105; Warren Leader, L-10140; and Ralph Quinonez, Q-10003. The committee was elected at special meetings held in New York and New Orleans.

### Great Lakes District

Nominations for delegates to the SIUNA convention from the Great Lakes District were made on March 15 1965 at the regular membership meetings of the district. All nominees must submit their nominations or acceptances by wire, registered letter or in person, in accordance with instructions contained in the Secretary-Treasurer's report, dated March 8, 1965.

A three man nominating committee will be elected at the regular membership meeting in Detroit port and headquarters on Monday, April 5, 1965. This committee will pass on the eligibility of all nominees. Its final report will be presented to the regular membership meeting to be held in Detroit on April 19, 1965.

The Great Lakes District Secretary-Treasurer's report of March 8 provides that "in the event the number of qualified nominees is equal to, or does not exceed the number of delegates to be elected to these conventions such nominees shall be deemed to be elected convention delegates." In the event that the number of qualified nominees is greater than the number of delegates to be elected, the report provides that an election will be held in all ports on Friday, April 23 between the hours of 9:00 AM and 5:00 PM. Copies of the Secretary-Treasurer's report were mailed to all GLD members on March 10, 1965.

### 'Sea Daze'

by Jim Mates



"Sorry, Greasly, we just don't have an endorsement such as world series score keeper!"

**Galley Aces**



Members of the galley gang on the *Western Hunter* (Colonial Tankers) are kept busy taking bows for the flood of compliments coming their way for the fine chow they produce. SIU steward department members responsible for the raves are (l-r) Benny Moradilla, third cook; Fred Benetz, night cook and baker; Leonadis Lopez, chief cook, and W. T. Langford, chief steward.

**Urges Members To Aid Union**

To the Editor:  
It is time for the members of the SIU to stand up and let themselves be heard. It is easy for the membership to take it easy and let the union do the work for them. In most cases, when it comes to national issues, it is in the interest of every member to take advan-

respect for these two men because of everything they did for him, and today, I am extremely thankful for their support. My thanks to all those connected with the SIU for helping to create such a wonderful organization.

Mrs. Arthur Swanton

**Oldtimer Lauds Pension Plan**

To The Editor:  
I want to thank the SIU for the Pension Plan. I received notice that I had been approved for pension on my birthday, and it was a wonderful birthday present. With a steady income, I can now sleep easy and not worry about how I am going to live.

All this is due to the efforts the SIU makes in looking after its oldtimers. It was with its members in mind that the SIU pressed forward to achieve such wonderful advances as the pension plan and the other benefits that every Seafarer enjoys. Many thanks to the Welfare plan and the headquarters representatives who did so much for me. I wish the SIU continued success.

Fred Harvey

**Death Benefit Brings Praise**

To The Editor:  
The death benefit I received after my beloved husband, Robert Cozart passed away, prompts me to write this letter to express my gratitude and appreciation to the SIU for everything it has done for me and my late husband. I feel it must be a wonderful union that provides so well for its members, and then also considers the families of its members when they have passed on. I am also grateful for the sickness benefit check I received. It helps to pay the hospital bills my husband had before he died.

I want to say just how kind I think the members and representatives of the SIU are, and thank them so very much for the sympathy and help they extended to me during my hour of grief.

Grace Cozart

**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.

tage of his constitutional rights and let himself be heard.

The SIU is presently fighting the move of the government to close some of the USPHS hospitals; it is also fighting to keep the merchant marine alive. You are only helping yourself when you help the union win these battles. One of the ways to let yourself be heard is to write to your congressmen, the men that make the laws. They were elected by you, and should be told how you feel.

M. R. Palluel

**SIU Widow Thanks Union**

To The Editor:  
I recently visited the grave of my husband, Arthur Sawson, and was reminded of how much the SIU did for me at the time of his death. I feel that the SIU is a wonderful organization. They did much for my husband while he lived, and they have done much for me since his death. I also want to thank all the brother Seafarers of my husband for the respects they paid him at his grave.

I want to give special recognition to Buck Stephens and Lindsay Williams for everything they did for me. When my husband was living, he had great

**Prompt Mail Service Pleases Rachel V's SIU Crewmembers**

By WILLIAM CALEFATO

Mail to a Seafarer means as much as it ever did to the GI's who fought in either of the World Wars. When the *Rachel V* (Ocean Cargoes) dropped anchor in the Gulf of Cambay off the coast of northwest India, SIU crewmembers stayed put for mail call instead of head-

ing for shore as soon as possible. After their letters had been distributed, you could almost read a sea story in the expressions on the faces of the crew who were receiving their first word from home in months.

The nearest city to the ship was Bhavnagar, which was seven miles inland. Even though experienced Seafarers who have been making Indian ports for years say that this is one of their favorite liberty cities, our crew obviously felt that a letter from home was more im-



Calefato

portant than to go racing into town. Since we were far from the dock, most of the SIU crewmembers settled down to write replies to their correspondents all over the world.

Good mail delivery was one of the big things that made the *Rachel V* a happy ship. David Sykes, who performed a top job as ship's delegate, also did a great deal to insure a smooth trip. Sykes, who sails as an AB, played the part of postman even better than Uncle Sam's letter carriers back home.

One of his jobs was to bring the mail to the crew from topside and then collect it at specified times for posting from India. The postage was added to the slop chest bills of the crewmembers, and the last batch of correspondence was mailed out free, on the house.

**Top Topic**

Mail is often one of the most important topics of a Seafarer's conversation. The job of getting mail to a ship is a problem that sometimes makes a seaman bitter or disappointed.

Seafarers know that back on shore, there are good people who care, and bad people, who couldn't care less, about the responsibility involved in getting a Seafarer his mail as promptly as possible.

We often hear a few misguided people censuring the shipping companies for failing to forward or otherwise delaying letters addressed to the ships at sea, but the record shows this criticism isn't always true.

The fault lies elsewhere, as can be seen from the following example: A Seafarer was sent a letter from England which was forwarded to a company agent in Seattle. Somebody in that office took the envelope and typed the infamous phrase which is calculated to make any Seafarer see red: "Non-delivery. Return to sender."

In this case, however, there was a happy ending to the incident. Fortunately, someone else pasted a label across the letter bearing the address of the ship's next port.

**Clerical Kinks**

It should be obvious by now that the kinks in the seaman's mail system often lie in the offices of the agents for the companies.

We seafarers know that it may be easier for clerks in an agent's office to simply return a letter than to ascertain where it should be delivered. Examples of this practice occur too often to count. A seaman could be on a ship in the Far East for two months waiting and hoping for an important

letter. Only when he returns to his home port in the states, does he get the letter.

If the clerk responsible for this carelessness was in the seaman's place, he could understand the bitterness that results.

Seafarers, who are out of contact with their families and friends for long periods of time, know that there is life in letters, both materially and spiritually. Letters are the vital link that bring us news about our personal life.

**Grief Producers**

Letters that fail to reach SIU members at sea, often have unfortunate effects back home. Many times the writer thinks that, since his letter was returned undelivered, further attempts to reach the addressee are useless. Other times the letter writer comes to the mistaken conclusion that the far-off Seafarer has abandoned him or her. As a result of these situations, friends and sweethearts have been separated forever, and mothers have lived in torment and anguish, thinking that their sons were lost at sea because their letters were returned undelivered.

SIU members should realize that the U.S. Post Office has special rules and regulations devoted to the proper handling of a seaman's mail. If mail service to a ship is seriously disrupted, a complaint to the Postmaster General in Washington is definitely in order since a Seafarer's legal rights have been outraged.

The concern for prompt, efficient handling of a seaman's mail exists right back to the dawn of recorded history. A relic in the Galapagos Islands illustrates the honorable way in which seafaring men handled mail in the days of the sailing ships.

**Barrel P.O.**

Crewmembers from passing ships would take mail they were carrying and store it in a wooden barrel located on one of the islands. When another ship happened by, a party would land and check the barrel to see if there were any letters addressed to their next port of call. These letters would be sorted out and delivered to their destination. The device came to

be known as the "barrel post office."

Seafarers today are reassured to know that there are people in the maritime industry who are conscientious about the way their mail is handled. A number of the larger shipping companies are thorough in their treatment of the details of mail handling, going so far as to keep records of the mail bundles that are sent to their ships. While the home offices of the companies are trying to do a good job with ship's mail, it looks like people at other key points in the distribution system are responsible for the inadvertent errors that plague the delivery of our correspondence.

Those of us on the *Rachel V* realize as do Seafarers on all of the seven seas, that prompt mail delivery goes a long way toward making the seaman's life more pleasant as well as lessening the lonely feeling of a long voyage.



One of the big reasons why SIU crewmembers on the *Rachel V* (Ocean Cargoes) had a smooth trip all the way to India was the excellent performance turned in by David Sykes who doubled as ship's delegate and postman.

**NEW**

**EVERY THREE MONTHS**

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

**YOUR SIU SHIP'S LIBRARY**

# SIU 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:

Brian Patrick Finnerty, born February 1, 1965, to the Edward Finnertys, Elmhurst, New York.

Brian Scott Smith, born February 26, 1965, to the Raymond Smiths, Paulsboro, New Jersey.

David & Dennis Bacon, born February 13, 1965, to the Lawrence Bacons, Bear Lake, Mich.

Carl Theodore Treittler, Jr., born January 12, 1965, to the Carl T. Treittlers, Arabi, Alabama.

James Dickens, born January 5, 1965, to the John Dickens, Cur-tice, Ohio.

Andrew Lee Nicholson, born December 19, 1964, to the Gary M. Nicholsons, Mobile, Alabama.

Gloria Burnett, born February 9, 1965, to the Willie Burnetts, Longville, La.

Susan Kantarik, born December 31, 1964, to the James P. Kantar-iks, Superior, Wisc.

Brenda Morales, born October 28, 1964, to the Leonides Morales, Bronx, New York.

Peter Welch, born January 8, 1965, to the Elbert Welchs, Cov-ington, La.

Laurie Clarmont, born February 7, 1965, to the Wayne Clarmonts, Elberta, Mich.

Joseph Klima, born January 13, 1965, to the Charles J. Klimas, Marine City, Mich.

Nancy Bernacki, born December 12, 1964, to the Walter Bernackis, Edison, New Jersey.

Rose Mary Shupierzy, born Feb-ruary 2, 1965, to the Samuel Shupierzy, Maple City, Mich.

Rafael Molina, born March 8,

1965, to the Rafael Molinas, Arcibo, Puerto Rico.

Leonard Richard Siems, born February 12, 1965, to the Peter A. Siems, New Foundland, New Jersey.

Lillian Vargas, born February 26, 1965, to the Enrique Vargas, Playa Ponce, Puerto Rico.

Maureen Dunphy, born January 26, 1965, to the Patrick Dunphys, Rio Piedras, P.R.

Josephine Bosch, born March 9, 1965, to the Francisco Boschs, Brooklyn, N.Y.

Richard Miller, born December 30, 1964, to the Robert Millers, Victoria, Texas.

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):

Leo Portugal, 37: Brother Portu-gal died Oct. 24, 1964, aboard the Senaca in Al-giers, La., of ac-cidental causes. A member of the SIU since 1963, he sailed in the deck department as AB. No benefi-ciary to his es-tate was named. Burial was in the All Souls Cemetery, Long Beach, Calif.

John William Yaddow, 83: Brother Yaddow died Oct. 24, 1964, of heart failure in the Buffalo, N.Y., Colum-bus Hospital. A member of the SIU Great Lakes Tug and Dredge Re-gion since 1962, he sailed as an oiler. He is sur-vided by a friend, Charlotte Gansalus. Burial was in the Forest Lawn Cemetery, Buf-falo, N.Y.

Thomas John Tighe, 62: Brother Tighe died Oct. 28, 1964, in Fort Worth, Texas, of heart disease. A member of the Union since 1942, he sailed in the deck department. He is sur-vided by his nephew, James Tighe, his sister, Helen, and his brother, Frank. Burial was in the St. Law-rence Cemetery, New Haven, Conn.

Floyd Cummings, 48: Brother Cumming died Oct. 30, 1964, of injuries received in an accident while aboard the Bangor, in Saudi Arabia. A member of the Union since 1938, he sailed in the deck department. He is sur-vided by his wife, Patricia M. Cummings. Burial was in the Forest Lawn Cemetery, Slidell, La.

Corneel Amelneck, 67: Brother Amelneck died November 19, 1964, of natural causes in the Staten Is-land USPHS Hos-pital. A member of the SIU since 1945, he sailed in the engine de-partment until he retired in 1964. He is sur-vided by his friend, Jeanne Frosien. Burial was in the St. Charles Cemetery, Pinelawn N.Y.

James Warren Patterson, 59: Brother Patterson died November 6, 1964, in the New Orleans USPHS Hospital of natural causes. A member of the steward de-partment, he began sailing SIU in 1951. He is sur-vided by his sister, Mrs. Mary Kreger. Burial was in the Saint Joseph No. 2 Cemetery, New Orleans, La.

James Lawrence Stogaitis, 59: Brother Stogaitis died Jan. 30, 1965, in Bay City, Mich., of respi-ratory failure. A member of the SIU since 1949, he sailed in the deck department. Surviving are his daughters, Mary-ellen Rodier, and Janet Mastro. He was buried in the Mt. Olivet Cemetery, Saginaw, Mich.

Ernest Mosley, 35: Brother Mosley died Oct. 23, 1964 of respi-ratory failure while aboard the Norberto Capay in Singapore. A member of the Union since 1946, he sailed in the deck department. He is sur-vided by his wife, Made-line C. Mosley. His body was returned to the United States, but his place of burial is not known.

Charles Richard Robinson, 62: Brother Robinson died November 6, 1964 of heart disease in the USPHS hospital in Boston. A member of the engine de-partment, he has been a member of the SIU since 1951. No sur-visor was named. He was buried in the New Calvary Cemetery, Boston, Mass.

Jerome Kindzora, 42: Brother Kindzora died July 25, 1964, of injuries received in an accident while aboard the Walter Rice at sea. A member of the deck de-partment, he joined the Union in 1962. He is sur-vided by his wife, Guadalupe Flores de Kindzora. Burial was in the Calvary Cemetery, Galveston, Texas.

Charles Richard Robinson, 62: Brother Robinson died November 6, 1964 of heart disease in the USPHS hospital in Boston. A member of the engine de-partment, he has been a member of the SIU since 1951. No sur-visor was named. He was buried in the New Calvary Cemetery, Boston, Mass.

James Warren Patterson, 59: Brother Patterson died November 6, 1964, in the New Orleans USPHS Hospital of natural causes. A member of the steward de-partment, he began sailing SIU in 1951. He is sur-vided by his sister, Mrs. Mary Kreger. Burial was in the Saint Joseph No. 2 Cemetery, New Orleans, La.

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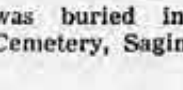
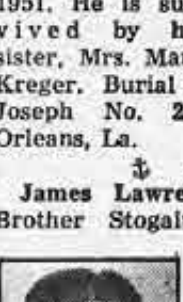
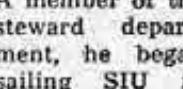
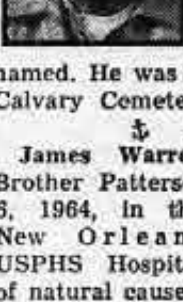
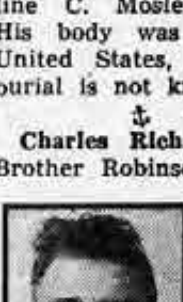
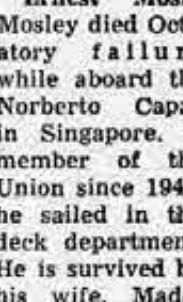
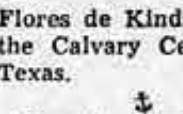
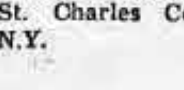
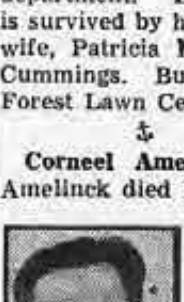
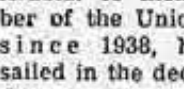
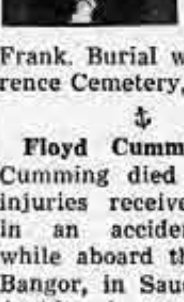
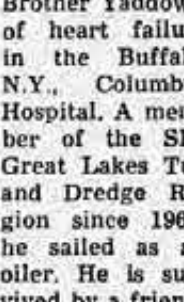
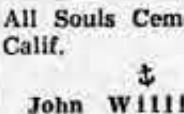
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# Know Your Rights

**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 CFA audit every three months by a rank and file auditing committee elected by the membership. All Union records are available at SIU headquarters in Brooklyn.

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

**SHIPPING RIGHTS.** Your shipping rights and seniority are protected exclusively by the contracts between the Union and the shipowners. Get to know your shipping rights. Copies of these contracts are posted and available in all Union halls. If you feel there has been any violation of your shipping or seniority rights as contained in the contracts between the Union and the shipowners, notify the Seafarers Appeals Board by certified mail, return receipt requested. The proper address for this is:

Earl Shepard, Chairman, Seafarers Appeals Board  
17 Battery Place, Suite 1930, New York 4, N.Y.

Full copies of contracts as referred to are available to you at all times, either by writing directly to the Union or to the Seafarers Appeals Board.

**CONTRACTS.** Copies of all SIU contracts are available in all SIU halls. These contracts specify the wages and conditions under which you work and live aboard ship. Know your contract rights, as well as your obligations, such as filing for OT on the proper sheets and in the proper manner. If, at any time, any SIU patrolman or other Union official, in your opinion, fails to protect your contract rights properly, contact the nearest SIU port agent.

**EDITORIAL POLICY—SEAFARERS LOG.** The LOG has traditionally refrained from publishing any article serving the political purposes of any individual in the Union, officer or member. It has also refrained from publishing articles deemed harmful to the Union or its collective membership. This established policy has been reaffirmed by membership action at the September, 1960, meetings in all constitutional ports. The responsibility for LOG policy is vested in an editorial board which consists of the Executive Board of the Union. The Executive Board may delegate, from among its ranks, one individual to carry out this responsibility.

**PAYMENT OF MONIES.** No monies are to be paid to anyone in any official capacity in the SIU unless an official Union receipt is given for same. Under no circumstance should any member pay any money for any reason unless he is given such receipt. In the event anyone attempts to require any such payment be made without supplying a receipt, or if a member is required to make a payment and is given an official receipt, but feels that he should not have been required to make such payment, this should immediately be reported to headquarters.

**CONSTITUTIONAL RIGHTS AND OBLIGATIONS.** The SIU publishes every six months in the SEAFARERS LOG a verbatim copy of its constitution. In addition, copies are available in all Union halls. All members should obtain copies of this constitution so as to familiarize themselves with its contents. Any time you feel any member or officer is attempting to deprive you of any constitutional right or obligation by any methods such as dealing with charges, trials, etc., as well as all other details, then the member so affected should immediately notify headquarters.

**RETIRED SEAFARERS.** Old-time SIU members drawing disability-pension benefits have always been encouraged to continue their union activities, including attendance at membership meetings. And like all other SIU members at these Union meetings, they are encouraged to take an active role in all rank-and-file functions, including service on rank-and-file committees. Because these oldtimers cannot take shipboard employment, the membership has reaffirmed the long-standing Union policy of allowing them to retain their good standing through the waiving of their dues.

**EQUAL RIGHTS.** All Seafarers are guaranteed equal rights in employment and as members of the SIU. These rights are clearly set forth in the SIU constitution and in the contracts which the Union has negotiated with the employers. Consequently, no Seafarer may be discriminated against because of race, creed, color, national or geographic origin. If any member feels that he is denied the equal rights to which he is entitled, he should notify headquarters.

**SEAFARERS POLITICAL ACTIVITY DONATIONS.** One of the basic rights of Seafarers is the right to pursue legislative and political objectives which will serve the best interests of themselves, their families and their Union. To achieve these objectives, the Seafarers Political Activity Donation was established. Donations to SPAD are entirely voluntary and constitute the funds through which legislative and political activities are conducted for the benefit of the membership and the Union.

If at any time a Seafarer feels that any of the above rights have been violated, or that he has been denied his constitutional right of access to Union records or information, he should immediately notify SIU President Paul Hall at headquarters by certified mail, return receipt requested.

# PERSONALS and NOTICES

Neut Williams

You are requested to contact your wife immediately.

Joseph Pietta

Your mother is anxious that you get in contact with her immediately.

Albert Edward Cook

You are asked to contact your brother, Charles Cook, at 21 Paisley Drive, Wilmington, Del., 19808, as soon as possible.

Income Tax Refunds

Income tax refund checks are being held for the SIU members listed below by Jack Lynch, Room 201, SUP Building, 450 Harrison Street, San Francisco, 5, Calif.: Alexander Ansaldo, Orla S. Bushold, Egil E. Hjem, Willard Layton, Lum She Lee, Potenciano Paculba, Ruben Ramirez, W. H. Shelby, and Wong M. Sing.

William P. Dunn Jr.

You are asked to get in touch with your wife, Mrs. Rachel G. Dunn, at 86 1/2 Waller Street, Austin, Texas, as soon as possible.

Julius Swykert

Mrs. Araceliz Frojan would like you to contact her at 57-59 Bergen Street, Brooklyn, N.Y.

E. G. Mitchell

Your mother would like you to contact her in regards to a refund check for you which was sent to her.

Rudolph R. Cefaratti

Mrs. Mary Cefaratti is anxious about your wife's condition, and would like you to write to her at 51 Clinton Street, New Britain, Conn., 06053.

Robert Marero

Mrs. Rohama Lee, editor-publisher of Film News, would like you to contact her at 250 West 57th Street, New York, N.Y.

Girard E. Doty

Your wife is in urgent need of contacting you. Call or write her at 2219 Kipling, Apt. N, Houston, Texas.

John Urzan

Get in touch with Mary Barachak on a very important matter, as soon as possible.

# SIU Clinic

(Continued from page 17)

to donate blood! A person can donate as often as every eight (8) weeks. We have many members who have donated over a gallon of blood. Don't depend on your brother to give blood for you or your dependents. This is your responsibility.

All you have to do is follow the simple instructions given below and report to your blood bank. You will feel more like a man in that you are doing your share.

**DON'T:** Eat 4 hours before donating blood. No alcoholic beverage for 24 hours.

**DO:** You may drink fruit juice, black coffee with sugar, or tea with sugar (no milk or cream). You are also allowed 2 slices of toast with jam (no butter).

**DONATE NOW!! YOUR BLOOD IS NEEDED!**

CHANGING ADDRESS ON LOG MAILING LIST?

INCLUDE POSTAL ZONE NUMBER





## AFL-CIO Urges Congress Pass Vote Rights Bill

WASHINGTON—The AFL-CIO called upon the Congress to end "once and for all" discrimination against Americans in the polling booths by insuring the right of every adult American citizen to vote.

President George Meany, testifying at House Judiciary Committee hearings on the Administration's right-to-vote bill, emphasized that the denial of the right to register and vote to Negroes "can no longer be ignored; it can no longer be compromised."

He told the committee the Administration bill is fine so far as it goes, but should be "broadened" to assure that "an annual battle in the Congress on this issue should not be necessary."

He stressed that the bill's remedies "should be available in any situation where there is widespread abridgment of the right to vote in violation of the Constitution, whether that deprivation is effected by the fountain pen or the night stick or night riders."

### Without Delay

The AFL-CIO's testimony came as committees of the House and Senate sped hearings on the measure after President Johnson's appeal for "no delay, no hesitation, no compromise" on enactment of a bill to guarantee the Negro the right to register and vote.

The House Judiciary Committee opened hearings almost immediately after the President's historic address to a joint session of Congress. Senate hearings got under way after the Senate assured quick action by voting 67 to 13 to send the bill to the Judiciary Committee with instruction to report it back by April 9.

The bill has 66 sponsors in the Senate, reflecting wide bipartisan support. Similar bipartisan backing was evident in the House.

The Senate was prodded on the need for speed with a warning from its leaders that the Easter recess might be cancelled if the bill is not passed by April 15. The House is planning to act on the measure during the week of April 11.

Noting that the AFL-CIO has stated its opinion on voting rights "innumerable times" in every forum of the nation and before congressional committees, Meany declared that any attempt to dilute the right to vote is "undemocratic, un-American and despicable."

### Use Every Means

The position of the AFL-CIO, he told the committee, "is that every possible means must be used to achieve the maximum possible registration and voting in the United States . . . We reject out of hand that there can be any first-class or second-class citizenship."

Only the federal government can do the job of assuring the right to register and vote in light of experience at the state and local level, Meany asserted, and the government must "do it now."

On various provisions of the bill, Meany made these points:

- The AFL-CIO supports "fully and wholeheartedly" the invalid-

ation of literacy and other types of tests, but a bill aimed solely at these tests "will not do the whole job of implementing the 15th Amendment" assuring equal voting rights. The measure should be broadened to cover all denials of the right to vote whether based on tests or other means.

- The provision calling for federal examiners to register voters in areas where fewer than 50 percent of the residents were registered or voted in the 1964 presidential election needs broadening to cover areas where there was general discrimination against Negroes but a high percentage of white registration.

- The AFL-CIO is "wholeheartedly in favor" of the remedies provided in the bill but feels it should "go further" and waive the requirement that an individual must have been rejected by state or local authorities before he can apply to the federal examiner for listing.

Meany opposed the provision to have federal examiners collect poll taxes in states where they exist and urged that poll taxes be eliminated completely.

"No American should have to buy his right to vote in any election," he declared.

- The provisions for challenging elections are inadequate, especially in areas where persons are permitted to register but denied the right to vote. There are no provisions for holding new elections or holding them under federal supervision, Meany noted.

### Cites Panel's 100% Anti-Maritime Rulings

## Hall Raps Cargo Preference Grievance Committee's Bias

NEW ORLEANS—In a speech made here recently at Tulane University, SIU president Paul Hall attacked the Cargo Preference Grievance Committee for its prejudicial handling of maritime industry complaints.

Hall's criticism was made before the Institute of Foreign Transportation and Port Operations. William Jordan, president of the SIUNA Marine Firemen, Oilers and Watertenders Union, also addressed the Institute.

President Hall told members of the Institute that the maritime industry's lack of success in its dealings with the Grievance Committee has led several of the unions represented on the committee to quit in disgust. He said that of the 30 cases presented to the panel, the Maritime Administration has decided them all in favor of the Government, not the maritime industry.

The Grievance Committee on Cargo Preference Administration was set up by President Johnson last May to handle complaints on the implementation of the cargo preference statutes. The committee consists of representatives of the Maritime Administration, the Departments of Labor, State and Agriculture, and advisors from maritime labor and management. President Hall is the SIU representative on the panel.

### Score Card

The SIU president said, "We are keeping a score card. You know in a crooked dice game, they are smart enough to let you win just one round. We have had 30 shut-outs so far." He promised that a record of these unfavorable decisions would be presented to Congress to document the need for changes in the laws affecting the U.S.-flag fleet.

The MA's recent decisions to grant a waiver to Spain to carry 50 percent of the U.S. goods it is receiving under Public Law 17, and the removal of five Spanish ships from the Cuban blacklist came in for heavy criticism from Hall, since the Spaniards have agreed to build ships for Havana.

### Favorable Congress

Reviewing the legislative outlook for the Maritime industry, President Hall declared that the merchant marine has a Congress more favorable to it today than ever before. "All we have to do is fight through the bureaucrats to bring about the type of program that will save us all," he said.

President Hall found reasons for hope in the operations of the President's Maritime Advisory Committee. This committee was also appointed by President Johnson last spring to produce suggestions for improving the status of the U.S.-flag merchant fleet. The 17-member panel includes representatives of maritime labor, management, the public and the Secretaries of Labor and Commerce. The SIUNA is represented by President Hall.

### Public Forum

The SIU president views the MAC as a genuine public forum in which the various segments of the maritime industry can give their opinions on public policy needed to insure a strong merchant marine. In addition, MAC members now have the opportunity to obtain records and reports which are necessary to document proposals, he said. Using this machinery, the U.S. merchant

marine may get a "bold new front," Hall declared.

President Hall praised the Maritime Administration and its chief, Nicholas Johnson for getting the subsidized operators and the smaller shipowners talking together about policies that would benefit their mutual interests. He also lauded the Administrator for his interest in getting more U.S. tonnage built. However, he was critical of Johnson's statements about the growth of subsidy payments over the years. Hall reminded his audience that prices on everything have gone up drastically since World War II.

### Foreign-Flag Drain

Speaking of the country's perilous balance of payments position, President Hall questioned the Government's failure to prevent foreign-flag ship operators from taking U.S. dollars out of the country.

Both Hall and MFOW President Jordan assailed the failure of the Government to halt the continuing decline of the American merchant marine's share of the U.S. overseas freight business. They told the Institute that when the Merchant Marine Act of 1938 was passed, U.S.-flag vessels were transporting 37 percent of the country's foreign trade. Congress at that time expressed its concern over the small size of this percentage.

Today, American ships are moving only 9 percent of U.S. foreign commerce and comparatively little is being accomplished to increase the share of the American-flag fleet, they declared.



Delegates to the five-day Sixteenth Annual Institute On Foreign Transportation and Port Operations held at Tulane University, enjoyed luncheon reception held at the SIU hall at New Orleans. Delegates heard talks by (l-r) SIU Gulf Area Vice-President Lindsey Williams; Senator E. L. (Bob) Bartlett (D.-Alaska); Baltimore Sun maritime news editor Helen Delich Bentley; SIU President Paul Hall; and International Longshoremen's Association Vice-President Anthony Scotto.