



Winners Of '64 College Awards

The five 1964 winners of the annual Seafarers college scholarships are pictured below. A panel of educators recommended the successful candidates at meeting in New York on Monday. (See story on Page 3.)



Elaine M. Smith



Lawrence Carleton



Christine M. Kalke



Timothy K. Mosseau



Bruce Carroll

Five Children Win SIU Scholarships

— Story On Page 3



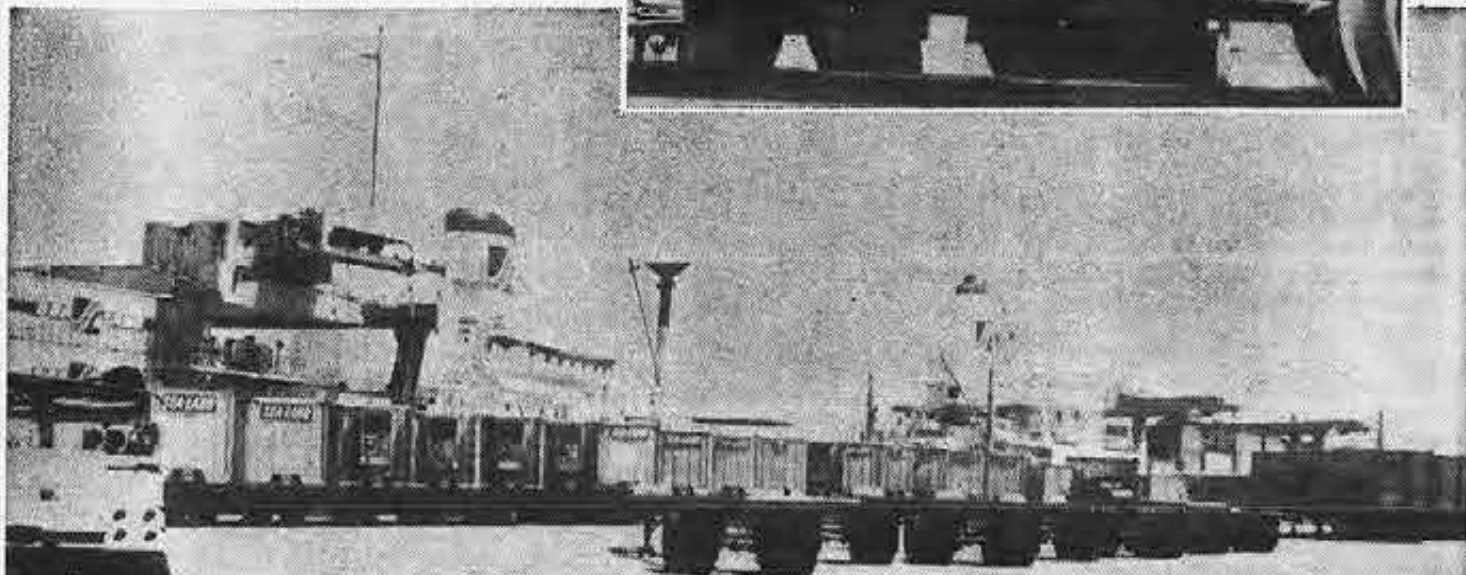
Soviet Visit. Miami newspaper carried Seafarer David B. Sacher's own story on visit to USSR with American grain. In Washington, a Congressman lauded a similar story by another SIU man in the last issue of the LOG. (See Page 13.)

Sea Unions Charge Gov't 'Bad Faith' On Shipping Beefs

— Story On Page 2

Agriculture Dept. Again Raps US-Flag Shipping

— Story On Page 3



Alaska-Bound. First SIU-manned trailership operation into Alaska gets underway, with arrival in San Francisco of Sea-Land's SS Mobile. The Mobile was in 'Frisco before heading north to go on to the Seattle-Anchorage run with a sister ship. Astern of the Mobile is the SS San Francisco, one of the four jumbo containerships that will continue running intercoastal from New York to the West Coast. Inset (above, l-r) are Seafarers 'Kid Candle' Danbury, OS, and 'Tex' Ringo, AB, squaring away deck gear on the Mobile.

MARINE UNIONS CHARGE GOV'T 'BAD FAITH' OVER SHIP GRIEVANCE SET-UP

WASHINGTON—Charging bad faith by the Maritime Administration, the SIU, the International Longshoremen's Association and the National Maritime Union have condemned the newly-formed machinery set up by the Maritime Administration to deal with grievances arising out of administration of the cargo preference laws and other shipping problems.

The union criticism was registered at the first meeting of the grievance committee here on Wednesday, May 13. The unions were represented by SIU President Paul Hall, ILA President Thomas W. Gleason and NMU President Joseph Curran, who were named by Maritime Administrator Nicholas Johnson to act as labor advisors to the grievance committee.

The unions said that the grievance machinery, as set up by the Maritime Administrator, is substantially less than what had been agreed to in meetings with top

Government officials in the course of the Russian wheat dispute. The union officials recalled that it was on the basis of the agreement reached by AFL-CIO President George Meany and President Johnson that they called off their boycott of the ships loading grain for the Soviets.

They charged that the grievance machinery, as set up, did not reflect the spirit nor the understanding reached at the Johnson-Meany meeting.

The unions called off their boycott on Russian wheat shipments on the understanding that they would participate fully in all discussions relating to the carriage of Government-sponsored cargo and other shipping problems.

From the outset, the unions noted, even the manner in which formation of the grievance committee was announced by the Maritime Administrator was not in keeping with the spirit of the understanding, and placed the labor representatives in the position of being nothing but "advisors to advisors."

SIU President Hall said that the actions of the MA sabotaged the effort to mutually resolve the problems confronting the industry.

He cited a number of pressing grievances which the unions had with respect to the policies of several Government agencies in circumventing the cargo preference requirement.

In raising the charge of bad faith on the part of the Government, the unions said that the grievance machinery was incapable of satisfactorily dealing with the issues which had given rise to the union grievances and which

(Continued on page 15)

President's Report

By Paul Hall



Seafarers have never had any illusions about the hard facts of life wherever totalitarianism in any form is concerned. We have never been deluded into thinking that fascist or communist governments are anything but enemies to our way of life.

Any rationalization that this is not the case could lead to confusion and ultimately to disaster. Unfortunately, the view has been expressed in high places—notably by Sen. J. W. Fulbright, chairman of the Senate Foreign Relations Committee—that we in the United States have too rigid and moralistic an attitude toward the communist nations. Fulbright said that we should get rid of the idea that "every communist state is an unmitigated evil and a relentless enemy of the free world."

We hope that Sen. Fulbright's remarks do not mislead many Americans. Certainly they will not mislead Seafarers, whose first-hand observations in communist-nation ports only reaffirm their convictions that the communist system is repugnant to them as citizens of a democracy.

Elsewhere in this paper appear the views of several Seafarers who give their reactions to life in a communist society, which they recorded after recent calls by their vessels to the Soviet Union.

The Fulbright position, which advocated a change in American thinking with respect to our attitudes

toward the various communist nations, could only serve to weaken our convictions as a democratic nation. The communists are certainly more realistic in their appraisal of the democracies and of what their attitudes must be. We all recall Khrushchev saying that "we will bury you," in speaking of our way of life.

To advocate to Americans that they consider this attitude anything but an unmitigated evil is sheer insanity. If Fulbright wants to advocate a change in foreign policy toward the various communist nations and for reasons of expediency, at the same time firmly reminds us not to forget that the communists are out to cut our throats, that is one thing. But to say, or even imply, that all communist states are not evil is not honest, in that it does not square with the facts, and thus Sen. Fulbright is failing in his responsibilities to the American people.

The communists have steadily been using various means to win other people to their side, and have them join in the struggle to destroy democracy. Any shift, any softening of the US position, as advocated by Sen. Fulbright, could confuse these people who could see this change as a closing of the gap between us and the communists, and which would becloud the clear-

cut issues between the two systems.

Sen. Fulbright may be confused by the lessening of tensions between us and the Soviet Union. We know that this is not the result of any change in their ultimate goal to wipe out our way of life but rather is based on their own political needs and problems within the world of communist nations. Free trade unionists who have been locked in struggles with the communists and who know well of their unrelenting and determined drive to replace democracy, will not be misled by the kind of thinking advocated by Sen. Fulbright.

Medicare? Ex-GIs In Need, Too

WASHINGTON — The Surgeon General of the United States has recommended that some sort of medical insurance be provided by the Federal Government to meet the high expenses of illness experienced by retired military personnel.

Lt. Gen. Leonard B. Heaton made his suggestion in testimony before a House Armed Services Committee subcommittee studying the military hospital program.

The testimony provided some dramatic evidence of why organized labor, the Johnson Administration and so many groups in our society are asking for hospital care for the aged through the Social Security system.

The question of medicare for retired military personnel arose when Subcommittee Chairman Mendell Rivers (D-S.C.) asked Heaton for his suggestions in connection with the hospital program.

Heaton said that the treatment of all "old soldiers" in military hospitals is desirable, but not possible. "We could fill Walter Reed Hospital in Washington overnight" with people who need attention, Heaton declared.

If the Federal Government does have an obligation in this field, Rivers said, the subcommittee then should examine what space should be provided to meet the requirements or look for alternative methods of handling it.

President Names New Ship Panel

WASHINGTON—The formation of a Maritime Advisory Committee "to assist the Government in considering matters of vital importance to the maritime industry" was announced on May 6 by President Johnson.

The establishment of the advisory committee, composed of representatives from government, management, labor and the public was one of the commitments that the President made when the Russian wheat boycott was terminated last February.

However, the only persons actually named to serve as of this date were the three Government members: the Secretary of Commerce, Luther H. Hodges, who will serve as chairman of the committee, the Secretary of Labor, W. Willard Wirtz, and Maritime Administrator Nicholas Johnson.

President Johnson, during his announcement of the formation of the Advisory Committee, said that he expected to add an equal number of "distinguished representatives of labor, management and the public" to the committee.

In his concluding reference to the new body, President Johnson commented that "the creation of this committee provides a useful forum for a careful and constructive consideration for the national defense, trade, manpower and labor relations of the oldest and most important industries."

The Advisory Committee is an outgrowth of the boycott by AFL-CIO maritime unions of grain shipments to Russia in February. The unions called off their boycott with the understanding that all problems concerning future grain shipments would be openly discussed with the unions fully participating.

The agreement for the ending of the wheat boycott called for the formation of both a Grievance Committee to hear complaints on Government-assigned cargoes and the Maritime Advisory Committee. The establishment of the Grievance Committee several weeks ago was announced by Maritime Administrator Nicholas Johnson.

Building Trades Meet MTD



Demonstration of labor unity that helped produce settlement of Anderson grain elevator, beef involving construction workers in Toledo, Ohio, was clearly marked when this pair met at recent Maritime Trades Department regional conference in Detroit. Exchanging greetings are Harry P. Morell (left), secretary of the Northwestern Ohio Building and Construction Trades Council and Al Tanner, SIU vice-president and MTD coordinator for the Great Lakes area. MTD and SIU assisted construction unions when Anderson tried to use non-union help.

Veteran SIU Official

Joe Volpian Dies At 63

NEW YORK—Joe Volpian, one of the earliest SIU officials and veterans of the trade union movement, died here at Roosevelt Hospital on Saturday, May 9, after a long illness. At the time of his death, Vol-

pian was head of the Department of Social Security set up in 1960 to assist Seafarers and their families on welfare matters. He was 63 years of age.

A seaman since 1922, Volpian had served the SIU in various official capacities since 1943 and as an elected patrolman, headquarters representative and assistant secretary-treasurer continuously from 1944 until he took up the Social Security post four years ago.

He originally joined the SIU at New Orleans in 1940 and had shipped as an oiler in the engine department. He was a native of Savannah, Ga.

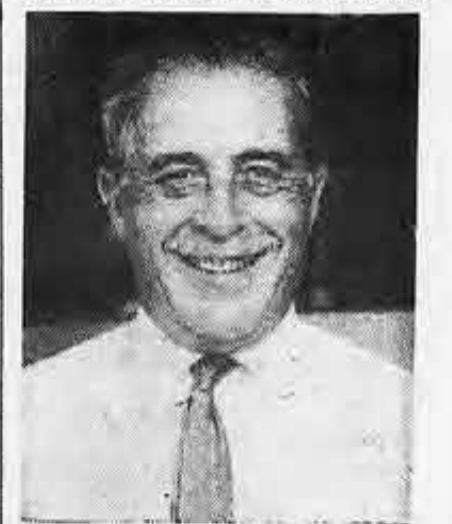
Well-known to Seafarers on all coasts and to trade union and government agencies dealing with various welfare and social services, Volpian was named by trustees of the SIU Welfare Plan to head the Social Security Department because of his considerable experience in this area. In the past, he had served as head of the Union's special services department, which had dealt with many of the same problems as those the new department handled.

This included assistance to Seafarers and members of their families on such matters as Social Security old-age, survivors' and disability benefits, state unemployment insurance, workmen's compensation, veterans' benefits and related items.

SIU membership meetings in all ports approved a leave of absence for Volpian in 1960 so that he could set up the new program. He

was then serving as an elected SIU assistant secretary-treasurer. He had previously served as New York engine patrolman until 1947, and was elected an assistant secretary-treasurer for 1948-50 and 1953-60. He was an elected headquarters representative in 1951 and 1952, with a strike-clear record for all SIU strikes and beefs.

Services were held last Tuesday,



Joseph H. Volpian

May 12, at Brunswick, Ga., with burial in Palmetto Cemetery attended by a delegation of Seafarers and SIU representatives from the Jacksonville SIU hall. The eulogy at the service was delivered by Rabbi Milton Greenwald.

Volpian is survived by his widow, Gertrude, of New York City; a sister, Ellen Hertzberg, of Brunswick, and two brothers, Max Volpian, of Key West, Fla., and Alex Volpian, of Miami.

Agriculture Again Raps US Shipping

WASHINGTON—The latest in the Department of Agriculture's efforts to torpedo the American merchant marine is underway in Washington. The Department is whining that the fair and reasonable rates it pays for American shipping, as required by the cargo preference laws, interfere with its sale of agricultural commodities abroad.

Under the Cargo Preference Act of 1954, at least 50 percent of all Government-financed aid cargoes must move on American ships if available at fair and reasonable rates, which are set by the Maritime Administration. The rates are now being reviewed.

The shipowners point out that an increase is necessary because the basic rates now in effect were established in 1957. The Cargo Preference Act was passed in order to protect the American merchant marine against low-cost foreign shipping operations and their tendency to drive American ships from the seas.

Despite the law, the Agriculture Department has been bemoaning the fact that it carries the difference in costs involved between world shipping rates and American-flag carrier rates.

A statement prepared by the Department of Agriculture was submitted to the House Appropriations Committee, alleging that the use of American-flag ships for Public Law 480 shipments since 1955 has cost the Department an extra \$675.7 million.

The House committee, apparently at the instigation of the Department of Agriculture, wants the Department to investigate the possibility of using counterpart funds in those countries to which Public Law 480 shipments are made. Counterpart funds are those which are held in credit for the United States in foreign nations. This plan would impose a serious problem on American shipping because it would be difficult for the companies to collect the funds and convert them into US currency. A number of technical factors are involved, including the instability of the currencies of many of the nations involved.

The SIU and other maritime unions have repeatedly pointed up, since the inception of the Cargo Preference Act, the Department of Agriculture's determination to bypass the use of American-flag ships in favor of the low-cost foreign shipping. This issue was raised at many hearings and discussions in the Congress and before Government agencies.

Agriculture has always answered by protesting its interest in preserving the American merchant marine and stressing its understanding of the vital role it plays in the nation's economy, in peace and war. However, its protests of interest have never squared with

its tactics in seeking to avoid usage of American shipping.

As a matter of fact, the House Merchant Marine Committee has indicated that the Departments of Agriculture and State show a lack of interest in the welfare of the American merchant marine. The Senate Merchant Marine Committee has also called this attitude to the attention of the Department of Agriculture.

It is expected that this issue will be presented by the maritime unions to the grievance machinery which the Government has set up to deal with shipping problems, as a result of the unions' insistence on such machinery to protect the jobs of American seamen and maritime workers and of American shipping generally.

SAB Issues New Shipping Card Ruling

NEW YORK—The Seafarers Appeals Board has announced an amendment to the shipping rules requiring all SIU men who register for jobs on and after June 1, 1964 to have their shipping cards stamped once each month in the ports where they are registered.

Adopted last month as SAB Action No. 84, the ruling provides that the days and times for cards to be stamped shall be determined by the Port Agent in the port where a seaman registers, "who shall notify each registrant of the days and times of such stamping before issuing a shipping card to such registrant."

"Any registrant who does not have his shipping card so stamped during any given month shall forfeit his shipping card and shall be required to re-register before being shipped."

Begins On June 1

In announcing its ruling, the SAB, as the joint Union-management panel which governs the shipping rules established under contracts for SIU-manned vessels, made it plain that its latest action applies only to men who register beginning June 1, 1964. It will not apply to men already registered.

The ruling was adopted as a means of gathering information relative to the manpower needs of the maritime industry.

The Board also pointed out that it required information on manpower availability to fill requests for information by state employment boards or departments in connection with applications of members in various areas for state unemployment benefits.

Action No. 84 specifies that anyone who registers on and after June 1, 1964 who does not have his card stamped in accord with the SAB rule "may request that his card be stamped, and it will be stamped, if he submits adequate evidence showing that it was impossible for him to appear personally on the day provided therefor. In such event, his shipping card shall continue to be valid and shall not be forfeited."

Five Children Win SIU Scholarships



Members of the College Scholarship Advisory Committee discussing applicants (l-r) are Dr. Elwood C. Kastner, New York University; Dr. Richard M. Keefe, St. Louis University; Miss Edna M. Newby, Douglass College, New Brunswick, NJ; Dr. Charles D. O'Connell, University of Chicago, and Dr. Bernard P. Ireland, Columbia University, NY.

NEW YORK—The families of five Seafarers got the good news this week that their children had been named winners of the 1964 Seafarers college scholarships. The scholarship awards are each worth \$6,000 for four years of study at any college or university in the US or its possessions in whatever academic field the winners decide to pursue. Winners of this year's scholarships are:

Lawrence Carleton, son of Seafarer Monroe R. Carleton, of St. Clair, Mich.

Bruce Carroll, son of Seafarer Edward F. Carroll, of Jersey City, NJ.

Christine M. Kalke, daughter of Seafarer William Kalke, of Detroit. Elaine M. Smith, daughter of Seafarer Stanford A. Smith, Jr., of Metairie, La.

Timothy K. Mosseau, son of Seafarer Kenneth Mosseau, of Alpena, Mich.

The SIU scholarship plan has been operated on an annual basis for the past 11 years and is recognized as one of the most liberal, no-strings-attached programs of its kind. Seafarers and their children are eligible to compete.

The children of SIU members have been awarded 36 of the 58 awards made to date. SIU men have received 22 of the college scholarships.

Lawrence Carleton, 17, is a senior at St. Clair High School. He hopes to attend California Institute



M. Carleton & E. Carroll

of Technology. He plans to major in mathematics, a subject he would like to teach at the college level. His father has been a member of the SIU for several years.

An active senior at William L. Dickinson High School in Jersey City, Bruce Carroll, 17, wants to study engineering at the Stevens Institute of Technology. His father is a railroad tugman and sails as a deckhand on Erie-Lackawanna Railroad tugs.

Planning to become a teacher, Christine Kalke, 17, is completing her senior year at Cass Technical High School in Detroit. She intends to specialize in teaching for-

eight languages in high school after she graduates from Wayne State University. Her father sails in the deck department.

Elaine Marie Smith, 18, is the only one of the scholarship winners who is already attending college. An education major at Louisiana State University, she plans to become a junior high school teacher. Her father sails as a member of the steward department, and has been an SIU member since 1938.

Timothy Mosseau, 18, probably had the hardest fight to wage to achieve the high qualifications

necessary to become an SIU scholarship winner. Suffering the amputation of his lower limbs after a tragic train accident in 1959, he is successfully completing his senior year at Alpena High School. He intends to study physics, mathematics and electrical engineering at the University of Michigan. His father sails as an oiler, having been an SIU member since 1948.



Smith

The prominent educators who served on the College Scholarship Advisory Committee are: Dr. Elwood C. Kastner, Dean of Registration and Financial Aid, New York University; Dr. Bernard P. Ireland, Regional Director of the College Entrance Examination Board; Dr. Richard M. Keefe, Director of Admissions, St. Louis University; Dr. Charles D. O'Connell, Director of Admissions, University of Chicago, and Miss Edna Newby, Assistant Dean, Douglass College, New Brunswick, NJ. The sixth member of the committee, Dr. F. D. Wilkinson of Howard University, Washington, DC, did not participate because of illness.

Members of the selection committee were unanimous in their comments on the excellent calibre of all the scholarship applicants.

Texas SIU Wins Tug Fleet Ballot

HOUSTON—Employees of Slade, Inc. and the Southern Towing Company voted in a National Labor Relations Board election at Orange, Texas, last week for representation by the Inland Boatmen's Union

of the SIU. The vote was 64 for the IBU and 48 for no union.

The National Maritime Union also was on the ballot but received no votes.

Employees of the company as of the payroll period ending March 31 were eligible to vote.

The company, formerly doing business under the name of Higman Towing Company, engages principally in towing oil barges in the Intracoastal Canal. In normal operations the company em-

ployes 150 men on 16 towboats. Fourteen boats are in operation at present.

Negotiation of a collective bargaining agreement covering Slade-Southern employees will commence as soon as possible after the NLRB certifies the IBU as the collective bargaining representative of the company's employees.

Employees who will be covered by the certification include captains, mates, engineers, tankermen, oilers, deckhands and cooks on the vessels.

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HERBERT BRAND, Editor; IRWIN SPIVACK, Managing Editor; BERNARD SEAMAN, Art Editor; MIKE POLLACK, NATHAN SKYBS, THOMAS LAUGHLIN, ROBERT ARONSON, Staff Writers.

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Laud SIU Tugmen For Fire Action

MOBILE—Crewmembers of the SIU-Inland Boatmen's Union-contracted tug Timber have received high praise for their fire-fighting actions when the Trinidad SIU-manned ore carrier Prospector (Alcoa) collided with another SIU-IJU tug, the Vulcan, causing both to burst into flames.

The Timber, owned by the Mobile Towing and Wrecking Company, was said to have been instrumental in preventing what could have been a major disaster to the Mobile waterfront by her crew's fire-fighting actions. Reports said the entire waterfront was threatened for hours by the blaze which erupted on the Vulcan's barge loaded with 735,000 gallons of gasoline. The Vulcan is

owned by the IBU-contracted Sabine Towing Company.

The accident occurred when the outbound freighter collided with the incoming Vulcan and her tow early in the morning of May 5. Flames burst from the Vulcan's tow, and prompt action by the Timber, plus Coast Guard boats and local fire-fighting equipment, extinguished the blaze.

The bow and forward hold of the 508-foot Prospector also caught fire, but that fire was put out within an hour of its eruption. The foreign-flag vessel sustained a 40-foot hole in her port bow in the collision.

The barge itself was beached by a Coast Guard cutter. CG officials later stated that there had been no injuries reported on either of the two vessels.

Suits Filed

Both Alcoa and Sabine Towing have filed negligence suits against each other. Alcoa filed first, charging the tug with being on the wrong side of the channel and carrying an inadequate lookout. In its countersuit, Sabine Towing charged that the freighter's operators were negligent in that the ship's radar was not working, and a lookout had not been provided in the smoke-shrouded harbor. The Coast Guard is still investigating the collision.

Regular Monthly Meeting In Philadelphia



Reading of the Headquarters report found these Seafarers paying close attention during the regular monthly membership meeting for May at the SIU hall in Philadelphia. A lively discussion period followed during which Seafarers took the floor to air their views on various issues of importance to the membership.

Shelve Plan To Lay-Up Tramp Ships

LONDON—The Tramp ship stabilization plan has been shelved for an indefinite period. The plan was put into cold storage by the Provisional Council of the International Tonnage Stabilization Association at a meeting here, because of continuing opposition to the lay-up plan by Norwegian and Greek shipowners.

Under the International Tonnage Stabilization Association plan, owners of dry cargo carriers could agree to withdraw tonnage and put it in lay-up status. They would then receive compensation for this tonnage from other owners whose vessels were regularly employed. The plan's aim is to improve freight rates by reducing available tonnage.

ITSA had previously reported that as of April 15, only 4.5 million deadweight tons had been listed for voluntary immobilization—far short of the 12 million deadweight ton goal which had been set.

Norwegian and Greek shipowners opposed the plan for opposite reasons. The Norwegians complained that the plan favors owners who operate older vessels, particularly liberty ships, while the Scandinavian fleet is more modern.

The Greek interests are taking the opposite view. About half the liberty ships in service are under Greek ownership and they charge that the lay-up allowances proposed for this class under the stabilization plan are inadequate.

Spokesmen for the ITSA have indicated that in spite of the apparent lack of interest by shipowners they still feel that the plan is sound. A committee has been appointed to keep in touch with shipowners and their associations and if market conditions warrant it they will advise the council to assemble again and revive interest in the plan.

Rail Unions Step Up Battle Against Mass Crew Cuts

WASHINGTON—A temporary restraining order prohibiting three railroads from reducing train crews has been issued this week by a District Court in St. Louis. The order was against manpower cuts imposed by the Missouri Pacific Lines, the Natchez & Southern Railway and the Texas & Pacific Railway.

The three railroads have been ordered to appear on May 20 to show cause why a temporary injunction should not be issued outlawing the manpower cuts pending settlement of a work-rules dispute. The restraining order was issued

on a petition by the Brotherhood of Railroad Trainmen, one of the operating unions that have been fighting work rule changes.

The rail unions had previously announced that they would petition the US courts for an order preventing the carriers from enforcing "dangerous" and "chaotic" work rules changes to the detriment of several thousand transferred and laid-off rail workers.

When rules changes permitted by an arbitration board ruling went into effect at midnight May 6, the railroads "went overboard" in putting their own interpretation in effect and ignored disputes over the board's intention, the unions charge.

The new work rules permit carriers to eliminate the jobs of 3,000 firemen with less than three years' service on diesel locomotives immediately, and up to 50,000 other jobs eventually.

"Apparently . . . the railroads have decided that the award of the arbitration board amounts to a license for each individual carrier's personnel officer to do what he pleases in placing the award into effect," a rail union official stated.

Meanwhile, a Federal Court judge in Washington has issued a

permanent injunction against wild-cat strikes by railroad firemen. In his order he told the workers to fight their battles in court rather than on the picket line.

The rail unions, the Brotherhood of Locomotive Firemen and Enginemen and the Locomotive Engineers had petitioned the court for an amendment of a restraining order issued May 5 against protest strikes. The unions argued that the roads should be required to maintain the status quo until the arbitration board, which Congress established last year, has had time to hear the disputes over interpretation and settle them. A union spokesman complained that the railroads are "inciting the men to strike" by means of "goofy" interpretations of the award.

The railroads countered with an appeal that the court outlaw a series of walkouts by members of the BLF&E. Union spokesmen made it clear, however, that the walkouts had not been authorized by the union.

The argument over the number of firemen used on diesels was distinct from the dispute over rates of pay and work conditions which another panel of five mediators settled at the urging of President Johnson.



By Cal Tanner, Executive Vice-President

Shipping Conditions And The Weather

The factors that go into determining the job situation in US maritime and for world shipping generally really can take you far afield now and then. In the past couple of months, in the course of trying to protect existing jobs and keeping Government agencies from continually snubbing US-flag shipping, we have all been given a practical lesson in the economics of farm production and agricultural developments both here and in the Soviet bloc countries.

The grain sales made by American grain traders with Soviet representatives produced a spurt in US shipping and world shipping for a while, but this has tended to die down again. As a result, the trampship market is dropping off.

An article in a recent issue of the LOG and again on another page in this edition points out the farm problems in the Soviet bloc that created the grain shortage. Part of the problem for the Soviets was a political one—where agriculture suffers from poor planning, emphasis on other segments of a country's economy, etc. The other problem—one which seamen can well understand—is the weather.

Bad weather, hot weather or cold, these are the things that often decide what the job situation will be all over the US and around the world for months to come, though we usually don't realize this. Seafarers have come to respect the sea and changing weather conditions as a necessary condition for their survival in the course of their jobs.

But just wonder how much of our shipping is really determined by weather conditions, storms, and so on. We can easily understand an emergency need for shipping or certain types of cargo when a disaster hits someplace—this is where the shipping industry frequently has to turn to and start moving mountains of cargo to some far-off place where a hurricane or typhoon may have hit. The situation in Alaska last month is a typical example.

The earthquake and tidal wave in that area created many problems of supply and so, as a result, Sea-Land stepped up its plans for an Alaska containership service from Seattle and put two ships right on the run.

Weather conditions also were a cause of the Soviet Union's grain problems, since bad weather during growing and harvesting seasons obviously didn't help them grow any wheat.

So often it comes down to this when you're on a ship nearing port and the weather acts up. It's a time of a mixed blessing for sailors. As professional seamen we may have to contend with bad weather as a safety factor and navigation problem, but we also have to count on it to build up the demand for all kinds of goods, including fuels.

The demand for coal and oil, after all, really depends partly on weather conditions and seasonal needs that are entirely unpredictable and change from day to day. When you think of it, these are some of the things we all have to consider in wondering why the shipping business and job activity is often so unpredictable. They also explain why we have to be watchful all the time when Government agencies and others try to slip US shipping a fast one and pass us by.

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



NLRB Certifies SIU Taxicab Vote

ST. LOUIS—The National Labor Relations Board has certified the SIUNA's Transportation Services & Allied Workers to represent the drivers of the Marcella Cab Company here as bargaining agents.

The NLRB in Washington upheld the validity of a secret ballot election January 16 in which the drivers voted 140 to 116 to switch from the International Brotherhood of Teamsters Local 405 to the TSAW. More than 400 employees are involved.

James Matthews, president of the TSAW Local 5 here, said after receiving the Board's decision that he would ask the Marcella firm "immediately" for meetings to negotiate a contract.

The TSAW Local 5 is the second local union set up by the SIUNA transport affiliate here. In 1962, another group of 300 drivers of

the Yellow Cab Company quit the Teamsters and voted for SIU-TSAW representation.

In the Marcella case, the NLRB ruled against a Teamster contention that the Seafarers pre-election appeals interfered with the employees' free choice.

The vote among employees of Marcella was the second representation vote by this group in the last year. In an election last summer, the Teamsters defeated the TSAW but the NLRB held that the atmosphere created by Teamster organizers ruled out a fair vote. Therefore, the new election was ordered.

Your Union Benefits

By Al Kerr, Secretary-Treasurer



Scholarship Qualifications Outlined

Elsewhere in this issue of the SEAFARERS LOG you will find a detailed story on the latest awards of the five scholarships provided for through the means of the various plans which have been established by the union through its bargaining relationship with various shipowners.

The Scholarship Benefit was originally established on August 5, 1952. Those eligible to participate in the receiving of this benefit are eligible seamen themselves or their dependent children. For either seaman or children, the seaman must have at least three years actual covered employment with companies signatory to the Seafarers' Welfare Plan, in addition to having ninety days employment time in the year prior to applying for the benefit, as well as one day in the six month period prior to applying.

The seamen must be under the age of thirty five but this age limitation may be waived for the active seaman having completed one or more years in an accredited college or university during the three-year period immediately preceding his application for this benefit and provided he has maintained an average in high school or college in the top one-third of his class. Applicants who are dependent children of seamen must be unmarried when they apply, otherwise they are not considered dependent. Marriage, after the scholarship is awarded will not effect the Scholarship.

Adopted children of eligible seamen are also able to apply for this benefit, provided they have been adopted by the eligible seaman for a period of at least five years prior to their making this application. All applicants for the benefit are required to take the college entrance examination. Each applicant must pay his own examination fee.

for that purpose. In addition to the foregoing, eligible dependent children of pensioners are eligible to participate in the scholarship award program.

In the event that a seaman wins one of the Scholarship Awards, his welfare eligibility is automatically extended for the effective period of the scholarship, based on the eligibility he had at the time of his application for the scholarship. In the selection of the scholarship winners, the following persons, all of whom are connected in some official capacity with a university, are the trustees:

Dr. R. M. Keefe, Dean of Admissions of St. Louis University.

Dr. C. D. O'Connell, Director of Admissions of the University of Chicago.

Dr. F. D. Wilkinson, Research Associate, Howard University.

Dr. B. P. Ireland, Northeast Regional Director, College Entrance Examination Board.

Miss Edna Newby, Assistant Dean of Douglass College.

Dr. E. C. Kastner, Dean of Registration and Financial Aid, New York University.

Anyone interested in making applications for the Seafarers Scholarship Benefit should write to the Maritime Advancement Program, 17 Battery Place, 19th Floor, New York 4, New York.

Any SIU member who feels there is an unnecessary delay in the processing of any welfare or pension claims should immediately call this to the attention of the Secretary-Treasurer at headquarters, by certified mail, return receipt requested. Any delay in the processing of a claim is usually due to the absence of necessary information or documents which are required before a claim can be processed.

The Scholarship awards may be used for post-graduate work in those instances where the Scholarship award winner completed his under-graduate work prior to having used the full four years of his scholarship award. However, in each case of this type, where the Scholarship award is to be used for post-graduate work, the Trustees must agree in advance to the Scholarship award being used

Congress Passes Money Bill; Maritime Agency Fares Well

WASHINGTON—The House Appropriations Committee passed and sent to the Senate an appropriations bill last week which, although sizably cutting the Federal Maritime Commission's budget, in general granted the funds the Maritime Administration had asked for the coming fiscal year.

The committee decided to give the Maritime Administration the full amount it sought—\$314.9 million—for operating and construction subsidies and the ac-

quisition of ships traded in on this new construction.

The Federal Maritime Commission, however, did not fare so well. Its budget request was slashed from \$3.3 million asked to \$2,763-

000, about \$188,000 more than the amount which was voted for the current fiscal year. The FMC had asked for the additional monies to carry out its expanding regulatory duties.

The amount voted for the MA's ship construction subsidies—\$124.9 million—was \$12.4 million more than was voted for this year's operations. The amount was supposed to help build 17 ships for the subsidized lines, but because of the expected increase in the maximum subsidy to 50 percent in the coming year, that total will probably shrink.

Previous legislation extending the temporary 55 percent ceiling on ship construction subsidies as noted by the committee in its report, will not conflict with the MA's proposed change in figuring foreign costs. The MA has proposed to change from using the single lowest cost foreign yard to an average of five foreign yards. This would make the US and foreign shipbuilding costs closer together and reduce the subsidy outlay to the Government. The subsidized operators were upset about this possible change and so was the committee. The new foreign cost formula has not been put into effect.

Already the MA has agreed to back a one year continuation of a temporary 55 percent ceiling and Congress appears to be inclined towards approving a two year extension. This could mean an additional \$500,000 per ship more than intended, and, just as in the current year, cut two or possibly more vessels from the construction schedule. The subsidy, up to 55 percent of domestic cost, is designed to put US operators on a cost parity with foreign competitors.

The House vote on the appropriations bill was 312 to 40. The bill now goes to the Senate, which could restore some or all of the slashed funds if it desires.

Third Group Starts Upgrading Program

NEW YORK—The SIU Seniority Upgrading Program hit full stride last week as the latest group of class B Seafarers started taking part in the program in the Port of New York. The upgrading program was inaugurated by the Seafarers Appeals Board.

Twenty-six Seafarers are in the third group of class B men to participate in the program.

The second group of 28 men to take part in the seniority upgrading completed the program on May 1. They all received certificates noting their new class A seniority under the rules established by the Appeals Board. The first group of 29 men completed the program on March 27.

Applications for the upgrading program continue to be open to qualified Seafarers. Class B men who wish to apply for a seniority upgrading application or who wish further information, should write Earl Shepard, Chairman, Seafarers Appeals Board, 17 Battery Place, Suite 1930, New York 4, NY.

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

The Board's action is a move to assure the availability of qualified Seafarers to meet current manning needs.

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

OT Beef



Seafarer Arthur Andersen expressed his opinion when an OT question came up during the discussion period at the May membership meeting in New York. Many issues of importance to Seafarers were aired.

Secretary-Treasurer's Report To The Membership:

FORTHCOMING ELECTION OF OFFICERS—ADDITIONS TO VOTING PROCEDURES

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

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

"The Secretary-Treasurer is specifically charged with the preservation and retention of all election records, including the ballots, as required by law, and is directed and authorized to issue such other and further directives as to the election procedures as are required by law, which directives shall be part of the election procedures of this Union."

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

President's Pre-Balloting Report.

Article X, Section 1, "The President," Sub-Section (e), provides that the President's Pre-Balloting Report shall be submitted to the membership at the regular meeting in July of every election year. It is recommended to the membership in this connection that such Pre-Balloting Report be made both at the June and July meetings so as to give more than adequate notice to any prospective nominee for office.

Provision for Nomination by Others.

Article XIII, Section 1, "Nominations," provides for self-nomination to office. In order to square any ambiguity as to the meaning of this section, it is recommended that a member may place his name in nomination or have his name placed in nomination by any other member and further, that in either event, such member nominated must comply with the provisions of the constitution, as they are set forth, relating to the submission of credentials. This change is an amplification of the existing provisions of the constitution and should not be construed to be an alteration of same.

Absentee Ballot.

Article XIII, Sections 3 and 4, "Balloting Procedures" and "Polls Committee," of the constitution, provide that balloting shall be manual in nature. It is now recommended that the following absentee ballot procedure be presented to the membership upon advice of counsel as an amplification of such provisions:

Full book members may request an absentee ballot under the following circumstances, only. While such member is employed on an American-flag merchant vessel which vessel's schedule does not provide for it to touch a port in which voting is to take place during the voting period provided in Section 3 (g) of our constitution, in that event, the member shall make a request for an absentee ballot by Registered or Certified Mail or the equivalent mailing device at the location from which such request is made, if such be the case. Such request must contain a designation as to the address to which such member wishes his absentee ballot returned. Such request shall be received no later than 12:00 PM on the fifteenth day of November of the election year and shall be directed to the

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

The Secretary-Treasurer shall be responsible for determining whether such member is a member in good standing and further whether such member has, in fact, voted previously. He shall send the processed ballot by Registered Mail-Return Receipt Requested to the address designated by such member in his absentee ballot request. The Secretary-Treasurer shall send to such member with his ballot, instructions for returning the ballot, which instructions must be complied with exactly. The Secretary-Treasurer shall further maintain a record showing the name, book number of the member, his ballot number and the date upon which such ballot was sent, which information shall be turned over to the Union Tallying Committee, when elected, in accordance with Article XIII, Section 5 (c) of the constitution. The member, after voting, shall return his absentee ballot by Registered or Certified Mail, or the equivalent mailing device at the location from which such absentee ballot is returned, if such be the case, to the depository named in the President's Pre-Balloting Report.

These absentee ballots must be post-marked prior to midnight of December 31, 1964, and must be received by the depository named in the President's Pre-Balloting Report, prior to January 10, 1965, regardless of when post-marked, for them to be counted as eligible votes. Such ballots will be maintained separately by such depository and shall then be turned over to the Union Tallying Committee, as provided in Section 5 (d) of Article XIII of the constitution.



SEAFARERS ROTARY SHIPPING BOARD



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

April 25 - May 8, 1964

The job situation for Seafarers shows a slight rise since the last report period. The total number of SIU men who shipped rose to 1,198 from 1,189 in the previous two-week period. The small increase in jobs dispatched was split among the deck and steward departments, during this reporting period.

Registration figures also rose a small amount for the period covered by the report. This contrasted with a slight decrease which appeared in the last period. Total registration and shipping figures continue to run about even, although the number of men registered on the beach shows a small rise to 3,441 from last period's low of 3,417.

Of the major ports, the only one showing a significant rise during this report period was New Orleans, which

listed nearly 300 men shipped. The three West Coast ports all showed major gains and were kept busy filling job calls during most of the period. Seattle showed the sharpest improvement after a real slump in the previous two-week period.

Although the overall shipping rose, the ship activity listing posted fewer sign-ons, indicating a higher job turnover. The number of payoffs and in-transit ship visits also fell off slightly.

The percentage of class A men who shipped out rose by five points over the last period, bouncing back over the 50-percent mark where it generally stays. Class A shipping represented 53 percent of the total, while class B climbed a point to 36 percent and class C dropped to 11 percent of the dispatch total.

Ship Activity

	Pay Offs	Sign Ons	In Trans.	TOTAL
Boston	1	0	5	6
New York	21	7	19	47
Philadelphia	4	2	7	13
Baltimore	7	6	9	22
Norfolk	0	0	5	5
Jacksonville	0	0	6	6
Tampa	0	0	7	7
Mobile	3	1	4	8
New Orleans	10	9	15	34
Houston	7	3	17	27
Wilmington	3	1	3	7
San Francisco	1	1	6	8
Seattle	5	5	2	12
TOTALS	62	35	105	202

DECK DEPARTMENT

Port	Registered CLASS A				Registered CLASS B				Shipped CLASS A				Shipped CLASS B				Shipped CLASS C				TOTAL Shipped				Registered On The Beach CLASS A				CLASS B			
	GROUP				GROUP				GROUP				GROUP				GROUP				CLASS				GROUP				GROUP			
	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	A	B	C	ALL	1	2	3	ALL	1	2	3	ALL
Boston	1	3	1	5	0	0	0	0	1	3	2	6	0	0	0	0	0	0	0	0	6	0	0	6	4	17	6	27	0	2	4	6
New York	21	28	8	57	2	8	12	22	24	27	10	61	1	12	16	29	0	12	10	22	61	29	22	112	9	97	22	188	4	41	52	97
Philadelphia	4	7	1	12	0	3	4	7	2	8	1	11	0	8	3	11	0	0	0	0	11	11	0	22	10	10	5	25	0	5	11	16
Baltimore	9	13	7	29	0	8	16	24	6	11	6	23	0	5	8	13	2	3	2	7	23	13	7	43	28	53	13	94	1	9	27	37
Norfolk	5	1	1	7	0	3	2	5	0	2	0	2	2	1	1	4	0	0	0	0	2	4	0	6	19	8	2	29	0	4	7	11
Jacksonville	3	6	0	9	1	3	2	6	2	3	0	5	1	4	4	9	0	0	1	1	5	9	1	15	9	16	1	26	1	6	8	15
Tampa	0	1	1	2	0	1	1	2	0	3	0	3	0	1	0	1	0	1	0	1	3	1	1	5	2	9	3	14	0	2	2	4
Mobile	11	7	2	20	0	1	2	3	6	7	2	15	0	0	2	2	0	0	2	2	15	2	2	19	25	26	7	58	0	5	14	19
New Orleans	27	31	12	70	0	16	25	41	23	31	7	61	4	23	23	50	0	2	2	4	61	50	4	115	77	79	13	169	1	28	107	136
Houston	17	38	7	62	0	17	17	34	15	28	5	48	1	15	7	23	1	8	0	9	48	23	9	80	52	85	13	150	5	31	36	72
Wilmington	2	8	4	14	0	6	2	8	6	5	3	14	0	4	4	8	0	1	0	1	14	8	1	23	9	11	5	25	0	10	9	19
San Francisco	6	2	1	9	0	8	3	11	3	8	1	12	0	1	2	3	0	0	0	0	12	3	0	15	16	27	5	48	3	21	20	44
Seattle	8	9	4	21	3	11	6	20	7	13	3	23	2	9	4	15	0	0	0	0	23	15	0	38	24	19	5	48	3	18	10	31
TOTALS	114	154	49	317	6	85	92	183	95	149	40	284	11	83	74	168	3	27	17	47	284	168	47	499	344	457	100	901	18	182	307	507

ENGINE DEPARTMENT

Port	Registered CLASS A				Registered CLASS B				Shipped CLASS A				Shipped CLASS B				Shipped CLASS C				TOTAL Shipped				Registered On The Beach CLASS A				CLASS B			
	GROUP				GROUP				GROUP				GROUP				GROUP				CLASS				GROUP				GROUP			
	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	A	B	C	ALL	1	2	3	ALL	1	2	3	ALL
Boston	0	2	0	2	0	1	1	2	0	0	0	0	0	2	0	2	0	2	1	0	2	1	3	4	17	6	27	0	2	4	6	
New York	32	43	16	91	6	15	16	37	7	33	8	48	6	14	15	35	1	11	7	19	48	35	19	102	41	87	12	140	14	50	37	101
Philadelphia	3	9	1	13	0	3	2	5	1	7	1	9	0	1	4	5	1	2	0	3	9	5	3	17	1	14	4	19	0	6	3	9
Baltimore	2	18	1	21	1	4	7	12	4	14	2	20	1	7	8	16	1	4	3	8	20	16	8	44	14	42	6	62	1	15	20	36
Norfolk	0	4	1	5	0	1	2	3	0	0	0	0	1	0	1	2	0	1	0	1	0	2	1	3	3	23	2	28	0	9	8	17
Jacksonville	0	2	0	2	0	1	2	3	1	1	0	2	0	3	2	5	0	0	0	0	2	5	0	7	1	10	1	12	3	9	6	18
Tampa	0	2	0	2	0	1	0	1	0	1	1	2	0	1	0	1	0	0	1	1	2	1	1	4	1	1	0	2	1	1	1	3
Mobile	2	9	1	12	0	4	4	8	4	6	0	10	0	2	4	6	0	1	0	1	10	6	1	17	7	24	2	33	0	10	13	23
New Orleans	6	17	2	25	0	19	19	38	8	27	5	40	1	22	18	41	1	3	2	6	40	41	6	87	19	49	8	76	3	44	69	116
Houston	5	27	3	35	3	20	20	43	7	23	1	31	2	18	13	33	0	3	2	5	31	33	5	69	15	56	6	77	5	38	37	80
Wilmington	4	5	1	10	1	3	1	5	2	2	2	6	0	6	3	9	0	1	0	1	6	9	1	16	10	10	3	23	2	0	8	10
San Francisco	3	6	2	11	0	5	3	8	1	4	1	6	1	1	2	4	0	2	0	2	6	4	2	12	20	30	4	54	3	8	9	20
Seattle	5	9	0	14	1	5	5	11	0	8	3	11	0	3	1	4	0	0	2	2	11	4	2	17	9	20	3	32	3	12	6	21
TOTALS	62	153	28	243	12	82	82	176	35	126	24	185	12	80	71	163	5	28	17	50	185	163	50	398	145	383	57	585	35	204	221	460

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	A	B	C	ALL	1-s	1	2	3	ALL	1	2	3	ALL
Bos	1	1	0	0	2	1	1	0	2	0	0	0	1	1	0	0	1	0	0	0	1	1	0	2	1	4	1	2	8	1	1	1	3		
NY	4	7	10	19	40	1	4	15	20	1	11	4	16	32	0	0	13	13	0	0	12	12	32	13	12	57	26	43	28	62	159	4	4	38	46
Phil	2	3	1	3	9	0	2	3	5	0	1	2	6	9	0	0	6	6	0	0	1	1	9	6	1	16	3	9	6	8	26	0	3	4	7
Bal	1	3	4	5	13	0	0	10	10	2	1	3	5	11	0	0	7	7	0	0	5	5	11	7	5	23	24	8	15	24	71	1	0	22	23
Nor	2	0	3	0	5	0	1	1	2	0	0	0	0	0	0	0	0	0	1	1	0	0	1	1	3	4	2	6	15	1	2	7	10		
Jac	0	1	0	1	2	0	0	2	2	0	1	0	0	1	0	0	0	0	0	1	1	0	1	2	3	3	0	2	8	0	3	6	9		
Tam	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	4	6	1	0	0	1	
Mob	1	1	1	5	8	1	0	8	9	0	2	1	7	10	0	0	4	4	0	0	0	0	0	0	14	4	15	6	13	38	1	0	10	20	
NO	3	11	4	25	43	0	1	33	34	3	12	6	29	50	0	0	29	29	0	0	2	2	50	29	2	81	19	36	13	62	130	6	4	119	129
Hou	6	16	2	10	34	1	1	19	21	2	8	5	8	23	2	0	22	24	0	0	8	8	23	24	8	55	16	34	12	20	82	7	2	32	41
Wil	3	1	1	0	5	1	0	0	1	1	3	0	2	6	0	1	3	4	0	0	4	4	6	4	14	6	1	6	5	18	1	2	4	7	
SF	0	6	2	3	11	0	0	3	3	0	2	1	2	5	0	0	2	2	0	0	4	4	5	2	11	7	20	12	23	62	0	3	12	15	
Sea	1	2	5	3	11	4	2	7	13	2	2	4	6	14	0	1	8	9	0	0	2	2	14	9	2	25	4	7	4	7	22	6	4		

The Atlantic Coast



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

Ship's Delegates Doing Good Job

Shipping has been exceptionally good in New York during April. This was the result of having 43 payoffs, 13 sign-ons and 46 ships in transit. All of these ships were in good shape and the ships delegates are to be complimented on doing such a good job in keeping beefs down to a routine nature. Here in the port of New York, we answered the call of the Hotel and Restaurant Workers in aiding them in some organizational picketing, and we have been standing by on the alert to press our efforts in making sure that American ships get their fair share of government-financed cargoes.

Jason Gibbs, former chief steward on the Steel Executive has been on the beach in New York for the past two months and is ready to ship out again. While he was on the beach, he took in a few days at the track and also saw the World's Fair. Carl Dearlo, who last shipped on the Steel Admiral was over to see us at the New York Hall recently. Carl has been a member of the SIU since 1944 and he was very active in the Robin Line beef. Dave Pashkoff is also on the beach in New York and he's waiting around for a bosun's job.

Shipping has been on the slow bell in Boston for the past month, but we hear that there are a couple of payoffs coming that way so the future picture may brighten up a little. However, for the time being, it is not recommended that a "path be beat" to Boston for shipping purposes.

Bob Fraser, who's last ship was the MT Washington, is now holding down the hall in Boston for a Bosun or Deck Maintenance job. Bob slipped on the ice at home last February and broke his knee and foot and wants to get back to sea now. Tom Fleming, who also paid off the MT Washington recently, dropped in at the Boston Hall the other day and said that he's getting his summer home on the Cape ready. Blackie Hamaty, who's last ship was the Achilles, is in Boston now and is waiting for the Bosun's job and Francis Buhl who's last ship was also the Achilles is registered in Boston and hopes to make another ship soon.

Shipping has been very good in Baltimore for the past 30-day period and the outlook for the future looks very good. The Retail Clerks in Baltimore are striking at the Acme Markets. As a result of the strike, all the other chain stores in the area closed and the Clerks filed suit with the court against the chain stores to show cause why the stores should not be reopened. The judge ruled that he had no jurisdiction to make a decision on the show cause order.

The SIU Inland Boatmen's Union recently signed a new three-year contract with the Harbor Towing Company in Baltimore and the SIU United Industrial Worker's signed a new contract with the Adell Plastics Co.

Hank Fossett, who's last ship was the Niagara, was over at the Baltimore hall the other day and he claims a record was made in change of order while he was aboard the Niagara. Hank says that he left Portland on the Niagara and was headed for Houston. Then after a couple of days the orders were changed, and the ship turned around and headed for Seattle. After a couple of days headed for Seattle, orders were changed again and the Niagara headed for Galveston. In the Yucatan Straits, the orders were again changed and the ship headed toward New Orleans and finally arrived there to load grain for Algiers. Hank decided to quit in New Orleans because he was beginning to think that he was on a merry-go-round instead of a ship.

Shipping in Philadelphia during April was fair with 9 payoffs, 5 sign-ons and 13 in transits. Philadelphia is still short of rated men in the engine department. Sixty-seven engine department members were registered there last month and out of this number, 123 were shipped.

Bill Greene Jr., with SIU support, was successful in the election for Congressman of the 5th Congressional District in Pennsylvania. Greene will finish out his father's term and in November another election will be held to determine the permanent holder of the office.

The Maritime Port Council held a special election meeting in Philadelphia last month and the following officers were elected: William Foley of the Laborers Union was elected vice-president; Joseph Barbacane of District No. 1, MEBA, was elected vice-president and Philadelphia SIU Port Agent Frank Drozak was elected secretary-treasurer of the Port Council.

Jim Armstrong, who's been sailing with the SIU since 1938 is registered on the beach in Philadelphia. Jim's waiting for a Calmar ship now after having last sailed on the Transindia. Genaro Lopez is also on the beach in Philadelphia Genaro is completely recovered from an accident he had some time ago and now he says that he is fit for duty and waiting for an Alcoa ship that will take him home to Puerto Rico.

The shipping picture for Norfolk was very good during the month of April, with the number of men shipped once again outnumbering those that were registered. However, shipping in Norfolk has now slowed down considerably and job opportunities are not as bright now as in the past few months.

The SIU is actively engaged in all Central Labor Council and COPE activities in the Norfolk area. The SIU Inland Boatmen's Union has negotiated a new contract at the Gulf Atlantic Towing Company in Norfolk. The new pact was ratified by a vote of 60-8 on April 30. Negotiations by the SIU-IBU with the Coal Terminal Towing Company and the Marine Oil Service are presently going on.

German Aban, who's last ship, the Achilles was laid up in Mobile when she went to the shipyard, is in high hope of making this ship when she hits Norfolk after repairs. Alfred Everett, Jr., who had to get off the Achilles also when she went into the shipyard, is registered in Norfolk now and looking for another coastwise tanker.

Shipping in Puerto Rico has been on an even keel for the past month. The Puerto Rican Labor front as usual is very active. The Puerto Rico Musicians Federation has been picketing the La Concha hotel because the large hotels want to divide the year into two seasons, one four months long and the other eight months long. During the eight month period the hotels want to have small combos do the entertaining and eliminate the large orchestras. This will mean a cutback in musicians from 25 to 14.

SIU Coast Co. to Study Atomic Ship

WASHINGTON—The SIU Pacific District-contracted-American Mail Line, Ltd., in conjunction with the J. J. Henry Company of New York, has been awarded a \$35,000 contract to evaluate the application of nuclear power to a trans-Pacific cargo service.

The study is designed to investigate the possible savings in operators' costs and to the Government through reduced fuel weight of nuclear power. The use of nuclear power could mean higher ship speeds or the reduction in the number of ships required to serve a route.

A design concept of an optimum ship is to be developed, giving approximate characteristics, estimated manning, estimated construction and operating costs. The possibility of automation of the plants selected will also be reviewed. The study is to be completed by the end of September, 1964, and a final report prepared describing the supporting data and conclusions of the study.

The study, to be made on the operational requirements of Trade Route Number 28, US Pacific ports/Ceylon, Burma, India, Pakistan, Persian Gulf and Gulf of Aden, will include port limitations, cargo handling facilities, traffic density, cargo handling costs, and other factors involved.

General Electric Company and Babcock & Wilcox will both supply nuclear steam generators for the study, with two others being investigated to see if they should be included in the study. The others are products of Combustion Engineering, Inc., and the Martin Marietta Corp. Other detailed designs will be considered as they become available.

In announcing the award, Maritime Administrator Nicholas Johnson said that the MA wants "to find out whether it would be economically and technically feasible to use some of the nuclear reactors now available or under development for cargo ships which are operating in trades where cargo is heavy or where harbors restrict the ship's dimensions."



Bozo Zelencic (right) flashes a smile as he receives his first pension check from Headquarters SIU Rep. Ed Mooney. Zelencic, whose last ship was the Fairland (Sea-Land), joined the SIU in 1939 and sailed in the engine department. He plans to settle in Manhattan.

Three SIU Oldtimers Awarded Pensions

NEW YORK—Three more oldtimers have been added to the growing ranks of Seafarer veterans on pension, bringing the total of Seafarers drawing monthly \$150 pension checks for life to 23 during this year.

All three of the men who were recently approved by the joint panel of SIU-shipowner trustees for the Union's retirement program are retiring on disability pensions. They are Emanuel E. Vatis, 50, and Bozo Zelencic, 50, who had shipped deep-sea, and George Giamarelos, 73, a member of the Great Lakes SIU.

Vatis has sailed as a member of the deck department since first joining the Union at Mobile back in 1939. He ended his long career of sailing with a trip aboard the Santa Emilia (Liberty Navigation), on which he sailed as bosun. A native of the state of Florida, Vatis now makes his home in Mobile, where he will spend his retirement years with his wife Desa.

A veteran of many years of sailing in the engine department, Zelencic has been shipping with

the SIU since 1940 when he became a member of the Union at New York. A native New Yorker, he has called Norfolk his home port for some time but he and his



Giamarelos Vatis

wife Mildred expect to be enjoying the benefits of retirement in a new home back in the Empire State. Zelencic made his last trip aboard the Fairland (Sea Land).

Giamarelos, the Great Lakes member of the trio of new pensioners, joined the SIU in 1942 at Detroit. His last ship was the George H. Ingalls (T. J. McCarthy) on which he sailed in the engine department as oiler. Although he now makes his home in Detroit, Giamarelos is a native of Greece where his sister still lives.

SIU Fishermen Sign Three-Year Contract

NEW BEDFORD—The SIU-affiliated New Bedford Fishermen's Union has reached agreement with the New Bedford Seafood Association on a new three-year contract for 1,200 fishermen in this city, averting a threatened strike.

Union officials, including secretary-treasurer Austin P. Skinner, signed the new pact with representatives of the council, the boat owners' organization, on May 5. Members of the union are now voting by secret ballot on the new terms in the final step of ratifying the contract.

The contract is slated to go into effect about June 1 if approved by a majority of the union membership.

Under the terms, the fishermen here will receive a 50 per cent increase in their health and welfare benefits according to an agreement reached by the union with the fund's trustees.

Boat owners from now on would not make any deductions from the pay of the fishermen toward the

expense of operating electronic gear aboard the boats, according to the new terms.

The contract also contains a new enforcement clause. This provides that if the Union and boat owners can't agree to a local arbitrator, then either side can take the dispute to the Federal Mediation and Conciliation Service. The federal mediator would not be bound by the proceedings held before an arbitrator.

The new pact also liberalizes rest ashore provisions for the fishermen when they return from trips at sea. In addition, it contains new provisions in regard to the responsibilities of the boat owners and the captains of the vessels.

The old agreement expired on March 31 and the fishermen voted 429-140 to strike if necessary when negotiations bogged down.

Mixed Pix

During the last-minute scramble of going to press with the LOG last issue (May 1), there was an inadvertent swap of photograph identifications of Seafarers W. H. Moody and Byron J. Ricketts, both recent pensioners.

However, in the body of the



Ricketts Moody

article, the correct information was given on each man.

They are correctly pictured here, according to Union membership records. Apologies to all concerned for the mixup.



By Lindsey Williams, Vice-President, Gulf Area
Grain Ships Hit Gulf Port

Shipping was good in the major Gulf ports during the last two weeks and the outlook for the coming period indicates it will continue to be brisk. In Houston the picture was especially bright. Shortly after the Log goes to press the Council Grove, a jumboized T-2, will pay off after completing the first round trip from the Texas area to Russia with grain. She expects to go right back to the Soviet Union with another grain cargo.

The Council Grove is to be followed into port by the Transeastern, also completing a Russian grain voyage. Coming out of lay-up to take grain for Russia in the immediate future is the Transbay and the Steel Scientist which is expected to start taking general cargo either for the Persian Gulf or India.

Since our last report primary elections were held in Florida and Texas. U.S. Senator Ralph Yarborough won Democratic nomination for re-election over ultra-conservative Gordon McLendon by about 200,000 votes out of nearly 1.5 million Democratic votes. Senator Yarborough, who had the endorsement of the AFL-CIO, faces Republican opposition in the November general election. About 140,000 Texans voted in the Republican primary, which would indicate re-election of Yarborough in a squeaker; provided he does not lose ground before November.

Two oldtimers visited the hall in Tampa after receiving their first retirement checks. They are Angelo D'Amico and Lloyd P. Sheffield. Both said that they are looking forward to taking it easy in the Florida sunshine. M. R. Scott registered in Tampa and said he was looking for a job on either the Floridian (South Atlantic and Caribbean) or the Florida State (Everglades). These ships run from Miami to San Juan, Puerto Rico, and have a very slow rate of job turnover.

In Mobile, Daniel Browning, who has been sailing in the SIU since its inception, dropped by the hall to re-register. He has not made a trip in over a year but just registers in case things should take a bad turn in the successful floor sanding business he operates with his son, Clyde Garner, who was last on the Monticello Victory as chief steward for about a year, expects to be fit for duty soon after a long siege of illness. He has been recuperating at his home in Mobile. Clarence E. Roney, who paid off the Overseas Joyce in New Orleans, is registered in Mobile and vacationing with his wife and children before starting to sweat out the job calls again. Morris J. Danzey is relaxing with his family in Prichard, Alabama after paying off the Montpelier Victory. He probably will throw in for an AB's job when he is ready to ship. W. E. Reynolds, another of the real oldtimers, is trying to make an oiler's job on any Waterman ship to Europe.

An Interstate Commerce Commission Examiner has turned down a bid by the SIU Inland Boatmen's Union contracted Coyle Lines Inc., to perform common water carrier service on the Flint and Chattahoochee Rivers which flow into the Apalachicola River in Florida. Examiner Armin G. Clement said that service now being developed by water carries on the two newly-developed waterways is adequate. The River Transit Co., and the SIU-IBU contracted Gulf Canal Lines now operate in the area.

Coyle Line has 30 days to appeal the decision to the ICC's Division 1.

In Houston Nels "Swede" Larson, one of the original members of the SIU, is renewing acquaintances with former shipmates and reminding everybody of the many gains made by the SIU since its organization. He thinks the Welfare and Vacation Plan are among the best of the SIU benefits. His last ship was the Alice Brown and he is ready to make another trip in the deck department. Chalmers "Bo" Anderson, came over from New Orleans to register for a bosun's job after having paid off the Kent. Fred Sullins, who has been sailing as chief steward for

Another Bad Year Seen For Soviet Agriculture

WASHINGTON—The Soviet Union will be in the market for huge purchases of grain again this year if reports from informed sources on both sides of the Iron Curtain prove correct. As usual, Russian agriculture seems headed for another disastrous year.

A US economist recently pointed out (March 20, LOG) that the 1963 fiasco suffered by Soviet agriculture, which led them to make massive grain purchases of 11 million tons from the free world, would probably be repeated indefinitely unless substantial organizational changes were made. His predictions seem to be coming true in almost every respect.

Dr. Bela Fabian, an informed source on the situation within the Soviet Union, who predicted the Hungarian uprising in Budapest in 1956, is now predicting that the Soviet crop losses this year would be far worse than those in 1963.

Poor weather conditions in Russia's grain belt, added to peasant sabotage of crops and increasing inefficiency of Communist farm techniques have led many other experts to predict another disastrous year.

Researchers for Radio Liberty, which broadcasts the truth through the Iron Curtain, have predicted that the 1964 grain harvest will no more than equal last year's disaster. They base their estimates on freezing weather and severe frost which have made the arrival of spring even later than last year in Russia.

Backing up these and other pre-

dictions for a new crop failure is a report from the Financial Times of London that the Russians have released at least \$55 million in gold within the last month. The Times points out that the Russians would have to export gold to pay for essential grain imports.

From other sources, some of them Russian, the situation appears even worse than the outside experts are predicting. Radio Free Europe has pointed out that even if the Soviets have a good crop there is no assurance that the crop will be harvested. They point to the lack of spare parts which continues to keep Soviet farm equipment out of service.

A Soviet publication, Ekonomicheskaya Gazeta, admitted recently in a site report that 193,000 tractors, 21,000 grain combines and 20,000 forage harvesters had not been repaired in time for the 1961 harvest, and other observers have noted no change in the condition since then.

A series of top level discussions between the SIU and other maritime unions and the government agencies involved are presently underway to assure that at least 50 percent of future grain cargoes to the Soviet are carried on American-flag ships.

Japan Yard To Build Heavyweight Champ

YOKAHAMA—Work is scheduled to get underway here next year on the construction of the first of three ships, which upon completion will be the longest and largest merchant ships in the world.

The three 1,065 foot tankers will have a cargo lift of 150,000 tons and are intended for use to transport crude oil from the Persian Gulf of Japan. The vessels will exceed by 30 feet, the 1,035-foot supertanker France, the present holder of the title of longest merchant ship in the world.

Work on the first of the three vessels will start here next April at the Negishi yard of the Ishikawajima Harima Heavy Industries Co., Ltd. The shipyard's facilities are now undergoing construction, and upon completion early next year will be capable of turning out ships of up to 160,000 tons.

The first tanker to be constructed will be a 150,000-ton vessel for the Tokyo Tanker Company, an affiliate of the Caltex Group of oil companies. According to the New York office of the concern, the vessel will be a "mere" 1,060 feet long.

Production on the two larger

ships—1,065 feet and 72,000 deadweight tons each, is scheduled to be started in January, 1966, and they will be owned by the Sanko Kisen K.K., a Japanese operating company. They are estimated to cost about \$15 million each.

All three ships will be built from identical designs. They will be driven by steam turbines that will transmit 30,000 horsepower to a single screw for a service speed of 16.7 knots.

However, the reign of these ships as the world's longest and largest may be a short one, as one major operator has plans calling for the construction of a 250,000 ton vessel.

The current tonnage champion is the 130,250-ton Nissho Maru, a 954-foot steamship built for Idemitsu Kosan K.K. of Tokyo by Sasebo Heavy Industries Ltd.

Giant tankers of this type, with a draft close to 54 feet when fully loaded, actually never enter port except for drydocking and overhaul since few harbors are capable of handling their depth and length at shoreside berths. Instead, they travel between offshore, deepwater berths.

2 Navy Tugs Launched By SIU Shipyard

The SIU United Industrial Workers-contracted Mobile Ship Repair, Inc., of Mobile, Alabama, has completed construction of two harbor tugs, under a \$2,738,635 US Navy contract. The two boats left Mobile last month for delivery to the Navy shipyard at Bremerton, Wash. Three similar tugs are included in the same contract, as is a 100-foot US Coast Guard cutter to be used as a buoy tender on the Great Lakes. The craft is expected to be delivered later this year.

Mobile Ship Repair is one of several shipbuilding and repair firms in the Gulf area that operate under SIU-UIW contract, employing a wide variety of union building and maintenance craftsmen. The company was awarded the \$2.7 million contract by the US Government in 1962.

Tugman Pair Go On Pension

NEW ORLEANS—Two tugboat oldtimers from the Gulf area who are members of the SIU Inland Boatmen's Union can look forward to a life of retired ease, having been placed on the pension list by the trustees of the Union pension plan.

The tug veterans, both of whom make their home in the state of



Zopfi



Wattigney

Louisiana, have joined the growing ranks of IBU members who have found it possible to retire without being faced with ever-present financial problems.

John M. Wattigney, 65, the first of the two Gulf tugboat oldtimers, has been employed by the Crescent Towing and Salvage Company of this city since 1947. Sailing as a member of the deck department, he signed up with the IBU in 1956 in New Orleans.

Retiring on a disability pension which will pay him \$150 per month for the rest of his life, Wattigney makes his home in Algiers, La., where he lives with his wife, Thelma.

George P. Zopfi, 65, is ending his career as a tugman, retiring with a regular \$150 per month pension. A diesel engine specialist, he sailed as a member of the engine department for Dixie Carriers in Harvey, La.

Employed by the firm since 1943, he held a second engineer's rating. He has been a member of the IBU since 1956. Zopfi, who is single, lives in Marrero, La., where he can keep in close touch with his family.

many years, is proud of the commendation he received from the crew on his last ship, the Volusia. This is not unusual for Sullins, who advertises to one and all that he thinks no union in the world has made progress equal to that of the SIU. A "Shorty" Loguidis is registered in Houston again because he thinks he has the best chance to make a deck engineer's job in this port. Max "Jake" Longfellow, who was steward on the Tamara Guilden, is taking it easy at his home in Houston. He is married and has a ten-month old daughter.

The Supertanker Eagle Traveler paid off in New Orleans after shuttling for 11 months and 15 days between the Persian Gulf and Japan. The ship came in "clean" with no loggings, no beefs and only one disputed overtime item... a pretty good record for such a long trip. The Eagle Traveler loaded grain for Poland and Seafarers who shipped for this voyage included Joe Scaramutz, oiler; Steve Szanto, bosun; Mike Vigo, 3rd cook; and Nick Maire, steward utility. The Frances which had been laid up in New Orleans since December 30, 1962, was bought by Oriental Exporters and was scheduled to go on drydock May 18, 1964. Plans call for the C-2 to be renamed and to crew up soon. Bob Callahan hit the beach for a rest after holding down an AB's job on the Del Sud for more than a year.

Gets First SIU Pension Check



SIU oldtimer Hubert R. Cantwell (right) receives his first monthly disability pension check from Welfare Rep. John Dwyer at headquarters. Cantwell, who makes his home in Trenton, NJ, last sailed aboard the Robin Hood (Robin Line).



SIU railtug oldtimer Clarence E. Carman (left) picks up his first \$150 check from SIU Headquarters Rep. Ed Mooney. Carman is a veteran of 27 years with the New Haven RR where he worked as a bridge motorman.

RR Tugman On Pension

NEW YORK—SIU Welfare Plan trustees have added the name of a veteran New Haven Railroad tugman to the growing list of pensioners from the SIU Railway Marine Region.

To date this year, 12 RMR members have retired on pension. The number of rail tug veterans who have received Union pensions since the retirement program started now stands at 60.

Clarence Carman, 65, has spent most of his working days aboard rail tugs and has put in more than 27 years service as a bridge motorman with the New Haven Railroad. A member of the SIU Railway Marine Region since it began, he first went to work for the New Haven way back in 1937.

Carman, who is single, makes his home in Brooklyn, and intends to get in a lot of relaxing in the years ahead with the aid of those regular \$150 monthly pension checks.

SIU Coast Sugar Workers Win Strike

SAN FRANCISCO—A three-day strike against the California and Hawaii sugar refinery at nearby Crockett, California, ended successfully for more than 1,200 members of the SIUNA-affiliated Sugar Workers Union last month when agreement was reached on a three-year contract calling for a wage increase, an additional holiday and improved welfare, pension and vacation benefits.

A breakdown in negotiation of the C&H contract, which expired last January, led to the strike call on April 11. The SIU's Pacific District immediately offered its full physical, financial and moral help to the sugar workers and served notice that Pacific District members would refuse to sail any ships to the C&H refinery in Crockett should such action become necessary. In Honolulu, additional support of the same nature was made available to the strikers through the Central Labor Council there. Hawaiian sugar interests were notified that member unions would refuse to cooperate in any attempt to divert raw sugar to other refineries.

Expose 'Scientific' Union-Busting

WASHINGTON—The right to organize into unions may be the law of the land—but it doesn't stop union-busting attempts. More and more, union-busting is becoming a science, just as carefully devised as a mathematical formula.

Since the Landrum-Griffin Act of 1959 put the skids under so-called middlemen in labor-management relations, the pro who draws up the blueprint to bust a union or block an organizing drive is frequently an attorney. What he does may be just inside the law, but the net effect is an attempt to nullify the right of men and women to join unions.

A typical example of this new breed of union-buster is a so-called labor attorney and labor relations consultant, a junior partner in a law firm with offices in several large cities. He makes speeches around the country to manufacturers and businessmen on the theme that they can't lick union organization themselves — they are amateurs and need a pro to help them. The pro, of course, is a legal firm, preferably his legal firm.

In his speeches he warns his listeners that "past organizing attempts will seem trivial when compared with this all-out, vicious, no-holds-barred campaign that has just begun." In his discussion of union organizing tactics he labels the quiet campaign, in which, to protect them all, few unionists know other unionists, as "the Communist cell method of organization."

He says, "labor unions are a problem now, not tomorrow," adding, "A major failing on the part of management, which has resulted in unionization, has been our inability to recognize that labor unions and employee relations are problems just like our other business problems, such as taxes, competition, advertising, government regulations, etc., and that we must give them time."

He indicates that too many employers wake up too late to the fact that their employees are organizing. He says that frequently, an early election results in "certain defeat" for management. "The fight begins now," he says. "Repair those fences, build new ones, rout out the troublemakers, determine and eliminate the causes of unionization, regain the confidence of your employees, clean out the dead wood — all of which takes time and more time."

"At this moment, gaining time is expensive, but we must have two months, six months, a year or maybe even three years. We can't let the issue come to a head now — by strike or election. Now the company recognizes the problem — but now every adverse condition exists." In other words, the workers are angry.

He offers a ten-point plan for fighting the union, and heads it up with a recommendation that line supervisors be informed that they cannot join the union; therefore their loyalty must be to the company. He then claims that "the poor worker, the one who shirks his responsibilities, the loafer..." is used by the organizer to spearhead a drive. He also indicates that an over-qualified employee will turn to the union.

The attorney suggests giving him a promotion by making him a lower-level supervisor. He says "union stewards quite often make good supervisors, leaders of men," although this doesn't live with the fact that he thinks the "loafer" is good union material.

He urges paternalism. "Offer your bookkeeper to help employees with their tax returns. Or when one of the children is sick, send the child a toy. That 50 cent or 75 cent toy will bring more good will than \$1,000 spent in many other ways..." He doesn't touch on such primary issues as lower wages or fringe benefits except to recommend that pay differentials on the same job be eliminated.

Extreme concern is shown with building a close relationship between the employee and management. "You might also consider at this time," he says, "subscribing your employees to a pro-management newspaper or magazine and sending to them reprints of various articles that point out some of the disadvantages of being unionized."

At the sign of a union drive, he suggests that employers prepare:

- Instructions to foremen on what they can and can't do legally.
- Methods of converting employees to the employer viewpoint.
- Gathering practical, emotional

and legal reasons for remaining non-union.

• Preparation of a speech to the employees.

• Preparation of a letter to go to each employee.

The attorney also suggests that if there is any history of Communist activity or racketeering in the past, this should be stressed again, again, and then again.

"With few exceptions," he declares, "there is little reason for our companies to have to fight the economic battle of union organization. The record since the 1930's shows how to avoid it, or, if it comes, how to minimize the effects."

MONTEVIDEO — Nine Latin American nations, members of the Latin American Free Trade Association, are expected to enter into an agreement shortly which will reserve the bulk of all cargo moving between themselves to their own shipping.

On April 11, LAFTA's Advisory Transport Committee drafted an agreement that would restrict 90 percent of the affected areas shipping to the fleets of the nine association members. The other 10 percent could be picked up by either LAFTA carriers or outside "national flag carriers." The agreement is expected to be ratified shortly by the association's permanent executive committee. The nations that comprise the trade association are Argentina, Brazil, Columbia, Ecuador, Mexico, Paraguay, Peru and Uruguay.

US shipping lines, including the SIU-contracted Delta Line, have called upon the Federal Government for assistance in countering the discriminatory regulation against American flag shipping that the LAFTA members are preparing to invoke.

The United States has retaliatory weapons authorized by General Order 88 of the Maritime Commission and if it so desires can deny the right of a discriminatory nation to enter US ports.

Although some of the LAFTA members do not have enough ships to compete with United States or European shipping lines, they can charter tonnage. In addition, several LAFTA nations have built up fairly large merchant fleets since World War Two.

The chief fear of the United States shipping lines is the prospect of finding group restrictions by all the LAFTA member countries, in addition to those already existing individually in each country. United States shipping would be at a severe disadvantage if, for example, the Latin nations decided to place protective restrictions on trade moving from one LAFTA member to another.

Some Latin American countries have already applied restrictions in trade, although in recent years a number of them have been eliminated with the aid of US federal intervention. These restrictions took the form of extra consular fees on goods and higher port costs.

Another successful group graduated by the SIU's Lifeboat school has photo taken in New York. All of the men in the class earned Coast Guard lifeboat tickets. They are (front, l-r) Antonios Trikoglou, Mariano N. Regidor; middle, Harold W. Miller, Mathew Henehan, Robert L. Rutherford, Jack Caffey; standing, instructor Dan Butts, Bill Kofflowitch, Ernest A. Carrier, Alex Moniakakis, Pete Rivero, and instructor Arne Bjornsson.

Johnson Asks For \$ Billion To Aid Depressed Appalachia

WASHINGTON—President Johnson has sent Congress a plan to spend nearly a billion dollars to help the poverty stricken Appalachian regions. The plan, of which \$220 million will be spent in the coming fiscal year, is designed to alleviate the abject poverty

in West Virginia, Virginia, North Carolina, Tennessee, Kentucky, Georgia, Maryland, Alabama and Pennsylvania.

The plan includes proposals for new power plants based on the experience of the Tennessee Valley Authority, and a variety of work projects, presumably similar to those of the New Deal era. It will also include road building and efforts to find new uses of coal, the use of food stamps, worker retraining, re-education and medical care.

In relation to the new uses for coal, Johnson had a meeting with Pennsylvania Governor William W. Scranton, out of which grew a proposal to extend the Appalachia plan by some \$10 million, to cure, and in some cases prevent "five major after-effects of coal mining," according to Scranton.

Scranton's plan would attempt to solve the problems caused by cave-ins of the surface above mining operations, underground mine fires, unsightly scars left by strip mining, burning refuse dumps that pollute the air, and contamination of more than 2,000 miles of streams and rivers in Pennsylvania alone.

Taken together, the Governor said, these after-effects "represent deterrents to new industry in the area." Eliminating them, he said, would be of "paramount importance in relieving unemployment" in Kentucky, West Virginia and Pennsylvania, primarily, but also in Tennessee and Alabama.

The President gave a detailed

preview of his plan at a press conference recently for which he said, legislation was urgent. He spoke of the need to help the people of the area, stressing that "the full impact" of their plight had been brought home to him in an inspection tour the day preceding the conference.

He had returned the day before from a 14-hour tour of five states afflicted with pockets of poverty. He said he worked "all through the night and this morning" on his Appalachia legislative proposals.

Lifeboat Class 107 Graduates



Another successful group graduated by the SIU's Lifeboat school has photo taken in New York. All of the men in the class earned Coast Guard lifeboat tickets. They are (front, l-r) Antonios Trikoglou, Mariano N. Regidor; middle, Harold W. Miller, Mathew Henehan, Robert L. Rutherford, Jack Caffey; standing, instructor Dan Butts, Bill Kofflowitch, Ernest A. Carrier, Alex Moniakakis, Pete Rivero, and instructor Arne Bjornsson.



Beef Box

By Robert A. Matthews,

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

Oilers' Duties On Watch Discussed

A couple of questions pertaining to contract interpretations were received in a letter recently from Frank Keller on the Baltimore. One question referred to the contract's overtime provision as it applies to oilers and the other asked whether a dismissed Seafarer is entitled to a letter from the head of his department stating why he was dismissed.

Question No. 1: Can the Oiler on watch, without the payment of overtime, be required to make adjustments, increasing or decreasing of the feed pump speed to insure a safe and proper level in the boilers?

Answer: This work may be performed by the Oiler on watch without the payment of overtime.

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

(b) If required to start or blow down evaporators, they shall be paid one hour overtime for each operation. When such equipment is placed in operation, oilers may be required to check the equipment at regular intervals, make necessary adjustments to insure proper and even flow of condensate and salt water, oil and tend any pump or pumps operated in connection with such equipment without payment of overtime.

(c) Oilers shall not be required to do any painting, cleaning, paint, wirebrushing, chipping, sealing or polishing work without the payment of overtime.

Question No. 2: I understand if you are fired from the job you are entitled to a letter from the head of your department stating his, or the company's reason for being fired.

Answer: A crewmember terminating his employment is entitled to a written statement upon request.

Reference: Standard Tanker Agreement, Article II, Section 8; Termination of Employment—Any man leaving a vessel shall, upon request, be given a slip showing reason for his termination of employment.

The Contract Department also received a couple of questions on overtime for tank cleaning from Ken Roberts, deck delegate aboard the Transbay.

Question No. 1: When cleaning tanks under the Freightship Agreement after using the butterworth machines, is it double time off watch the same as the Agreement states for after 5 and before 8?

Answer: The rates outlined in the Tank Cleaning section of the Standard Freightship Agreement are applicable.

Reference: Standard Freightship Agreement, Article III, Section 32 (b). "When members of the crew are required to enter tanks that have contained animal, vegetable, petroleum oil, or creosotes including bunkers or molasses, including use of Butterworth System for the purpose of cleaning or making repairs therein, the watch on deck during straight time hours shall be paid at the rates of \$2.24 per hour for those ratings receiving a basic monthly wage rate of \$357.47 or below; \$2.28 per hour for those ratings receiving \$364.50 but not more than \$416.07 and \$2.33 per hour for those ratings receiving \$424.07 or above. On Saturdays, Sundays and Holidays or between the hours of 5 p.m. and 8 a.m. weekdays, the rates for such work shall be \$4.47, \$4.57 and \$4.65 per hour respectively, dependent upon the monthly wage ranges specified above.

Three hours overtime at the rate of \$2.24, \$2.28 and \$2.33 per hour respectively, dependent upon the monthly wage ranges specified above, shall be paid for this work in addition to the overtime actually worked, provided however, that these three (3) hours overtime shall be paid only once when

tanks are being cleaned on consecutive working days."

Question No. 2: When using the butterworth machines for tank cleaning, is the tank cleaning rate in effect regardless of whether the water is cold or hot?

Answer: The tank cleaning rate is in effect regardless of whether the water is hot or cold.

Reference: Standard Tanker Agreement, Memorandum of Understanding, No. 4: "Cleaning tanks where grain has been carried; When men are required to sweep up grain and remove it from the tanks or wash the tanks down with a hand hose, this shall be considered the same as cleaning holds and the hold cleaning rate shall be paid as per the Freightship Agreement. However, when butterworth machines are used and the tanks are cleaned and mucked, men performing this work shall be paid at the tank cleaning rate."

Question No. 3: When working overtime on a weekend off watch, if you were on the 4-9 watch and turned to at 2:00 p.m. and knocked off at 3:30 p.m. and then went on overtime watch at 4:00 p.m., would it be continuous just the same as if you were called back to work at 4:00 p.m.?

Answer: This is not considered continuous overtime since the crewmembers involved were going on a regular watch at 4:00 p.m. Continuous overtime applies in a case where, for example, the 8-12 watch turns to at 1:00 p.m. and is knocked off at 2:30 p.m. and then is called out again at 3:30 p.m.

Reference: Standard Freightship Agreement, Article II, Section 23. "When working overtime and crew is knocked off for 2 hours or less, the overtime shall be paid straight through. Time allowed for meals shall not be considered as overtime in this clause."

In submitting questions and work situations for clarification, delegates and crews are reminded once again to provide as much detail as possible setting forth the circumstances of any dispute. Besides those mentioned, some of the members who were sent clarifications on various subjects during the past few days included the following: Arthur Opsal, ship's delegate, Tamara Guilden; Lawrence A. Mitchell, Seneca; Thomas Walton Smith, York; Antonio G. Acedo, Steel Traveler; and Edward F. McCarron, ship's delegate, Steel Traveler.



Would Ban Foreign Trawlers

Stiff House-Passed Bill Hits Foreign Fish Raids

WASHINGTON—Stiff legislation to stop invasion of US fishing waters by foreign trawler fleets was approved by the House of Representatives last week without dissent. The bill would give US commercial fishermen some much needed relief from the disastrous incursions of huge Russian, Cuban and Japanese fishing fleets in US waters.

Under the new legislation, maximum fines of \$10,000 or a year's imprisonment or both could be imposed for violations. The bill would also permit seizure of the vessels and their hauls. Under the present law, the Coast Guard may only order intruding vessels beyond the three-mile limit and escort them to international waters if necessary.

The measure must now return to the Senate, which passed it last October 1, for approval of amendments voted by the House. The amendments do not lessen the severity of the legislation however, and quick Senate approval is expected.

Under the bill, fishing in US territorial waters by foreign trawlers would be unlawful and subject to penalties. Also unlawful under the bill would be the taking of any fishery resources of the continental shelf associated with the US. This continental shelf area has never been exactly defined, but is generally considered the area from the three-mile limit to the point where the offshore water reaches a depth of 656 feet.

A Continental Shelf Convention defining the area more specifically has been ratified by almost all of the 22 participating nations. The continental shelf area was included in the bill in anticipation of the pending ratification.

The fishery resources of the shelf would not include migratory fishes of the upper layers of the sea, but only organisms such as those that are immobile on or under the seabed during the harvesting stage or are unable to move without being in constant physical contact with the seabed or the subsoil of the shelf.

Invasions of US fishing waters by foreign fishing vessels have been increasing to the point where Congress has described the problem as a serious danger to the fish-

ing industry. The House Committee on Merchant Marine and Fisheries last year reported that more than 200 large modern foreign fishing vessels were plying off the Atlantic Coast, and about 300 were in Alaskan waters, including the Gulf of Alaska.

These vessels frequently penetrated the three-mile limit, but the laws covering such situations were not strong enough to prevent a steady increase in such poaching. The Navy has even announced that for the last two years Russia has maintained at least one "fishing" trawler designed for intelligence collection, or espionage, off the East Coast of the US.

The new legislation would make exceptions to the fishing limits only for fishing under international agreements and the taking of special designated species under officially approved conditions.

Radio To Aid Ship Safety In Chesapeake

BALTIMORE—A direct ship-to-ship and ship-to-shore radio system which is expected to make possible significant improvements in navigation safety on Chesapeake Bay should be operating here within a few months.

Three local port agencies have agreed to underwrite the costs of establishing the system.

The Association of Maryland Pilots has agreed to purchase the portable radios which pilots will take aboard ships which they guide up and down the bay. The cost will be about \$52,000.

The Baltimore Maritime Exchange will pay for the land base of the system, as well as for 24-hour manning of the Baltimore headquarters.

The Maryland Port Authority will build three repeater stations necessary for operation of the network at an estimated cost of about \$20,000 or \$25,000.

The range of the system at first will extend from Chesapeake City, 60 miles north of Baltimore, to a point about 45 miles south of the port.

It is hoped that the range eventually will be extended to Cape Henry, 150 miles further south.

Ship pilots will be able to talk directly with each other as well as with the Baltimore base.

In addition, the Maryland Port Authority has approved the construction of a second bridge across Chesapeake Bay in the same vicinity as the present one.

It will be about 450 feet to 600 feet away from the present site if it is approved by the Army Corps of Engineers.

The Port Authority flatly rejected a bridge proposal in the upper part of the Bay which would come out at Tolchester, one of the worse areas for icing in the upper Bay during the winter.

The Association of Maryland Pilots, Steamship Trade Association, and Baltimore Maritime Exchange, as well as the port's tugboat companies, all opposed the upper Bay bridge and approved the one paralleling the present site.

The INQUIRING SEAFARER

Question: Where were you 20 years ago during World War II, just before D-Day?

Luke Tierney: I was involved in the invasion of the islands of Atu and Kiska in the South Pacific. At the time I was aboard the Columbia carrying troops. I was in the merchant marine during the entire war, and spent most of the time carrying troops.

Joseph Moffett: I was working on the beach during the war, as a welder welding tanks at a depot in Chester, Pennsylvania. That was an old Ford Motor Company plant turned into a tank depot for the war effort. I never got to sea during the war, and since I was a widower with kids, the Army didn't want me.

Pastor Delgado: I was sailing with Eastern Lines, on the Liberty, running munitions to Europe from New York during the war. I personally didn't get any military service in, but I sure saw a lot of the War from those old Liberty's.

William L. Rackley: Off the islands of Pago-Pago, sailing in the merchant marine. At the time, I was aboard an Esso tanker, refueling ships in the Navy fleet in the Pacific. I was sailing out of New Jersey at the time, but we spent most of our time in the Pacific.

Tom Lowe: I was bosun aboard the George Gale out of Southampton before and during the invasion. After Omaha Beach was secured, we sailed in there with a load of black powder and bombshells. That ship was a Liberty, right in the thick of the war.

David Steele: Let's see. I really don't remember where I was exactly at that time. I was in the Navy in the South Pacific under Admiral Simpson. I get confused, because I was in the Navy in World Wars I and II, and again in Korea.

Speaking Out



A question concerning the duties of the electrician aboard ship led Seafarer Frank McKinney to take the floor during the discussion period at the regular monthly membership meeting at New York to state his views.

SPAD

**Seafarers
Political Activity
Report**



NAVY SHIPBUILDING. In recent hearings before the House Committee on Appropriations conducting hearings on the Department of Defense Appropriation Act for the fiscal year ending June 30, 1965, the Department of Navy indicated that it planned the jumboizing of certain T2 tankers presently in the MSTs fleet. Navy also outlined various other shipbuilding and conversion plans. Before passing the measure, however, the House wrote into the Act language which prohibits the Navy from expending construction or conversion funds on "foreign midbodies" and using those midbodies for construction to be performed in United States shipyards. Action came when the House passed HR 10939. The prohibition against use of fiscal year 1965 funds for foreign-built midbodies was contained in an amendment by Rep. Tollefson of Washington, ranking Republican member of the House Merchant Marine and Fisheries Committee.

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MARITIME DAY. President Johnson has proclaimed May 22, 1964, as National Maritime Day. In the text of his proclamation, the President noted that the American merchant fleet is an essential element of our economy which provides employment for seamen, shipbuilders, shore-side workers, and those in supporting industries, and that by transporting our products to world markets abroad, significantly advances our efforts to improve inequitable international balance of trade and payments. The President also noted that a strong merchant marine was essential to the economy and security of the free world, and merited the respect and support of our business community and the citizens of our nation.

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YEAR OF DECISION. In 1960, a Presidential year, more than 68 million Americans went to the polls, the largest number ever to vote in this nation. Two years later, in 1962, more than 52 million citizens voted. It was an all-time high for an off-year Congressional election.

Actually, that figure for 1960—68 million voters—isn't as good as it looks. In fact, it represented only 64 percent of the 107 million Americans who were eligible to vote. Almost 40 million who could have voted for the highest office in the land failed to do so.

The 1962 figure of 52 million-plus voters isn't as good as it looks, either. In that year, nearly 110 million Americans were eligible to vote, so the record off-year turnout represented only 48 percent of those who could have voted. There were more stay-at-homes than voters. Some 58 million citizens sat out the election.

In a recent election in Venezuela, despite threats of violence at the polls by Communists, 95 percent of eligible voters cast ballots, 31 percent higher than our all-time record year. In other recent free nation elections, voting performance went like this:

Austria, 95 percent; Italy, 93.8 percent; Belgium, 90 percent; Turkey, 87.7 percent; Greece, 85 percent; Israel, 82.8 percent; France, 82.7 percent.

In many other free nations, voting performance is regularly 70 percent or higher. The evidence shows clearly and alarmingly that we still have a long way to go before a satisfactory number of Americans participate in the democratic process by voting.

LABOR ROUND-UP

The International Brotherhood of Electrical Workers has been lauded by President Johnson for the union's long aid to the handicapped at a recent meeting of the President's Committee on Employment of the Handicapped. Johnson commented at the meeting that this country suffers only from those who are handicapped by the mind—people who look at the country in terms of different classes and races instead of one people toward one end—and not those who are physically handicapped.

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The Railroad Signalmen have reached agreement with the nation's rails for a 10-cent hourly increase for most of the union's members. Helpers, who constitute about 20 percent of the craft, will receive a retroactive 6-cent raise. The contract was based on recommendations of a Presidential Emergency Board which found that signalmen have suffered from "a serious wage inequity" in relation to the skills required. The increase brings the Signalmen's hourly rate to \$2.85 an hour and the helper's scale to \$2.50 and \$2.52 an hour. The agreement affects some 12,600 workers.

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A union which loses its majority status by unfair employer

practice does not waive its right to press refusal-to-bargain charges after losing an election, the National Labor Relations Board has ruled. The board set aside a more recent ruling to return to an earlier doctrine, ordering the Bernel Foam Products Company of Buffalo, NY, to bargain with the Textile Workers Union of America. The case originated with a complaint by the TWAU in 1962 that the Bernel management refused to have authorization cards of members checked by an impartial person; insisted on an NLRB election, and before the ballots had been cast, promised the employees benefits to defeat the union.

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The first contract guaranteeing the members of the New York Philharmonic Orchestra 52 weeks of employment has been agreed upon in New York by Musicians Local 802 and the Philharmonic Association. The three-year agreement, which includes four weeks of paid vacation, goes into effect in September. The minimum weekly wage remains at \$200 for the first two years and goes to \$210 for the 1966-67 season. The Philharmonic contract was negotiated by Alfred J. Manuti of Local 802 and other members of the local's executive board and a group of the orchestra members.

'Eat, Eat!'



"Feast and famine" is often the characterization given to the shipping industry, which seems to experience its ups and downs in direct proportion to misery and disaster somewhere around the world.

This, in part, explains the unpredictable nature of the shipping industry, since frequently no one knows from day to day what the shipping situation and the demand for tonnage might be in Texas or Tasmania at any time.

One other reason for the unpredictable nature of the US shipping industry also comes to mind, as the Maritime Administration and other US Government agencies continue to favor foreign shipping at the expense of US ships and seamen.

This is the continued practice of flaunting US law and policy designed to protect US shipping, the same as our laws and policies

are likewise designed to assist US peanut growers, watchmakers, cheese producers and many other groups.

If the law says a 50 percent minimum of US Government cargoes must move on US-flag ships, Maritime and other agencies find a way to bypass the law. If the same intent applies 100 percent regarding Export-Import Bank cargoes, as has been the case for years, Maritime and its cohorts also find a way—they routinely waive the law in favor of the recipient country's ships or others.

This is what has produced a certain skepticism among AFL-CIO maritime unions concerning the seriousness with which US agencies approach their commitments and the legal restraints on their activities. We've had little but promises to date—and everybody knows you can't load a ship, nor pay its crew—with that.

Life In The US

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

An estimated 54 percent of city and suburban families had income between \$3,000 and \$7,500, but 21 percent earned less than \$3,000, according to the report on consumer incomes for 1960-1961.

The study, based on a sampling of nearly 10,000 American families, was called "a story of affluence vs. poverty, homeowners vs. renters, working wives vs. stay-at-homes, central city vs. suburban—in other words, of average Americans," said an assistant commissioner at the Bureau of Labor Statistics.

Poor families, it noted, spent 59 cents of every dollar for food and shelter, as against 41 cents for families with incomes above \$4,000. Low-income families spent more for medical care than for clothing, yet they spent only a third as much for medical care as the above-\$4,000 group.

This means, in so many words, that the group which spends the huskiest chunk of its income for basics like food and shelter, either can't afford to get sick or must settle for inferior, limited care, or for inferior food—which would tend to produce less resistance to illness, etc.

In other words, you can't buy vitamin supplements when there's barely enough for bread.

The study also showed that the average head of a low-income family was 63, which accounts partly for his condition. As the study pointed out: "Rarely was there a member of these families who was employed full time." At his age, the head of the family was either "unemployed" or "unemployable," which amounts to much the same thing.

All in all, the US trade union movement and American workers have experienced big changes in the past 30 years of our economic and industrial growth. But one-third of a nation "ill-housed, ill-clothed and ill-fed . . ." as the late Franklin D. Roosevelt reminded us, has been reduced by only one-third again, and there is much that remains to be done.

A Return To Appeasement?

By George Meany

SENATOR Fulbright, chairman of the Senate Foreign Relations Committee, in a speech before the US Senate on March 25, 1964, maintained that our country's foreign policy is based largely on "cherished myths rather than objective facts." On this assumption, he wants the United States to "start thinking some unthinkable thoughts"—particularly about our relations with the Soviet Union, its European satellites, Communist China, South Vietnam, Cuba and Panama.

The Senator made no concrete proposals for replacing any of the present Washington policies, but inferentially indicated the new course he would have our nation pursue, especially in its relations with the Communist countries. He significantly omitted consideration of the German question—the pivotal problem in East-West relations.

In his hot pursuit of "flexibility" and "realism," Senator Fulbright found that "the character of the cold war has . . . been profoundly altered" because of the "radical change in relations between and within the Communist world."

To him the idea that "every Communist state is an unmitigated evil and relentless enemy of the free world" is a "myth." He insists that "we must distinguish between Communism as an ideology and the power and policy of the Soviet state." To the Senator "it is not Communism as a doctrine, or Communism as it is practiced within the Soviet Union or in any other country, that threatens us." He recognizes that "the Soviet Union" is "still a most formidable adversary," but believes that it "has ceased to be totally and implacably hostile to the West. It has shown a new willingness to enter mutually advantageous arrangements with the West."

No Evidence

According to Fulbright, this "profound alteration" dates from the Cuban missile crisis of October 1962 when Khrushchev became convinced that aggression and adventure involve unacceptable risks for him and his entire system. But the Senator fails to prove that the Soviet rulers have given up all adventurism and plans for future aggression as a result of the Caribbean confrontation. Moscow's ratification of the limited test-ban treaty is no evidence of a profound and peaceful transformation.

The late President Kennedy warned against such illusions when he pleaded for ratification of the limited test-ban treaty: "This treaty is not the millenium. It will not resolve all conflicts, or cause the Communists to forego their ambitions, or eliminate the dangers of war. It will not reduce our need for arms or allies or programs of assistance to others."

There is no guarantee against Soviet aggression in the Soviet-American agreement for cuts in the production of nuclear materials—stockpiled for years in large quantities. This agreement has no provisions for inspection or verification of any kind. President Johnson appropriately emphasized that "This is no disarmament."

It is important to note that on January

17, 1964, Khrushchev assured Castro that "Communism is being constructed not only within the confines of the Soviet Union; we are doing everything to make Communism victorious over the entire earth." One month later, Khrushchev reaffirmed before the Central Committee of the Soviet Communist Party that he has not "ceased to be totally implacably

The statement on this page is an editorial by the President of the AFL-CIO in the May, 1964 issue of the AFL-CIO "American Federationist" and the AFL-CIO "Free Trade Union News." The subject is particularly timely in the light of the reaction of Seafarers and others to Communism and Soviet propaganda, as featured on the adjoining page, following the return of several SIU-manned ships from voyages to Russia with American grain.

hostile to the West" and that: "The policy of American imperialism is that of gendarme-like repression of peoples and of the struggle against all that is new and revolutionary." In the current disarmament talks, Moscow has been most inflexible in its opposition to all effective international inspection and control. At the celebration of his 70th birthday in April, Khrushchev reiterated his Berlin ultimatum.

World Realities

These are not myths but facts—the reality of the current world situation. Yet, the Senator complains that: "We are predisposed to regard any conflict as a clash between conflicting interests . . . It has become one of the 'self-evident' truths of the post-war era that just as the President resides in Washington and the Pope in Rome, the Devil resides immutably in Moscow."

Surely Senator Fulbright knows that it was not the President of the United States who ordered the construction of the shameful Wall which divides Berlin. It was not the Pope's "divisions" that drenched the streets of Budapest with the blood of the workers and students who wanted nothing more than to live in peace and freedom. Only a Devil could perpetrate these and other terrible crimes. And this "Devil resides immutably in Moscow." In 1964, as in 1939, appeasement for dictators bent on world domination cannot lead to peace, regardless of the profoundest wishful thinking.

The basic differences dividing our country and its allies from the USSR and Communist China involve two ways of life. The over-riding issue of our times is between Communist tyranny and democracy, imperfect as it may be. The Communists aim to dominate the world and remold it on the Leninist-Soviet pattern. The western powers do not seek to dominate the world and remold it on any particular pattern of democracy.

Though all Communist regimes agree that our democracy and its institutions must be destroyed and replaced with a totalitarian dictatorship, they are not always able to avoid disagreements among themselves over personalities, leadership, or methods of burying us. The extent to

which a Communist state is a threat to human freedom and peace depends on its size, resources, economic and military capacities. Consequently, though all such states are unmitigated evils, they are not equally dangerous.

The totalitarian dogmas and deeds on the Soviet domestic front are integrally bound up with and reflected in the unswerving Soviet foreign policy for fomenting, financing, and directing so-called wars of liberation in Latin America, Africa, and Asia and class war in the free world as a whole.

Thus, Khrushchev's principal mouthpiece, "Pravda," underscored on December 6, 1963 that: "The CPSU and the Soviet people consider it their international duty to give all-round political and economic support, and if necessary, the help of arms, too, to the national liberation struggles of the people." But who is to decide what is a "national liberation struggle"? The Soviet government, of course! And who is to decide when is a "peoples democracy" truly democratic, for the people? The Soviet government, of course! This is the most sacred of Kremlin dogmas. To forget this is to forget reality.

According to the Senator, "The monster myth of the cold war is that the Communist bloc is a monolith composed of governments which are not really governments at all but organized conspiracies."

It is a terrible truth and not a monstrous myth that all these governments came into power through Communist subversive conspiracy or through imposition by the Soviet armies. They are foreign-imposed regimes. Moscow created the myth about their "monolithic unity" in order to mislead the Western world into believing that they have popular support. Hence, when the Senator fails to distinguish between the peoples of these countries and the regimes which oppress them, he, in effect, accents this Communist myth as reality. Let none forget the East German revolt of June 17, 1953, the turbulence in Poland, unrest in Czechoslovakia and the revolution in Hungary.

From the very moment that the Chinese Communists seized power, it was clear that Red China could never be just another satellite. The serious rift with Peiping, the divisions in world Communism, the severe agricultural crisis, and other serious economic difficulties within the USSR have forced Moscow to be less rigid in its relations with its European satellites.

But it is no myth that Bulgaria, Czechoslovakia, East Germany, Hungary, Poland and Romania are still occupied by the Soviet Army. In Hungary, the Soviet Army of occupation totals 40,000. These foreign troops are not helping Hungary evolve "towards a free and open society." And in that most "liberal" of all Soviet satellites, Poland, the Gomulka regime has been stepping up its repressive measures against those seeking the advancement of freedom. Yet, on the basis of the Senator's "flexible" approach, our Government would support the dictatorial regimes rather than the forces fighting for freedom.

There have been important changes

within the Communist countries and in the relations between the Communist powers. These changes were made in order to preserve and consolidate the corroding dictatorships. But not a single one of these foreign-imposed regimes is "evolving towards a free and open society" or discontinuing support of the worldwide triumph of Communist tyranny. To the extent that any of these changes have improved conditions for the people, they have come in response to popular pressure and struggle and not as a result of preferred or "flexible" treatment of the dictatorial regimes by any Western country.

Senator Fulbright in his talk specifically proposed that our country accept "the continued existence of the Castro regime as a distasteful nuisance, but not as an intolerable danger so long as the nations of the hemisphere are prepared to meet their obligations of collective defense under the Rio Treaty." While emphasizing that Castro is no threat to the United States, the Senator recognized that "Cuban Communism" does pose a grave threat to other Latin American countries. His failure to realize that any dangerous threat to our Latin American neighbors is a threat to us can only encourage and strengthen the subversive Castroite forces financed and trained by Moscow who are continuing their conspiracy designed to destroy their democratic institutions and leaders in Latin America. It is significant that Castro lost no time in welcoming the Senator's notion of "reality" and "flexibility" in regard to his totalitarian regime.

Mr. Fulbright seems to have missed the most important lesson of the post-war era. Soviet aggression and expansion westward have been deterred by Western unity and strength and not by the "liberalization" of any Communist regime. When Khrushchev's Russia and Mao's China become peaceful and democratic, like the German Federal Republic and Japan have become, then and then only should our Government help them overcome their difficulties. The fact that Moscow has joined us in conducting scientific projects in the snowy wastes of the Antarctic is no proof of its having become truly peaceful.

After the Fulbright address, Secretary of State Rusk hastened to remind the nation that Soviet ground and nuclear forces are "at the ready" on the doorsteps of Western Europe and that "in the absence of assured arrangements for the mutual reduction of arms, it would be foolhardy to dismantle the military strength of NATO." The Soviet government has yet to negotiate seriously on such vital problems as disarmament and self-determination for the German people. However, even in the face of these unpleasant realities, the Senator insists that "in a perverse way, we have grown rather attached to the cold war" and prefer military rockets to public schools and moon-flights to urban renewal.

It is high time to put aside all myths and face the realities confronting our country. The strongest and most aggressive military power in Europe is a Communist power—the USSR. This is no myth. The strongest and most aggressive military power in Asia is a Communist power—Mao's China. This is reality. The strongest and most aggressive military force in Latin America today is a Communist power—that "distasteful nuisance"—Castro's Cuba.

This is far more than a "distasteful nuisance." The divisions in the Communist camp will serve to strengthen the free world, only if we exploit them in the cause of peace and freedom. On the other hand, the divisions and illusions in the Western camp, if continued, will invite new Communist aggressions. At this moment in history, the paramount task of the free world is to assure superior strength and restore its unity of policy and action.

Congressman's Report

'Seafarers Not Fooled By Reds'

Congressman James H. Battin of Montana noted the by-lined story in the last LOG by Seafarer Charles E. Rawlings, describing some of his reactions on a trip to Odessa, Russia, with American grain. He contrasts Rawlings' first-hand impression and report on the "inside" of Communism with others in the following report from Washington to his constituents in the 2nd district of Montana.

RECENTLY I mentioned some remarks made by Dr. John McKay, president emeritus of Princeton Theological Seminary, before a student group at American University here in Washington. Dr. McKay in a lecture gave his impressions of his visit in Cuba and was reported as 'tearing down some popular myths about Cuba' and crediting Castro with many worthwhile accomplishments and reforms.

"This week another report on the 'inside' of Communism came to my attention through an article carried in the May 1 issue of SEAFARERS LOG, the official organ of the Seafarers Union, which has waged a battle with the Administration over the use of US flagships in transporting wheat to Russia.

"Seafarer Charles E. Rawlings, one of the crewmen of the US tanker Transerie, which was one of the few American-flag vessels chartered, wrote his account of the Odessa trip. He said he had always wanted to visit the Soviet Union, 'not for any particular political reason, but to see for myself, to get a first-hand impression of a certain way of life.' Rawlings is a numismatist and also wanted to complete a set of Russian coins.

"After a stormy voyage and arrival at the Russian port of Odessa which Rawlings described as one 'long, drawn-out mass of red tape,' he and several other crewmen ventured into the town. Rawlings narrated his experiences in locating the bank where he completed his own coin set and, to the amazement of the woman who assisted him, bought several sets for friends. 'And you are just going to give these people these sets of coins?' she asked.

"Next, Rawlings visited one of the general stores which, he said, handles anything from 'candy to booze.' Here he found that the clerk in the store handled no money at all. First, one must go to the State Cashier, make his purchase, then carry the ticket or receipt to the clerk for the item purchased. He said the procedure was so confusing that he bought six candy bars so that he would not have to go through the same procedure again.

"Next, Rawlings visited the Seaman's Club where other crewmen of his ship were departing for a ballet performance which was free. He, however, decided to just look around. At the club, Rawlings was approached by one of the hostesses who, he learned, was a local school teacher and also a devout believer in the Soviet system.

From here I will quote from Rawlings' story:

"All through the ancient palace there was Communist propoganda and literature, from the 'Moscow News' to the complete works of Lenin.

"Here is some interesting matter,' she

said, handing me a pamphlet. It was entitled 'The Rights of the Factory (Office) Trade Union Committee In the USSR,' by V. Nikitinsky (sic). Another booklet she handed me was called 'Grievance Procedures in the USSR,' which, I feel, must have been written by The Firing-Squad boys in some back alley.

"Another booklet she handed to me was entitled, 'How Labor Disputes Are Settled in the Soviet Union,' by N. Khrushchev himself. All of the booklets mentioned were available free.

"This procedure went on for what seemed like hours and hours, and was getting duller by the minute. 'Don't you have any twist—dance records?' I asked her. She looked at me as though I was crazy.

"By this time, an old acquaintance of mine from Baltimore came in to the library. Mel is the chief pumpman on the Transbay, and that ship had come in about the same time we hit Odessa. We greeted each other and fell into a nonchalant conversation.

"She asked Mel his opinion of the JFK, Oswald and Ruby incident.

"Naturally, Mel thought that Oswald must have been some sort of psycho case and said so; then he said the same of Ruby. Then, this chick pops in with:

SIU Steward Tells Of Soviet Visit

By Seafarer David B. Sacher, Book 5-521

NAKHODKA has 120,000 people, 15 taxicabs, six buses and 30 privately owned cars.

"It is a city desperately poor, equally drab. And a city where fear is almost tangible.

"We docked in early March with our 16,300 tons of wheat. We had to get special police permits, checked daily, to go ashore. There was a midnight curfew for seamen and natives. It was rigidly enforced.

"The curfew posed no problem. There isn't much to do in Nakhodka. There is only one restaurant and the Seamen's Club.

"It was only in the Seamen's Club, decently clean and warm, that we found any friendliness.

"A visit to the one restaurant was a very costly affair. Fishing is the main interest and the main industry in Nakhodka. So food at the restaurant was plentiful—if you like caviar, smoked fish, cooked fish and potatoes.

"There is little else, and a dinner costs from \$16 to \$20.

"In a sightseeing walk, I visited the city's best department store. It was stocked very scantily and the quality of the goods was way below anything offered in our poorest shops.

"For comparison's sake, I looked at a boy's windbreaker jacket, size eight. It was the type that I purchased early in December in a Miami store for \$2.98. The Nakhodka price was \$25.

"The souvenirs were so poorly made



Sacher



Reproduction from LOG with Seafarer Charles E. Rawlings' story.

"Your country must be run by lunatics." "Now Mel really tuned in. He told her that he didn't believe that old line and, pausing a moment, said: 'At least we don't run around the country shooting our opposition by the thousands or disposing of them via the salt-mines.'

Seafarer David B. Sacher, chief steward on the SIU-manned Niagara, turned into a correspondent for "The Miami Herald" last month, after a voyage to the Pacific Coast of the Soviet Union with American grain. Here is the text of his report on the Port of Nakhodka, on Peter the Great Bay, off the Sea of Japan, as reprinted from the "Herald."

and so outrageously high priced that I confined my souvenir shopping to stamps and brought back a few coins for my mother's collection.

"I saw a large apartment house and asked one of the men at the Seamen's Club about it. There were 65 families in 65 rooms. There was no running water in the building but dozens of TV antennas stood on the roof. In fact, TV antennas are outlandishly conspicuous on every roof.

"The apartment house looked about 50 years old. I was shocked to learn it was barely five years old.

"In all our general walking around the town, we could not get near any of the people. If we tried approaching them on the street for directions, they hung their heads and hurried on. If we tried to take pictures of them and they noticed the camera, they actually turned and ran.

"We were permitted to take pictures in the city but armed guards and stern orders prohibited any pictures near or on the ship or docks.

"A general sense of fear and stolid acceptance of misery was so obvious that it seemed heavily oppressive in the air.

"Only in the Seamen's Club was the peculiar atmosphere of unseen and unspoken terror absent. The Russians

"Angrily, the gal came back: 'And where is that done?'

"Why here in Russia, where else?' "Our government never does things like that,' she answered quickly.

"Then Mel came in and said, 'No? Then tell me what happened to Beria and his gang of mobsters when they tried to beat Krushy to the prize seat?'

"I think you are all liars,' she said hotly, 'and furthermore, Beria was an enemy of the people. He's around someplace.'

"Then she departed."

"Now here we have a paradox. A Princeton professor, a doctor of theology, visiting Cuba in spite of a State Department ban on travel by Americans to Cuba, and his praise of a system which is the antithesis of Christianity compared with the impressions of two seamen who, I will presume, would not be classed in the same academic league with Dr. McKay but who were not fooled by misrepresentations of Communism. This seems to be a common weakness of many of our so-called intelligentsia.

"Possibly we need some Seafarers like Charles E. Rawlings and his good common sense appraisal of Communism in some of our colleges and universities."

working there are all government employees and speak English. They are well trained in courtesy. When one or two of them got a few minutes to talk privately with me, they displayed a friendliness and interest in the USA and our city of Miami.

"This did not seem to be part of the government training (like the courtesy). It was an honest and eager desire to know about our town and our way of life.

"It was most strange. During my friendly conversations with Russians at the Seamen's Club—and I spent several hours with them at a time—none of them ever mentioned the wheat our ship was delivering to their city.

"There was a let's-not-talk-about-it attitude. I didn't ask if they were glad to get it, and I wasn't told.

"A ship generally needs some stores in any port, no matter how carefully it is stocked before leaving the U.S.A. However, the only thing available to us was water. We made a quick stop in Japan for some things and headed for home.

"When we reached our first US port in Portland, Ore., April 3, most of the crew signed off. They swore they would never make another trip to Russia.

"I have been to sea for more than 20 years and spent much time in Egypt, India, Japan, Pakistan and all over Africa, Europe, Malaya and Taiwan. There is great poverty all over the world. But never before have I encountered this terrible sense of a city being afraid.

"Now we are on our way to Houston to get more wheat. This time it goes to Brazil, a little closer to Miami, not quite so cold, and I hope not afraid."



16-B THE MIAMI HERALD Sunday, April 12, 1964

Miamian on Wheat Ship Finds Russian City Drab, Fearful

By DAVID B. SACHER
Chief Steward, SIU Niagara

MIAMI (UPI)—Nakhodka, Russia, a city of 120,000 people, 15 taxicabs, six buses and 30 privately owned cars.

"It is a city desperately poor, equally drab. And a city where fear is almost tangible.

"We docked in early March with our 16,300 tons of wheat. We had to get special police permits, checked daily, to go ashore. There was a midnight curfew for seamen and natives. It was rigidly enforced.

"The curfew posed no problem. There isn't much to do in Nakhodka. There is only one restaurant and the Seamen's Club.

"It was only in the Seamen's Club, decently clean and warm, that we found any friendliness.

"A visit to the one restaurant was a very costly affair. Fishing is the main interest and the main industry in Nakhodka. So food at the restaurant was plentiful—if you like caviar, smoked fish, cooked fish and potatoes.

"There is little else, and a dinner costs from \$16 to \$20.

"In a sightseeing walk, I visited the city's best department store. It was stocked very scantily and the quality of the goods was way below anything offered in our poorest shops.

"For comparison's sake, I looked at a boy's windbreaker jacket, size eight. It was the type that I purchased early in December in a Miami store for \$2.98. The Nakhodka price was \$25.

"The souvenirs were so poorly made

Miamian David B. Sacher, son of Mrs. P. P. Sacher, 1010 NW 15th Ave., is chief steward on the ship that delivered the first wheat shipment to Russia. His port of call was the city of Nakhodka, on Peter the Great Bay, off the Sea of Japan. Here he tells you about his visit.

They actually turned and ran. We were permitted to take pictures in the city but armed guards and stern orders prohibited any pictures near or on the ship or docks.

A general sense of fear and

Street scene in Russian city of Nakhodka, with building typical of city's architecture. Above, a portion of Sacher's story in 'The Miami Herald.'



By E. B. McAuley, West Coast Representative

Sugar Workers Win Wage Hike

Over 1,200 members of the SIUNA-affiliated Sugar Workers Union have won an impressive victory in a three-day strike recently against the California and Hawaii sugar refinery near San Francisco, at Crockett. After negotiations broke down on a new contract, the men walked out and three days later, won their demands. Along with a boost in wages, the men won additional holiday and improved welfare, pension and vacation benefits.

The SIU Pacific District has long supported the sugar workers in California and Hawaii, and we will continue to support them in their needs, and with offers of help from every corner.

The new Sea-Land service out of Seattle to Alaska is underway now, working smoothly, and, according to all reports, doing very well. The folks up in Alaska really needed all the help they could get as far as supplies are concerned, and Sea-Land, under SIU-contract, is providing as much as is possible with its two containerhips, the *New Orleans* and *Mobile*, plying the Seattle-Anchorage shuttle run.

Hearings are going on this week down in Monterey by the California Fish and Game Commission to decide whether or not the SIUNA-affiliated Seine and Line Fishermen's Union of Monterey should be allowed a reduction on anchovies.

The Union, in cooperation with the Monterey Bay canning industry, made recent application for the hearings. The boys down there really need the break to be able to can anchovies, as there is an abundance of that fish in those parts. The sardine catch, which the fishermen have lived on for so many years, has been practically wiped out.

Shipping has been pretty good in the Frisco area. We jumped quite a bit in the total shipped department, moving from last period's 17 to a total shipped this period of 38. **Charlie J. Meht**, an oldtimer with 21 years in the SIU, just completed a trip aboard the *Yaka*, and is back on the beach, ready to ship out again. He was on the *India* run, and says he prefers almost anything else—especially the Japanese run. However, things are better in India, Meht reports. Prohibition is on the way out, and you can now buy liquor with that government's liquor stamps. **P. A. Dexter**, wiper, recently paid off the *Penn Carrier* from a trip to Russia and says it has been about ten years since he tried to hook a job out of this area. But he says he is going to stick around here and give it a try. **William (Bill) Beattie** is on the beach here in San Francisco and is looking for just about any kind of trip.

During the last period, Wilmington paid off the crew from the *Almena*, then the ship was scrapped in Japan. The *Eagle Voyager* also paid off as did the *Transhateras*. The *San Francisco*, *Monticello Victory* and *Seamar* were in transit. Shipping in Wilming-

ton was very good, giving them just the boost they needed up there. But, the outlook for the coming weeks is only fair, with only four or five ships scheduled to be in transit. There are no pay offs in sight. **Julius (Jack) Swyker** has been on the beach for the last six months unable to work, but has finally gotten his fit for duty and is looking forward to shipping again very soon. He likes the intercoastal run and would like to ship *Sea-Land* or *Calmar*. He had many praises for the S and A benefits which he has been getting during his disability.

Paul Whaten, whose last ship was the *Penn Sailor*, is ready to ship again after a few weeks vacation. He would like a Far East run which he feels is just long enough to enable him to take some time off after paying off to be with his family. And **John Fifer** is now ready to ship, but was holding off last week, as his daughter got married last Saturday and he of course wanted to stay around to give her away.

The *New Orleans*, *Iberville*, *Fairport* and *Longview Victory* have paid off this month up in Seattle. Expected payoffs are the *Beloit Victory*, *Hercules Victory*, *National Seafarer* and *Robin Kirk*. Old timers on the beach here are **Bill Slusser** and **John Riesbeck**, both electricians who paid off the *Overseas Rose*, and are now waiting to catch another ship going to the Far East.

Shipping looks as though it is going to be fairly good from the Port of Seattle in the coming weeks.

Commerce Dept. Ruling Hits Domestic Carriers

Subsidized Operators Get OK To Compete In Domestic Trade

WASHINGTON—The unsubsidized US domestic operators were struck another blow in a decision by the Department of Commerce allowing a subsidized operator to compete, under special conditions, with unsubsidized SIU Pacific District-contracted Matson Navigation and other unsubsidized operators in the California-Hawaii trade.

At the same time, Commerce Secretary Luther Hodges refused to allow another subsidized operator, Grace Line of New York, to compete with unsubsidized operators in the Puerto Rico Trade.

Although he reiterated the principal that "an application by a subsidized operator to operate in the domestic trade in competition with unsubsidized operators should not be approved," Hodges authorized States Steamship of San Francisco to perform up to 26 voyages from California to Hawaii in competition with Matson, basing his decision on the public interest regardless of the extent it may adversely affect the earning power and competitive standing of the unsubsidized line.

The Commerce Secretary did, however, stipulate that unsubsidized operators should be allowed the right of first refusal upon two-weeks notice.

Previously, Matson served notice on the Department of Commerce that it intends to refute what it calls "unproved" allegations made by the Justice Department in the Hawaii service case, which it claims influenced the Commerce Department's decision.

The "unproved" allegations, Matson charges, were in a recent letter to Commerce Secretary Hodges written by Assistant Attorney General William H. Orrick, Jr. The letter deals at length with a recent anti-trust suit filed in Honolulu against Matson and four of its owners, in which the Justice Department charges that Matson consistently carried about 98 percent of the cargo between Hawaii and the Pacific Coast in the last decade.

Challenge Figure

This figure is unproved, says Matson, contending that its West Coast-Hawaii services carried only 29 percent of Hawaii's inbound, 43.6 percent outbound and 34 percent of the combined movement for fiscal year 1962.

The Anti-Trust Division's intrusion of its unproved allegations into the subsidy proceeding "oversteps the bound of propriety by asking, in effect, that the Secretary prejudice the results of the anti-trust suit and convict without a trial," Matson charges.

The application by Grace Line had sought permission to call at Puerto Rico ports as part of its subsidized freight service to the Caribbean. The application was opposed by the SIU-contracted Sea Land and Seatrain Lines, which maintain unsubsidized services between New York and Puerto Rico.

Foreign Payoff? Leave Clean Ship

Seafarers are reminded that when they leave a ship after articles expire in a foreign port, the obligation to leave a clean ship for the next crew is the same as in any Stateside port. Attention to details of housekeeping and efforts to leave quarters, messrooms and other working spaces clean will be appreciated by the new crew when it comes aboard.

SIU Cook Cited For Bravery

SIU Pacific District member **Augusto Mercado** (left) is shown here receiving Coast Guard commendation for heroism from CG Captain Charles Tighe in Honolulu last month. A member of the Marine Cooks & Stewards, Mercado received the commendation for an act



of bravery performed on the night of January 24 when he dived from the deck of the Matson liner *Monterey* into the waters of Honolulu harbor in an attempt to save the life of a shipmate who fell from the ship. Mercado searched the waters near the vessel but was unable to locate the fellow crewmember, who's body was not recovered until the next day. Mercado, who sails as a cook, makes his home in San Francisco.

Fish Aid Legislation Passed By House

WASHINGTON—Mass legislation aimed towards bolstering the US fishing industry was adopted by the House of Representatives on May 5. The bill represented the largest single push for the fishing

and marine industry in Congress this year, and will greatly benefit SIU fishermen on both the Atlantic and Pacific Coasts.

The new legislation includes three new bills that are calculated to promote state fisheries, help construct cargo vessels and to keep foreign fishing boats away from US shores.

The measures which passed with no serious objections, were endorsed by Representative Herbert C. Bonner (D-NC) Chairman of the House Merchant Marine and Fisheries Committee. The new bills

make provisions for the following programs:

- A \$25 million five-year program for matching grants to states to stimulate research and development projects for commercial fisheries. The legislation also permits the US to make loans to Alaska fishermen to charter new boats replacing others damaged by the March earthquake.

- A two-year extension of federal subsidy levels for the construction of commercial cargo and passenger vessels.

- New restrictions on foreign fishing vessels, prohibiting them from taking fish in the territorial waters of the US or from continental shelf resources which pertain to the US.

However, the measure permits the US to revise this restriction by international agreement.

Strong support for the measures to help state fisheries were given by Rep. Hasting W. Keith (R-Mass.) and Rep. William H. Bates (R-Mass.).

"In the face of an expanding world population and growing food shortage, we must take action to reverse the trend that has seen us drop from second to fifth place among the many nations of the world," Keith stated.

"This measure extends the best possible type of government assistance to the fishing industry. It makes available a program of matching fund grants to the various states so that they may carry-out badly needed research projects."

Massachusetts would be eligible to receive the maximum annual grant of \$300,000 in the allocation of funds, along with Alaska, California, Louisiana and Texas.

Okla. Rejects Right-To-Work

OKLAHOMA CITY—The voters of Oklahoma rejected a proposed "right-to-work" amendment to the state constitution, dealing a stunning defeat to a four-year, big money drive to outlaw the union shop.

AFL-CIO President George Meany said labor is "deeply gratified that the people of Oklahoma have rejected by referendum vote the union-busting measure falsely labelled 'right-to-work.'"

Back of the move to make Oklahoma the 21st state to prohibit union shop agreements were the well-financed forces of the National Right to Work Committee and a special "blue ribbon" task force set up by the U.S. Chamber of Commerce, strongly supported by Oklahoma's strong right-wing extremist groups, the state's most powerful newspapers and the local Farm Bureau.

For months before the cam-

paign, newspaper, radio and television advertisements called on Oklahomans to vote for the "right-to-work" proposition, which had been put on the ballot through a petition drive.

Matched against this array was a state labor movement which mobilized thousands of rank-and-file union members and their wives for a massive educational and register-and-vote campaign based on door-to-door canvassing, phone calls, leaflet distribution, card checks and a precinct organization down to the block level in key races.

Allied with the trade union movement was the broad-based National Council for Industrial Peace, leaders of the National

Farmers Union and national, state and local leaders of the National Association for the Advancement of Colored People and other Negro organizations.

The current drive to ban the union shop began in earnest in late 1959, when national "right-to-work" leaders came into the state to meet with local employer groups and to press for the election of legislators who would support the move. A bill was introduced in the 1961 legislature, but it died in committee with both the House and Senate defeating efforts to force it to the floor. The "right-to-work" forces then switched tactics and launched a petition campaign in 1962, which culminated in the May 5 vote.



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

Fast Pace For Lakes Shipping

Shipping here on the Lakes continues to move along at a fast pace, especially in the Port of Detroit.

The Bob-Lo excursion boats recently called for the annual scrubbing and painting gangs. A total of 72 men were shipped to these jobs. As usual, there is a shortage of firemen, particularly aboard coal-fired vessels that are hand-fired. With the exception of some old timers, it seems that the younger generation of firemen prefer jobs aboard oil-fired vessels or vessels with modern stoker equipment. Duluth, Alpena, Chicago, Buffalo, Cleveland and Frankfort all report a shortage of rated men.

On April 21, 1964, Federal Judge Macrowicz lifted a Federal court order which had prevented the National Labor Relations Board from holding an employee-election in Checker Cab. The restraining order had been obtained by representatives of the company, thereby delaying the organization of Checker Cab.

Local 10, Transportation Services and Allied Workers, Seafarers International Union, AFL-CIO, has spent a long two years both in and out of the courts in order for them to secure a free election.

On April 28 a meeting was held at the NLRB offices, Detroit, Michigan, attended by representatives of TSAW, Local 10, the Teamsters and the company. Agreement was reached on the voting sites, the voting hours, positions on the ballot and the designated days that voting will be conducted over a two-day period. The hearing officer of the NLRB will now make his recommendation to the Regional Director as to the exact voting day. In the meantime, the NLRB must check out employee records submitted to them by the company in order to determine who will be eligible to vote.

The SIU Great Lakes District won an NLRB election at the Pringle Barge and Towing Company on April 16. Pringle was one of the last unorganized shipping companies on the Great Lakes until the SIU won the election. The election, which was held in Detroit was won by the SIU by a 20-14 count, with one vote void and one challenged. After the election, the company filed unfair labor charges against the SIU, and the Union is now in the process of answering these phony charges so that the election can be certified by the NLRB.

The membership of the Great Lakes District has gone on record to support the Marine Engineers Beneficial Association in their current dispute with Columbia Steamship Company. The MEBA, representing Columbia engineers, has requested an election to be held among all engineers in the Columbia fleet. Columbia Steamship Company has refused this request.

Early predictions by Great Lakes ports on Seaway traffic in 1964 indicates that grain handling will surpass all other cargoes.

Duluth-Superior, the nation's Number Two port in grain shipments, is predicting another record year. Duluth-Superior, for an 8-month season in 1963, handled 41,687,547 tons of various cargo utilizing the service of 2,671 ships.

The port of Chicago, biggest on the Lakes, is looking forward to a 10% gain over 1963 in foreign commerce. Five hundred fifty-two overseas sailings accounted for 1,325,428 tons from this great Lake Michigan port. A Chicago firm recently completed the building of a 100,000 sq. ft. warehouse, on the Calumet River, equipped with four traveling cranes installed on a dock 2,900 ft. long. This dock boasts 25 ft. depths and will be dredged to 27 ft., which is the Seaway controlling depth, before the end of the season.

Chicago should be one of the leaders in grain shipments with all of her grain elevators located on the Calumet River. However, all 6 miles of this river is presently at 21 ft. draughts, which is not deep enough to allow vessels to take on full loads. Dredging for 27 ft. draughts will commence this year, and it's expected to be carried on until completed.

The Lake Michigan ports of Milwaukee, Green Bay and Muskegon are all looking forward to greater tonnage shipments this year. Toledo—the fastest growing port on the Great Lakes—is gathering most of the grain by three surrounding states for overseas shipment. More than \$6 million has been invested by grain companies to improve their waterfront elevators and loading equipment. One company has increased its waterfront elevator capacity to 2 million bushels. Toledo Harbor will complete its project to deepen the Harbor channel to 27 ft. this Spring, another reason why this port is a major grain port. General cargo movements increased 33% during 1963 and the Toledo Port Authority is anticipating another 15% increase this year.

Back in 1959, a total of just a little over 200,000 tons of grain left the port of Toledo. In 1963, more than 1.7 million tons of grain were loaded aboard ships from all over the world. This represents an increase of about 800 per cent.

Although the port of Cleveland's main shipping interests are iron ore and steel products, this port played host to 570 deep-sea vessels representing 18 flags carrying cargo to and from 130 ports in 38 countries. Cleveland is also looking to the future with the construction of 54,000 sq. ft. of waterfront shed space. This will grow to 254,000 sq. ft. to accommodate vessels docking at 5 berths at the West Third Street pier. One SIU company, Great Lakes Bengal Lines, has 12 scheduled sailings from this port in 1964. These vessels will call at ports in Pakistan, India and the Persian Gulf.

Smaller Great Lakes ports, like Rochester and Kenosha, are also gearing for increased cargo handling. The port of Rochester failed in its bid to become a "big" Lakes port because a sufficient flow of cargo was not available to entice deep-sea operators. However, imports have more than tripled in the past couple of years. Kenosha, located midway between Chicago and Milwaukee, expects to exceed overseas shipments in 1964 more than any other year. In 1963, the overseas tonnage was 78,896 tons—against 70,297 tons in 1962. American Motors Corporation, makers of Rambler, is responsible for most of this tonnage. In addition to cars, Kenosha's chief exports are flour, fats, oils and some pretty good beer.

All around, it looks like 1964 will break all existing records here on the Great Lakes.

Would Hike Inland Shipping Fuel Costs

User Tax Pushed By US

WASHINGTON—A proposal to impose a new user tax on all fuels used by inland boats was advanced recently by the US Treasury Department. The measure grew out of attempts by the late President Kennedy to win enactment of similar statutory changes several years ago.

The Treasury Department has sent Congress proposed legislation that would apply the user charge to inland shipping. In a letter accompanying the suggested bill, Secretary of the Treasury Douglas Dillon pointed out that President Johnson recommended imposition of such user charges in his budget message of January 21.

The new user tax would put a

A Mudbound Manhattan Is On Her Way

NEW ORLEANS—The SIU contracted Manhattan (Manhattan Tankers), was finally on her way to Russia with a load of grain late last month, after having been stuck in the mud of the Mississippi six times since leaving Baton Rouge.

The giant 940-foot supertanker left Baton Rouge with a load of 79,000 tons of grain, bound for the Black Sea port of Odessa, when she ran aground in an area known as South Pass.

During her two-week voyage down the Mississippi, the Manhattan has been stymied by fouled anchors, loss of one anchor and flukes off another, mounds of silt which caught portions of her hull, and an overload of 800 tons of wheat.

As many as six tugs at one time attempted to dislodge the huge ship, and part of her cargo had to be off-loaded before the successful tugs, all from the SIU Inland Boatmen's Union-contracted Crescent Towing & Salvage Company, pulled her out of the silt.

Prior to the successful operation of the SIU-IBU tugs, five tugboats of the Army Corps of Engineers and the Coast Guard brought her around, back upstream and then attempted to send her into the Gulf of Mexico through the river's Southwest Pass.

After succeeding in that maneuver, the Manhattan then ran aground in Southwest Pass. It was from that point that boats of the Crescent Towing freed her.

South Pass was closed because another ship, the motor vessel Tornes, had also run aground there.

tax on fuels used on inland vessels having a maximum draft of 15 feet or less. The tax would fall almost entirely on inland waterways operators.

Waterway industry spokesman estimated that the tax would raise fuel costs some 20 percent and would threaten the existence of all inland waterway transportation. While the first use of the tax would be on boats operating on the rivers, industry spokesman have noted that there would be nothing to prevent the user taxes from being applied to harbor craft and deep sea vessels.

The new user tax proposals would also extend the current five percent excise tax on amounts paid for air passenger transportation, which was scheduled to expire on June 30. The new measure would also apply an additional tax of five percent on amounts paid for transportation of freight by air within the US, with an exemption

for export traffic. Unlike a similar air cargo tax repealed in 1958, this one would not apply to a freight forwarder express company "or similar person" unless he actually used aircraft in the course of performing his transportation activities.

'Bad Faith'

(Continued from page 2)

led to the establishment of the committee. The door was, therefore, left open to a resumption of other appropriate union action to protect US shipping, the unions said.

Unless American ships obtained their fair share of aid cargoes, as called for by the Cargo Preference Act and other laws, they would boycott foreign ships carrying the aid cargoes, the unions added.

ILA President Gleason said that longshoremen would not load certain cargoes financed by the Export-Import Bank if the MA continues its policy of issuing general waivers on these cargoes without giving all interested parties an opportunity to express their views.

Export-Import cargoes must be shipped under the terms of Public Resolution 17, which calls for the transportation of 100 percent of these cargoes in American bottoms, unless waivers are issued. The MA has been routinely issuing waivers which permit foreign-flag ships of recipient nations to carry a substantial portion of these cargoes, to the detriment of US shipping.

The unions insisted that Public Resolution 17 be fully implemented, along with the other cargo preference requirements of law and policy, and pointed out that the Maritime Administrator is responsible for enforcement of these requirements.

Those at the meeting, in addition to the Maritime Administrator, Hall, Gleason and Curran were members of the committee: Mrs. Dorothy H. Jacobson, Assistant Secretary of Agriculture for Internal Affairs; James J. Reynolds, Assistant Secretary of Labor for Labor-Management Relations and Phillip H. Trezise, Deputy Assistant Secretary of State for Economic Affairs.

Attending as advisors were Ralph Casey, president of the American Merchant Marine Institute; J. Max Harrison, president of the American Maritime Association, and Ralph Dewey, president, Pacific American Steamship Association.

In addition to these, other invited participants were: Harry G. Gourevitch, of the Treasury Department's general counsel's staff; Raymond L. Jones, vice president, Export-Import Bank and J. F. O'Leary, Deputy Assistant Secretary of the Interior for Mineral Resources.

Rail Tug Vote Set

JERSEY CITY — Nominations for the election of officers of the SIU Railway Marine Region have been completed and necessary constitutional procedures are underway for the election of officers to take place in June.

The 12 posts to be filled in the election are those of regional director, assistant regional directors in Norfolk and Jersey City, and a chairman for each of the nine railroads covered by RMR contracts. Regional officers are elected to three-year terms.

The election will take place over a two-day period in each of the four cities where the RMR maintains offices. The balloting will run from 6:00 PM to 7:30 PM on the first day and from 9:00 AM to 5:00 PM on the following day.

Dates of the election are as follows: Jersey City, June 15-16; Philadelphia, June 16-17; Baltimore, June 17-18, and Norfolk, June 18-19.

A special meeting will be called in each city between the hours of 3:00 PM and 5:00 PM on the day when voting is scheduled to begin, at which an election committee will be selected by a majority vote of those members present.

Notice of the election procedures is being mailed to each member.

Free Time On The Lakes



Great Lakes SIU men catch up on letter-writing and complete forms to qualify for welfare benefits while waiting out job calls in Frankfort hall.

Lakes Members Get Eye Care

For the convenience of SIU and IBU Great Lakes members in the Toledo area, a new clinic service has been instituted. Optical applications for members and their dependents can be obtained at offices of the Maritime Trades Department, 120 Summit Street, Toledo, Ohio.

Atlantic Fishermen Hit Canada Fish Deal

BOSTON—The SIU-affiliated Atlantic Fishermen's Union has joined with boat owners and fish buyers here in an all-out bid to block the Canadian government from importing lower-priced fish into Gloucester, Mass., where it has been proposed that a new pier be constructed to handle a ferry service that would operate between Shelburne or Halifax, Nova Scotia and Gloucester.

A union official predicted that the ferry service would be a "death blow" to the \$120 million a year Massachusetts fishing industry and would jeopardize the jobs of 14,000 workers in the industry in the Bay State, including those in Boston and New Bedford as well as Gloucester.

After a union meeting with fishing interests on Wednesday, April 15, it was announced that a petition would be drawn and presented to Gov. Peabody requesting him to oppose the construction of a pier, at cost of between \$250,000 and \$300,000 to the state, at Gloucester for the proposed service.

The petition will point out that the Canadian fish sells at 1.7 to 2 cents per pound cheaper than fish being brought in to port by Massachusetts fishermen. Such a development would seriously affect the Bay State industry immediately and could well cause the complete collapse of the industry.

The Union policy is that it doesn't make sense for the Commonwealth of Massachusetts to use tax dollars to build a pier at Gloucester in order to handle Canadian fish as part of a plan that would deteriorate one of the state's tax paying industries. Besides the 14,000 jobs in the Massachusetts fish industry, several thousand other jobs are at stake, including those of truck drivers and helpers who transport fish from Boston, and other ports in this area.

Fishermen in Boston, Gloucester and New Bedford land catches valued at \$40 million dollars a year, which in turn bring wholesale prices of \$120 million.

The Canadian government reportedly is prepared to spend \$10

Navy Wants Rescue Subs

WASHINGTON—A recommendation has been submitted to the Secretary of the Navy to develop undersea rescue craft following a special Navy study established a year ago after the loss of the nuclear submarine Thresher.

The group's 1,200 page report, most of which remains classified, called for the spending of \$333 million to construct, over a period of five years, a family of small, light and maneuverable search, rescue and salvage submarines. The craft are expected to be able to operate initially to depths of 6,000 feet and eventually to 20,000 feet. The former might be made of high-strength steel, the latter of titanium, the Navy said.

Although personal rescues are not considered feasible beneath the depth of about 1,000 feet because of the pressure, the report maintained that there may be situations in the future when such equipment might save men from subs disabled in lesser depths, the group said. "Development of the capability to recover surviving personnel is mandatory for humanitarian, morale and military effectiveness reasons," the report declared.

Paste-Up



Getting the proper labels on packages of drugs is an important job, and that's what SIU United Industrial Workers member Marion Smith is doing here at the UIW-contracted Philadelphia Laboratories.

million on a huge ferry boat that would bring fresh and barrel fish (scallops, swordfish, lobsters, etc.) into Gloucester. Such a plan, first proposed in 1958, was defeated but the proposition is now being pushed with the governor being asked to support the construction of the pier.

The proposed ferry would have a capacity equivalent to that of 18 trailer trucks of fish, it's estimated.

If such lower priced Canadian fish was brought to Gloucester, it was noted, it could be trucked or piggybacked to Philadelphia or other Eastern cities, bypassing Boston.

Shipowners Warned 'Don't Rush Automation'

LONDON—Lloyds Register of Shipping has issued a memorandum to shipowners warning them that automation in their industry, with its attendant loss of employment to seamen, is still a long way off in the future.

Titled Automation in Ships, it is believed to be the first time a classification society has issued such a memo dealing with the problems of the shipowner in deciding whether or not to install automated systems on new ships. Although building costs can be reduced if the crew is reduced,

the paper states that it should not be taken for granted that transfer of maintenance from crew to shoreside staff is always economically sound.

Ship owners were warned in the memo that it is economically unsound to install a sophisticated

control system, aimed at reductions in shipboard staff, if the main plant items are not reliable in use. Furthermore, owners would have to be sure that there was adequate shore staff and facilities at ports to be visited, and realize that the cost of maintenance in distant ports may exceed the cost of the corresponding crew on board.

In ships having a quick turn around, such as tankers and ore carriers, maintenance may not be possible in the time available, and the alternatives would be to carry the maintenance staff on board or take the ship out of service.

Installation of more control equipment will require more attention and maintenance by specialists, who are not normally carried in ships at present, and these specialists would presumably command a higher salary.

Finally, according to the Society's statement, manning regulation would still demand that there be sufficient crew aboard the vessel to bring her home in case of a failure of the automated system.

To combat the problems arising from Lloyd's final assertion, the French merchant marine is training ship's masters to be engineers, and vice versa. The intention of the French, according to a shipping journal there, is not to have one officer aboard ship perform two functions, but rather to have more variously trained junior officers under the ship's master.

Following the report from Lloyds, a US Government study was made public which said that certain industries would see employment rises and others employment drops in the next 10 years as a result of automated technology. The maritime industry was not mentioned in the report.

Among those industries listed as on an increase because demand is outstripping improvements in labor-saving devices include truck and air transportation, wholesales and retail trade, banking, insurance, electronics and synthetics.

The same report from the Government warned that there would likely be an employment fall-off in industries engaged in the processing or manufacturing of clothing, coal mines, railroads, petroleum refining and telephone industries.



By Joseph B. Logue, MD, Medical Director

Avoid Driving Under Medication

Make certain you are a fit driver before you take the wheel. You may think you are in good health, and you may have an excellent safety record, but under certain conditions it could be unsafe for you to drive, advises Ed Maxwell, writing in Today's Health as follows:

- Under certain conditions, it could be unsafe for you to drive.
- If you are still thinking about an argument you had before you left home or office.
 - If you are a depressed or angry mood.
 - If you are very worried about a personal problem.

Medicines and driving don't always mix. Consult your physician about side effects of any drugs you take. Certain commonly used drugs, such as antihistamines, cold tablets, and sedatives may dull your reflexes or impair your coordination. Stimulants might make you nervous. Tranquilizing drugs can cloud your judgement.

Avoid alcohol, especially if you are under medication. In some cases the combination produces a double-barreled impact that can dangerously affect your driving skill. Alcohol and gasoline are always a dangerous combination. As little as two drinks or two bottles of beer is sufficient to produce an impairment of judgment and reactions in many persons.

The sleepy driver is as dangerous as the drinker. Rest every two hours when making long trips whether you are driving in daytime or at night. Fatigue accidents can occur in broad daylight. Stop for coffee breaks.

Do not take sleeping pills or other medicine the night before a trip. This is a general rule which should be observed at all times.

Do not drive if you are a victim of seizures. Certain neurological conditions are manifested by loss of consciousness or semi-loss or loss of control. Your physician is the best judge of the seriousness of any neurological problem and its effect on driving performance.

Driving calls for clear, healthy eyesight, side vision, judgment of distance and good night vision. Have your eyes checked regularly. To reduce eyestrain:

- Wear glasses if you have them.
- Get a pair of properly fitted sunglasses. Do not wear them at night!
- Reduce night driving to a minimum.
- Make an appointment with your eye doctor immediately if you notice any change in your vision.
- Use your head, spare your heart. Heart ailments vary in seriousness. Some don't incapacitate the patient, but can result at times in sudden loss of consciousness. If you have high blood pressure, heart disease, or any circulatory disorder, your physician can advise you about the wisdom of driving.

Indifference To Shipping Called Threat To Nation

BALTIMORE—The threat to the US and the entire free world posed by governmental and public indifference to the nation's diminishing seapower resources was heavily scored here at a recent meeting of the Propeller Club.

Speaking before the group, Edwin M. Hood, president of the Shipbuilders Council of America, pointed out that "Sea power is peace power as well — perhaps even more important than air power in view of the tremendous Soviet buildup of ocean resources." He urged President Johnson to appoint an Advisory Commission on Sea Power Superiority to help arrest the steady decline in the US navy and merchant marine.

Hood pointed out that on October 1, Russia had 379 large merchant ships totaling 2.8 million tons building or on order, while

the US had only 47 ships of 734,000 tons on the way or on order. In the naval field, the Soviet Union has 430 submarines, which outnumber our sub fleet 3 to 1. Hood recalled that with only 57 submarines, Hitler sank 519 allied ships in the first six months of World War II.

The Soviet also has the world's largest and most modern fishing fleet and is challenging the US in every field of sea power.

The situation has gotten so bad, it was pointed out, that the Senate Internal Security subcommittee, which usually does not involve itself in naval affairs, cautioned recently "Not only is the national security of the United States at stake, but so too, is the collective security of the entire free world."

The Advisory Commission on Sea Power Superiority which was called for at the Propeller Club meeting would be styled on the Presidential Air Policy Commission and the Congressional Aviation Policy Board which were organized after World War II and contributed a great deal to giving both government officials and the general public an appreciation of the principle that "air power is peace power."

"... If the space race to the moon is worth billions of dollars, surely the maintenance of supremacy on the sea... is worth an infinitesimal fractional part of the same amount," he said.

Supreme Court Nixes 'Spite' Plant Closings

LOUISVILLE—Does an employer have the right to shut down his plant rather than deal at the collective bargaining table with the union selected by his employees?

This is a question that will be decided in the US Supreme Court next Fall. The issue has already gone before the National Labor Relations Board and they ruled that an employer must bargain with the Union and cannot shut down his plant. However, this verdict was reversed by the Fourth Circuit Court of Appeals. Now the nation's highest tribunal will make a binding decision on the controversy.

The case to be decided by the Supreme Court is referred to as the Textile Workers Union vs. the Darlington Manufacturing Company of South Carolina. The Textile Workers won bargaining rights at Darlington, but the company, rather than negotiate, shut down the plant.

In a speech before the Kentucky State Bar Association, NLRB member John H. Fanning explained the board's ruling in the Darlington Case. He noted that the guidelines for the NLRB have been laid down by both Congress and the courts.

Fanning said that in the Darlington case, the NLRB majority decided that an employer was guilty of an unfair labor practice for carrying out his threat to close his plant if the employees voted for union representation.

"If it is unlawful to discharge one employee because of his union activity, how can it not be unlawful to discharge all of them for the same reason?" Fanning asked.



Shipboard

By Fred Stewart & Ed Mooney
Headquarters Representatives

Union Stands Firm Against Performers

In the May 1 issue of the LOG, your Shipboard column dealt with the importance to all SIU members of maintaining self discipline and policing their own ethical standards both aboard ship and ashore, to trip up continuing efforts by the Coast Guard to obtain ever greater control over US seamen and their ability to earn a living in their chosen profession.

A case in point came up recently, with CG and Customs authorities searching ships and docks for drugs and other contraband and rule infractions.

Needless to say, the CG and Customs inspectors found nothing awry on any of the SIU-contracted ships to which they turned their sleuthing. The SIU membership has made it quite clear that they will not tolerate the activities of performers endangering the continued progress of responsible seamen, Union men and family men. Foul balls and irresponsible elements have learned to stay away from the SIU because it has been made amply clear to them that they will not be tolerated.

Several years ago, a committee of rank-and-file SIU members was elected to look into the difficulties which might possibly come to the Union and its members if an SIU man were ever discovered with contraband aboard ship. The statement issued by that committee pretty well sums up the position of all SIU members on this subject.

- No man found guilty of trafficking in drugs need expect leniency or sympathy from this Union, for such offenses threaten the welfare and interests of every crewmember, as well as reflecting discredit upon the Union.

- It is not the intention of this Union to interfere with the personal business of any member, or to tell him how he shall live his life. But when he jeopardizes his shipmates, and his Union brothers by his actions, then those actions are no longer strictly personal business. They become the vital concern of the Union.

Shipmates Involved

- Once narcotics are found on a ship, every member of the crew is under suspicion. Their names go on record in connection with this rotten business. Should the question of drug traffic come up at any future time, all those on the ship so implicated come under double suspicion.

- Not only their freedom, but their jobs and their ability to earn a living is involved. Innocent wives and children in ports and cities across the country who are the families of these injured crewmembers, are thus threatened with insecurity too.

- Then, in addition to these lasting injuries to his shipmates, the humiliation and inconvenience which the discovery of narcotics

causes to all those aboard ship must be considered.

- Those who have seen the Federal men shake down a vessel following discovery of narcotics know what it is to have one's personal things torn apart and minutely inspected on the ship, and perhaps two or three times on the dock, before getting ashore.

- At such times the slightest infraction of rules—an extra pack of cigarettes, or an odd item of clothing purchased abroad and usually overlooked by Customs inspectors—results in confiscation and fines.

- This committee points out again to the membership that the Union has long been on record against all traffic in drugs aboard our ships or on our Union property.

- It is the duty of every member, for his own protection, the protection of his shipmates and their families, and the welfare of the entire Union, to bring up on charges any man found possessing, using, or smuggling narcotics on SIU ships.

- Apart from the moral or social implications or drug traffic, when the actions of one man can so threaten and endanger the welfare of a whole crew—and further, when as a member of this Union he reflects discredit upon his Union—he is no longer worthy of friendship and acquaintance.

- Today, we, the SIU membership committee, as a whole, strongly reaffirm our consistent position toward performers. Union wreckers must go!

Private Health Plans Inadequate For Oldsters, AFL-CIO Charges

WASHINGTON—Most health insurance policies sold to persons over 65 are "woefully inadequate" and priced beyond the means of millions of retired workers, AFL-CIO Social Security Director Nelson H. Cruikshank told a Senate subcommittee investigating "cost, coverage and benefits" of health insurance for the aged.

He told the subcommittee, headed by Senator Pat McNamara (D-Mich.), that the best thing that could happen to the private insurance industry and Blue Cross-Blue Shield groups would be enactment of the King-Anderson bill to provide basic hospital and nursing home benefits through the social security system.

With this "high cost" coverage provided through social security, he said, commercial and non-profit insurance firms could offer a wide range of supplementary coverage of other medical expenses.

"It is the only practical approach to the knotty problem of health care for the aged," Cruikshank said. "With a basic social security plan, private plans can continue and even flourish. But they can never do the job alone."

Walter M. Foody, Jr., a vice president of Continental Casualty Co. said "a substantial majority" of the aged now have health insurance and claimed the extent of coverage "is increasing rapidly."

The industry has offered "adequate coverage" to the elderly, he insisted. But he declined, under questioning by Senator Edmund S. Muskie (D-Me.), to define "adequacy" or to estimate the percentage of elderly policyholders whose health insurance coverage is "adequate."

Later, Cruikshank told the sub-

committee that claims that persons over 65 have adequate insurance available is as valid as saying that "everyone has a Cadillac available."

Foody acknowledged his company had recently boosted premiums on its "Golden 65" health insurance program about 30 percent, bringing the cost of the full package to \$50 a month for an elderly couple, and added that he expects the cost to continue to rise.

51 Percent Covered

The Social Security Administration reported that its latest survey shows about 51 percent of people 65 and older had some form of hospital insurance and another 1 percent had coverage for other types of medical expense, not including hospital care. At least 8.3 million aged persons were without any type of health

insurance protection, the agency said.

Cruikshank told the subcommittee that collective bargaining, despite strenuous efforts by unions to provide protection for retired workers, has not and cannot solve the nation's health care for the aged problem. "To attempt to meet the problem of financing health care in old age through collective bargaining is like using an eye dropper and a sieve to bail out a sinking battleship," he declared.

Most companies continue to resist union demands for health insurance coverage of retired workers, he said, and existing coverage is spotty and often inadequate. Even where plans exist, he said, many retired workers have not had sufficient service with their last employer to qualify for benefits. Layoffs and plant shutdowns compound the problems, he noted.

Greek Shipping Decline Prompts Tax Incentive

ATHENS—The Greek Merchant Navy Ministry has proposed a three-year extension of the tax-free period for Greek-flag ships in the hope that it will induce the repatriation of Greek-owned ships.

This is one of several incentives planned by the Greek Government to reverse a recent decline in national tonnage. In the past decade, Greek shipping soared from 1.1 million gross tons to 7.1 million gross tons. The Government is concerned by a fall from this high to 6.95 million gross tons on January 1, of this year and 6.9 million gross tons in March.

Greek shipowners operate the world's third largest merchant fleet, but only about half of the 14 million tons they own fly the Greek flag. The rest are listed under foreign registry.

In an attempt to reverse this trend, the Greek Government has readied 21 bills for approval by Parliament, in an attempt to repatriate more of the Greek-owned foreign-flag ships. Many Greek shipowners, like their American counterparts, have transferred the registry of their vessels to the Liberian flag, where tax free privileges await expatriate shipowners.

The Merchant Marine Ministry is also making an attempt to get Greek shipowners to move their headquarters from London and New York to Piraeus, the port of Athens.

In the early nineteen fifties, the Greek Government granted special treatment and tax exemption to shipowners who kept their vessels registered under the Greek flag. The taxfree period expired early this year, and a noticeable exodus of Greek ships to registries of other countries has already taken place.

A strong Greek merchant fleet is especially important to the welfare of the country as the Greek Government depends on shipping as a source for foreign exchange. In 1963 shipping earnings amounted to \$125 million, half the total income from Greek exports.

Stavros Biris, Merchant Navy Minister, emphasized that Norway, with about the same tonnage as Greece, earned \$900 million yearly and that Italy, with a million

fewer tons, had a yearly income of \$342 million. He attributed this to the fact that Norwegian and Italian shipping companies had their headquarters on national territory.

The minister added that among the bills that he would introduce in Parliament were measures to improve telecommunications from Piraeus and others to set up a credit system and an insurance market.

US Rejects Hydrofoil Subsidy Bid

WASHINGTON—Rail and automobile will still be the principle means of transportation for New York City commuters as Hydrofoil Lines Inc., has lost its bid to obtain government help in establishing a commuter hydrofoil service for the New York City area.

The company's application for insurance to cover a construction loan and future mortgages on two 65 foot, 45 knot, 150 passenger hydrofoil crafts was turned down recently by Maritime Administrator Nicholas Johnson.

The MA chief said that the proposed morning and evening Commuter Service in the New York City area during the spring, fall and summer and a sight-seeing service in the Miami, Fla., area in the winter, was economically unsound. Johnson added that he considered the estimates of probable revenues as "unrealistic" and that the interruption of service during the winter would probably cause commuters to reject the service.

The company estimated each of the craft would cost \$529,000 and wanted the government, under Title XI of the 1936 Merchant Marine Act to insure their private financing.

More Bounce To The Ounce



Many an SIU-contracted tugboat is in good shape today because the hard knocks involved in docking and making up tows were cushioned with tug fenders made by SIU United Industrial Workers members at New York Canvas & Rope Company in Brooklyn. Assembling the tug fender above is UIW member Frank Onorio.

US Spurs Hard Coal Exports

WASHINGTON — With US exports of bituminous, or "soft" coal on the increase due to promotion efforts by the industry and government, attention is now being turned to boosting exports of anthracite, or "hard" coal.

Although the anthracite export drive is not formally tied to the administration's anti-poverty drive, it is considered definitely related because the hard coal region of the US is one of the worst of the depressed areas of the country and has a high priority for federal help.

To increase exports of hard coal two immediate problems must be overcome, among others. These are the frequent insistence by foreign buyers of precise size and quality specifications and the need to coordinate rail and ship movements of large volumes of hard coal to achieve maximum economy.

At a meeting here last month, government representatives met with representatives of mining companies, labor unions, railroads, trade associations and officials of the state of Pennsylvania.

Stimulating hard coal exports would be worth a great effort, they agreed, because not only would it aid the economically depressed hard coal mining regions, but would contribute toward improvement in the US balance of payments. The group agreed that there was adequate skilled labor and enormous reserves of anthracite, and that production and transport problems should be eliminated by a strong cooperative effort.

Scientific Advances Alter Face Of US Labor Force

NEW YORK—The face of the American labor force is being changed almost beyond recognition by the continuing advance of scientific progress and the technological changes which accompany it.

The changing make-up of the country's work force and the effects produced by the rapid rate of technological change were discussed recently by Harold Goldstein, an expert on manpower studies for the US Bureau of Labor Statistics.

Speaking at a symposium at the Biltmore Hotel, Goldstein declared that productivity continues to rise at an ever increasing rate. The productivity rate is the major signpost which indicates how fast technical change is progressing.

This rapid rate of change is responsible for altering the composition of the labor force almost beyond recognition, he stated.

Pointing to the white collar-blue collar ratio, Goldstein noted that after the war there were 3 million more blue collar workers than those in the white collar category. However, white collar jobs have risen by 10 million, while only 1.5 million blue collar positions have opened up in the last 16 years, he noted.

Looking at the situation today, the manpower analyst found that there are now 5 million more white collar than blue collar jobs. He said this trend would continue into the seventies according to Government studies.

While scientific advances have transformed the country's job situation, it has also boosted the productivity rate. In the past 50 years, output per man hour went up at an average rate of 2.4 percent a year, Goldstein said. The increase averaged 3 percent since 1947. During the past three years, 1960-3, this rate jumped to an average of 3.6 percent, he pointed out.

Goldstein said that the rapidly growing numbers of persons who are entering scientific and technological occupations make it likely that not only will our productivity continue to rise, but will do so at a faster rate. It is these workers whose "labor stokes the boiler of our rising productivity," he remarked. He estimated that employment of scientists and engineers would rise from about 1.2 million today to somewhere in the

neighborhood of 2 million by 1970.

The productivity of these scientists and engineers is also going up at an ever increasing rate, Goldstein said. This is reflected by the rising number of new inventions which increase at a geometric rate, he stated.

Firemen, CG Eye NY Piers

NEW YORK — A program of concerted action and cooperation to curb fire hazards and general decay along the New York waterfront has been decided upon by the Fire Department and the Coast Guard.

In the future any serious violations uncovered by one of the agencies will be made known to the other, New York's Fire Commissioner Edward Thompson has announced. Both agencies will act jointly to eliminate repeated violations or to overcome an uncooperative attitude by pier operators.

The Fire Department and the Coast Guard will keep each other informed on waterfront matters at all times. If the CG suspends a general permit, issues a port advisory warning or grants a waiver of federal regulations, the marine division of the Fire Department will be informed.

In addition, the strongest regulations of each agency will be brought to bear on recalcitrant pier operators. If the Fire Department's summons procedure is more effective in a given instance than the CG citation procedure in correcting violations, the Fire Department will be the one to act, and vice-versa.

The sad state of repair of many New York piers was spotlighted recently in a New York newspaper feature, which pointed out that decaying and badly maintained piers were causing a threat to public safety and were an eye-sore to visitors from other ports.



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

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

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

Texas-Miller Products, Inc.
Adam Hats, Ashley, Dorsey Jay, Hampshire Club, Repell-X, Sea Spray Men's Hats
(United Hatters)

Eastern Air Lines
(Flight Engineers)

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

"Judy Bond" Blouses
(Int'l Ladies Garment Workers)

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

Stitzel-Weller Distilleries
"Old Fitzgerald," "Old Elk"
"Cabin Still," "W. L. Weller"
Bourbon whiskeys
(Distillery Workers)

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

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

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

Immense Heat Cited As By-Product

Study Group Urges Atom Power Plants

WASHINGTON—Rich men sometimes have heated swimming pools in their homes as status symbols. A White House special study group has gone them one better, however, and suggested that long stretches of northern coasts, up to 40 miles in length and a mile offshore, could be warmed from a teeth-chattering 52 degrees to a pleasant 70 or 75 degrees, to the immense satisfaction of swimmers and fishermen—rich or poor.

The water heaters would be just one by-product of nuclear plants producing cheap electricity. They would also produce enough fresh water from the sea to supply 3 to 6 million people. All this could be brought about by using the enormous heat energy left over after nuclear power has been generated. The climate might even be improved on a limited scale, it was predicted.

In a report to the White House Office of Science and Technology, the study group predicted that such installations could be operating by 1973 if Federal and private interests teamed up to make them operational.

By conventional standards, the output of such nuclear plants would be enormous. The report estimated that it should be possible to design plants in a little more than 10 years that would produce 1,000 to 1,500 million watts of electricity a day, or enough for a city of almost 2 million people.

The largest civilian nuclear power plant now underway will generate only 463 million watts of electricity a day. The price of electricity from such huge combination plants would be almost half that of conventional plants in high cost areas.

While the nuclear plants were turning out huge amounts of electricity, the excess heat would be put to work de-salting seawater at a rate of from 500 to 800 million gallons of fresh water a day. The world's largest distillation plant at present turns out only 2.4 million gallons a day. Cost of a thousand gallons of fresh water from these nuclear plants was estimated at about 20 to 25 cents, competitive with water prices delivered to dry Southern California.

Only after the heat had been used to produce the electricity and fresh water would it be utilized for such a frivolous purpose as heating the beaches.

The study group suggested government-financed development totaling \$300 million. Without Federal subsidy, capital investment in a fully operating plant would be \$850 million.

MFOW Names New Seattle Port Agent

SEATTLE — Harry Jorgensen, headquarters business agent-clerk for the SIUNA-affiliated Marine, Firemen, Oilers and Watertenders, has been elected port agent here in a secret ballot special election. The election was for the remainder of the 1964 term.

The special election was made necessary by the tragic death of MFOW Port agent-elect William (Bud) Haley, who was killed in a private plane crash on February 13. Fred Bruette, the incumbent port agent, had not sought re-election after more than 20 years of service.

Jorgensen previously served one term as the business agent here, and has served two terms as business agent-clerk in San Francisco headquarters.

Funds OK'd For Norfolk Port Study

HAMPTON ROADS — Long-awaited action on the need for channel deepening at Norfolk Harbor, Thimble Shoals and Newport News seems to be in the offing. The recent \$4.4 billion public works appropriation bill signed by President Johnson includes a \$36,000 allocation for a harbor survey at Hampton Roads.

Maritime interests have been advocating deepening of the federal channel by 40 to 45 feet to enable it to accommodate the increasingly large colliers, ore carriers and tankers calling at the ports of Hampton Roads. They also are in favor of the government building more anchorage in the harbor.

Local interests are convinced the government survey will indicate that positive action must be taken and that it will serve as a sharp stimulant to the economy.

Other provisions of the public works bill provide for a \$250,000 appropriation for a seawall to be built in the downtown Norfolk commercial district and \$620,000 for new lock gates at Great Bridge for the Chesapeake-Albemarle Canal spur of the Intracoastal Waterway.

The total cost of the Norfolk seawall is expected to be \$2.3 million. Work is to begin in the Spring.

Changing Your Address?

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

YOUR DOLLAR'S WORTH

Seafarer's Guide to Better Buying

By Sidney Margolius

Public Protests High Food Costs

Food may seem to be a bargain to the U.S. Agriculture Department, as it has been saying in publicity releases. But it doesn't seem that way to wage-earning families. We are getting more mail protesting food costs than on any other subject. Readers express noticeable resentment over current prices, although some are only infuriated at this column for some of our recent statements.

The high prices of coffee and sugar are special targets for reader resentment. But the worst is yet to come. Some important food staples are due to rise further in the weeks ahead, notably meats and some canned goods, especially fruits. Too, food markets report their operating costs are increasing, so that the slice of the food dollar they take as their margin, now frequently 20-22 cents, seems likely to increase.

The Coffee And Sugar Problem: "I think the price of coffee and sugar are out-rageous," writes Mrs. T. G. Smith. "Who can afford to pay those high prices? We, the poorer class, can't."

It's a fact that coffee has risen 16 cents a pound this year, reports Frank Anastasio, manager of Mid-Eastern Cooperatives. The quotas for coffee exported by the producing countries of South America and Asia are set by the International Coffee Organization. However, there seems to be no real shortage. "We can get all the coffee we want," Anastasio advises.

One of our Government officials recently declared, perhaps without considering all the implications, that consumers must be willing to pay higher prices for products in which foreign policy is involved, as in

sugar. However, few moderate income families like Mrs. Smith will agree that they should be taxed on their consumption without regard to ability to pay, especially when some of the price rises are further inflated by speculative profits. The Under Secretary of Agriculture has said that the price rise in sugar was exaggerated by speculation. In fact, sugar prices have begun to recede a little from their recent peaks, indicating that at least some of the price boosts were artificial.

The only effective answer for consumers is to limit their use of products whose prices are artificially pumped up. Newton pointed out that when coffee prices go up they must eventually come down.

Cents-Off Puzzle: Reader Irving Magram questions the "cents off" offers of grocery manufacturers: "Today I went to buy Borden's Instant Coffee. The label said '20 cents off the price. But what price? The manufacturer does not print the price so we are forced to take the word of the grocer.'"

Such "cents off" offers are one of the most irritating puzzles to consumers. Grocery merchandisers say that they do get rebates when manufacturers advertise "cents off," and that most often the stores do pass on the savings, or some, to consumers. But there is no way of really telling. This is especially true in times of price fluctuation. For example, Maxwell House offers a cents-off deal on its coffee. But the grocer will have some he bought at 73 cents, some at 77, some at 81. He may merely give the discount from the highest price he paid.

Still, it would not pay to ignore "cents off" deals. Your only real safeguard is to compare prices with other brands of the same product and observe whether the cents-off deal really makes this product cheaper than the others.

Break Time Pause



Pausing before joining the rest of the crew for their coffee break on the DeSoto (Waterman), this quartet of Seafarers takes time out to pose for the camera. Pictured (l-r) are Al Rosenberg, R. Hopkins, C. Burke and W. Porter. The photograph was taken while the DeSoto was in San Francisco recently.

LOG-A-RHYTHM:

Patricia Jean

by L. Gene Clark

There once was a gal
Named Patricia Jean.
She had a twinkle in her eye,
Just a cute little thing.

She had blonde hair
And a turned-up nose,
Wore high heels
And very sheer hose.

She was surely the queen
Of the belles at the ball.
She danced and pranced
And lorded over all.

But she wasn't as happy
As you'd think she'd be;
Her lover was long lost
Way out on the sea.

Behind that twinkle
Was a sadness so blue;
Tear drops would fall
And gather like dew.

Her heart was heavy
But full of pride,
She wouldn't let you
Know what was inside.

If only her sailor would come
Back from the deep,
To rise from the sea
As if from a long sleep.

From the Ships at Sea

The proverbial silver lining which is supposed to be found in the dark clouds overhead is usually considered the property of the old sea philosopher. However, a bit of news from the Transglobe (Hudson Waterways) shows that there may be some actual truth to this particular saying. Guy DeBaere, meeting clerk, writes that crewmembers were saddened when Seafarer Kenneth E. Gainey had to be hospitalized for an opera-

Margarett Brown (Bloomfield), Our Lady of Peace (Liberty Navigation), Producer (Marine Carriers), Steel Architect (Isthmian), Globe Explorer (Martime Overseas), Flomar (Calmar) and Los Angeles (Sea-Land).



Bergeria



Reynolds

tion in Bremerhaven, Germany. On the other hand, fortune is also shining on Gainey, since he is scheduled to marry a beautiful French mademoiselle as soon as he's back on his feet. His recuperation is being hastened by the crew's best wishes on "his latest venture."

How does a Seafarer know whether the medic who examines him in a foreign country is a qualified MD or a tribal witch doctor? This question has been the subject of much discussion lately on the Orion Clipper (Western Tankers). Crewmembers think that any doctors coming aboard should be appointed by the local American counsel. This, they believe, would at least weed out the quacks they sometimes have to put up with, reports Steve Bergeria, meeting chairman.

The word from Luke A. Camboli, ship's delegate on the Wild Ranger (Waterman), recently out of layup in San Francisco, is that everything is in fine shape. Camboli says that there shouldn't be

Even though they have no complaints in the chow department, Seafarers on the Seatrain Georgia (Seatrain) are tired of hearing the slamming doors in the ice box and the steward's storeroom. Ship's delegate Kenneth McCullough writes that the crew has asked for a stop to the practice in the interests of peace and quiet.



W. C. Sink



DeBaere

The black gang on the Midland (Clearwater) know that their best efforts are appreciated these days since the chief engineer gave them an official vote of thanks for their efficiency and cooperation.

any feeding problems, since steward W. C. Sink's reputation is well established. Captain James Shepis who has relieved Captain Hunt, the previous skipper, is well known to West Coast and Waterman "stiffs," he declares.

The Ames Victory (Victory Carriers) is completing an exceptionally smooth trip after enjoying great chow and good relations with the bridge. J. Higgins, steward, and A. W. Morales, chief cook, both came in votes of thanks for the holiday meals they produced as well as their overall excellent feeding job. The crew took special note that the fine standard of the food was kept up throughout a very long trip, much of which was made in bad weather. The ship's skipper, S. Carlson, also got a vote of thanks for his toleration and leniency in handing out draws, permitting shore leaves and "being a regular Joe at all times."

Everytime the menu on the Steel Admiral (Isthmian) says that hamburgers will be served for supper, crewmembers in the dining room sit at their tables nervously watching the catsup bottles. It seems the bottles the stuff comes in have a nasty habit of exploding at odd moments, and the crew has already demanded that a different brand be obtained, reports T. Johnson, meeting secretary.

Other ships whose SIU steward departments draw praise and votes of thanks for the high quality of their chow include the San Francisco (Sea-Land), Alamar (Calmar), Arthur M. Huddell (Isthmian), Kent (American Bulk Carriers), Globe Progress (Martime Overseas), Aloca Mariner (Aloca),

Seafarers on the Steel Designer (Isthmian), bound for Massawa, Ethiopia, write they have a passenger who a lot of the old hands recognize. He's a plucky stowaway who managed to remain in hiding clear to the States, only to get caught when the ship hit port. The reason he looks like an old friend, ship's delegate Harry Reynolds comments, is that this is his third try at sneaking into the country.

STEELE VOYAGER (Isthmian), February 8—Chairman, S. T. Dent; Secretary, V. Shilpin. \$10.00 in ship's fund. No beefs reported by department delegates. H. Kevub was elected to serve as ship's delegate.

DEL VALLE (Delta), February 22—Chairman, L. J. Bollinger; Secretary, Z. Y. Ching. Ship's delegate hospitalized in Monrovia and two men hospitalized in Douala. One man missed ship in Douala. Several hours disputed OT in deck department to be straightened out at payoff. Crew requested to wear shirts or T-shirts during mealtime. Crew pantryman must do better job to keep the pantry and dishes clean. Ship needs fumigation for rats and roaches.

STEELE RECORDER (Isthmian), Dec. 17—Chairman, Donald Neill; Secretary, Donald Keith. Ship's delegate resigned and Chester Gietek was elected to serve. Crew wants to know details on raise in dues. Discussion on doctor not recognizing shot cards from clinic. Isthmian doctors give shots whether you need them or not.

TRANSERIE (Hudson Waterways), March 17—Chairman, W. J. Meehan; Secretary, R. W. Simpkins. Brother John J. Quinter was elected to serve as new ship's delegate. Discussion on sanitary cleaning. Steward reports that the hot water heater, ice-making machine and a plate on the galley range are all not in working order and has asked the ship's delegate to see the chief.

SEATRAN SAVANNAH (Seatrain), March 29—Chairman, Charles Grell; Secretary, A. Sanchez. No beefs reported by department delegates. On this ship there are some members who don't want to attend ship's meetings even though they are off watch.

MONTICELLO VICTORY (Victory Carriers), March 24—Chairman, H. E. Christian; Secretary, C. M. McKuch. Ship's delegate reported that some disputed OT will be taken up with boarding patrolman. \$38.10 in ship's fund. All men requested to keep passageways clean.

GLOBE CARRIER (Maritime Overseas), March 28—Chairman, William F. Barth; Secretary, W. J. Taylor. Ship's delegate requests general alarm for ship. No beefs reported by department delegates. Crew asked to make donation for library. Vote of thanks extended to a good crew.

NEVA WEST (Bloomfield), March 29—Chairman, L. Pritchett; Secretary, W. R. Gels. Doctor ordered that the chief electrician be taken off ship in Southampton, England. \$16 in ship's fund. One man missed ship in Mobile. No beefs except for some disputed OT in each department. Vote of thanks to the steward department for a job well done and to the crew messman from the engine department.

ALICE BROWN (Bloomfield), March 21—Chairman, J. R. Thompson; Secretary, M. C. Duet. Ship's delegate reported that the captain complimented the crew for securing cargo which broke loose in No. 2 hold. Two men were hospitalized in Le Havre. Some disputed OT in deck and steward de-

partment. Vote of thanks to Brother N. Larson for a job well done as ship's delegate. Vote of thanks to the steward department.

STEELE RECORDER (Isthmian), March 25—Chairman, J. A. Turner; Secretary, M. Ulrich. Letter signed by crew sent to Union regarding difficulty in getting medical aid and hospital slips. One man hospitalized in Colombo. There is a lack of cleaning gear aboard. Vote of thanks to the steward department for a good job.

ROBIN GOODFELLOW (Robin), Feb. 16—Chairman, Thomas J. Heggarty; Secretary, Luther Gadson. \$18 in ship's fund. Ship's delegate reported that the captain does not agree to pay anyone off before arriving in New York. One man was hospitalized in Port Elizabeth but rejoined ship.

TRANSHATTERAS (Hudson Waterways), March 22—Chairman, J. Flanagan; Secretary, A. Stevenson. Letter to be given to patrolman regarding shore leave in Kuwait. Discussion on pumpman doing his own rigging when no men are available. New washing machine requested. Vote of thanks to the steward department.

PENN EXPORTER (Penn Shipping), March 8—Chairman, Judson Lamb; Secretary, Z. A. Markris. Motion made to see captain about arranging launch service for shore leave in Basrah. Crew requested to keep all showers and heads locked in port. Locks for all rooms have been promised but nothing has been done about them.

BONANZA (American Asia Lines), April 19—Chairman, Tad Chlinski; Secretary, James Swain. No money in ship's fund. It was requested that each man donate fifty cents at payoff for use of ship's business. Some disputed OT in deck and steward departments. Motion made to see patrolman about having covers for seats and couches in messhall. It was suggested that welding machine be taken out of passageway.

ALICE BROWN (Bloomfield), April 18—Chairman, J. C. Hoey; Secretary, J. F. Lee. No beefs reported by department delegates. Brother C. D. Barry was elected to serve as ship's delegate. It was brought to the attention of the crew that a safety meeting was to be held on April 20th and all hands were invited to attend. Any suggestions are to be turned in to respective delegates.

DIGEST of SIU SHIP MEETINGS

partments. Vote of thanks to Brother N. Larson for a job well done as ship's delegate. Vote of thanks to the steward department.

STEELE DESIGNER (Isthmian), March 22—Chairman, Blackie Robinson; Secretary, Edmund J. Len. No beefs reported by department delegates. No ship's fund. Brothers Len and Busby highly recommend Cairo to all seamen who can make it there.

BIENVILLE (Sea-Land Service), April 2—Chairman, G. Kersey; Secretary, R. Mitchell. Ship's delegate reported no beefs and that all is fine. \$1.14 in ship's fund. Crew requests more of a variety in menus. Discussion on heat in fo'c'sles.

SEATRAN NEW JERSEY (Seatrain), March 30—Chairman, Roland St. Marie; Secretary, James M. Nelson. Ship's delegate reported that one man missed ship in New York. A thank you card was received from Thomas Deale for the flowers sent by the officers and crew to his mother's funeral. \$19.97 in ship's fund. Some disputed OT in deck department. Discussion about the engineer getting OT



Radio Medical Advice Saves Ailing Seafarer

The value of the services provided by the ship's radio operator were dramatically proved to both crewmembers and officers of the Flomar (Calmar) when instructions received by radio telegraph helped to get a sick Seafarer on the road to recovery.

When Brother James Keavney fell ill at sea, the Flomar's master went out of his way to make sure that he got the proper attention and was kept comfortable. However, Keavney's condition worsened and an urgent radio call to shore was made for medical advice.



Keavney

The return message containing the necessary instructions was received over the Calmar's radiotelegraph, rather than the radiotelephone which was unable to operate at the time. As a result of this incident, the entire ship's company realized that if a trained radio specialist had not been on board to operate the radiotelegraph as opposed to the more simple telephone, the health of their shipmate would have been placed in jeopardy.

The concern by the Calmar's crew and officers about the presence of a radio operator arose because of a bill pending before Congress which would eliminate radio officers from certain US-flag vessels. In this case, having a radio operator on board had proven to be an invaluable safeguard in protecting the life of a member of the crew, and it was decided that Congress should know about it.

Acting together, the Calmar's master, officers and crew sent

the following wire to Congressman Walter Rogers (D-Tex.), chairman of the House Communications and Power Subcommittee: "We wish to go on record as being against the passage of HR 8508. This bill is a direct threat to the life of every seaman. An example was given on the present voyage when an ill seaman received medical help through radiotelegraph that our radiotelephone could not receive."

As an incidental outcome of the incident, the crew gave a vote of thanks to the Flomar's captain for his cooperation and understanding during the illness of Keavney.

Strong opposition to HR 8508 has been expressed by the AFL-CIO Maritime Trades Department which has said that the bill would weaken the Communications Act which it is supposed to amend. The MTD said that if passed, the bill would remove deep sea vessels from the international radiotelegraph safety network, striking a serious blow at the safety standards protecting the lives of American seamen and the public.

Branding the bill as special interest legislation, the MTD said, "The many accidents and disasters which have occurred at sea over the past few months, and which have registered their toll in lost lives and vessels, are a keen reminder of the need for maximum possible safety precautions aboard sea going vessels at all times."

"Rather than entertaining any notion of reducing and tightening standards, we should be seeking ways of preserving and tightening security at sea," the statement concluded.

Other SIU ships have also voiced their protests of the bill which would eliminate radio operators. Strong resolutions attacking the bill have been passed by ship's meetings aboard the Trans-india (Hudson Waterways) and the Sacramento (Oriental Exporters).

Movie Donation Helps Hospital

To the Editor:

This is to acknowledge and to express my sincerest thanks for your generous donation towards rental of motion picture films for the patients of the Staten Island USPHS hospital. Since you have increased the amount of money available for the movies from \$50 to \$100 per month, we are now able to have weekly movies for the boys.

I should like to take this opportunity of thanking the SIU

LETTERS To The Editor

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

Welfare representatives for their fine cooperation and deep interest in the patients of this hospital. Because of these gentlemen, our men can enjoy more movies, which is a favorite pastime of theirs.

Thank you also for the supply of pocket book editions brought to the hospital by the SIU representatives for distribution to our patients.

By direction of the Medical Officer in Charge.

Emma A. Benedetto

Writes Thanks For Assistance

To the Editor:

This is to acknowledge with a great deal of thanks, the monetary assistance I received from the SIU Welfare Plan when my wife was hospitalized for an operation recently.

It is nice to know that you have an organization like the SIU behind you at a time like this. It is also a great feeling to know that you belong to a Union that has such a fine Welfare Plan—one that really takes care of its members.

Robert L. Murdoch



Enjoying the pleasures of Lake Waccamaw, North Carolina, former Seafarer Douglas Reynolds' daughters, Barbara, 14 and Debbie, 11, pose attractively on the shorefront. Their father is associated with a shorefront real estate development at the lake.

Ex-Seafarer Promotes Carolina Lake Property

When an SIU member decides to quit shipping, he often finds that his new occupation reflects his past association with the sea. Douglas Reynolds, a former Union member, might not be sniffing the sea breeze anymore, but he has ended up selling lake front property to SIU members for their future retirement.

Reynolds is now associated with the Lake Waccamaw Development Corporation near Whiteville, NC. He joined the SIU in 1947 and sailed as a chief electrician.

Writing to the LOG from his home in Baltimore, the former Seafarer says that he continues to meet many of his former friends and shipmates from the Union. In fact, he states, several SIU members have purchased home sites at Lake Waccamaw for their retirement.

In a description of the lake

front development, Reynolds writes that it has a great deal to offer to a Seafarer. With dimensions of over five miles in width and seven miles in length, he calls Lake Waccamaw the largest fresh water body of water on the East Coast. He says it offers water sports of all kinds, as well as excellent hunting and fishing.

Reynolds states that homesites on the lake canal are being offered at \$1300 which include rights of beach access. He says that free brochures are available to any SIU member who writes for one from Douglas Reynolds, 2700 Avenue, Baltimore, Md.

Seafarers sending for the brochure will get a chance to see attractive color photos of Reynolds' family including his wife, Isolde, and two daughters, Debbie and Barbara who are all pictured enjoying the delights of Lake Waccamaw.



Reynolds

Oldtimer Says SIU Remains Top Interest

An old-time Seafarer who began his shipping career back in 1917 has written the LOG to say that his interest in the Union is still as great as it ever was.

Bonnie Smith, who began his sea career with the US Navy in October 1917, sailed for 43 years retiring in the summer of 1963. He said that he retired his card as a member of the SIU Great Lakes District because of a bad right leg which wouldn't permit him to stand for any great length of time.

Smith left the Navy in 1919 and joined the old International Seaman's Union in New Orleans two months later. After the formation of the SIU, he became a member in Norfolk in July, 1941 and later transferred to the Lakes district twelve months later. He remained as a member of the Great Lakes District until his retirement.

Smith writes that even his mail box in Warren, Ark., serves to remind him of his age. Many years ago it was number 21, but as his home town expanded and more people began to move in between his home and the center of Warren, his box number got higher and higher until it reached 68.

The Great Lakes oldtimer says that he still gets the LOG and enthusiastically awaits its arrival every two weeks. There is no question, though, that he would rather be working on the sea than reading about it.

ALCOA MARINER (Alcoa), February 22—Chairman, S. Gondzar; Secretary, C. Boguski. Few hours disputed OT in deck department. One man missed ship in Houston. Disputed OT in engine department. Decks need to be painted in steward department. Aerial needed for TV set.

January 19—Chairman, O. Smith; Secretary, C. Boguski. One man missed ship in Houston. No beefs reported by department delegates. Request made that pastry be served at coffee-time. Request made to leave galley door open at night for passage. Discussion on feeding time for boat crews, guards, etc. Pantry to be kept clean at night. Discussion on keeping longshoremen out of crew's passageways.

WARRIOR (Waterman), February 23—Chairman, J. Jackson; Secretary, M. B. Elliott. One man hospitalized in Le Havre. Deck delegate reported that one man missed ship and one man was left in hospital. Few hours disputed OT. Engine delegate reported that the engineers seem to be doing wiper's work. Wipers will put in for OT. Discussion on clearing ship in Le Havre. Vote of thanks to the steward and his department for fine food and service. Vote of thanks to deck and engine departments for fine cooperation. Vote of thanks to the captain.

FLORIDA STATE (Everglades), February 23—Chairman, Curly Ducote; Secretary, Roy Elford. Brother Aurelio Pages was elected to serve as new ship's delegate. Ernie Pures is champion fisherman on board this ship. \$12.47 in ship's fund.

MOBILE (Sea-Land), March 8—Chairman, P. L. Miranda; Secretary, J. A. Shea. One man missed ship in Baltimore. No beefs reported by department delegates. Present ship's delegate to resign at end of voyage. Steward to make up work list for

cleaning of laundry room with one week for each department. Vote of thanks to steward department. New port screens needed.

CHOCTAW (Waterman), January 28—Chairman, Roland Dean; Secretary, Rex Conway. One man hospitalized in Kobe. One missed ship in Yokohama and then rejoined in Kobe. No beefs reported by department delegates.

DIGEST of SIU SHIP MEETINGS

Problem of keeping native watchmen and other unauthorized persons out of crew's messroom discussed.

DEL RIO (Delta), February 10—Chairman, Penton J. Leon; Secretary, A. M. Tolentino. \$10.00 in ship's fund. Ship's delegate reported everything is running smoothly. Ship's delegate retiring. Brother Alonzo was elected to serve in his place. Discussion on keeping native longshoremen out of crew messhall except for business. Vote of thanks to deck and engine departments for their cooperation, and to the steward department for a job well done.

DEL MUNDO (Mississippi), March 1—Chairman, C. Thompson; Secretary, J. Whitte. Ship's delegate reported that this is a good trip considering this run. Logging men for OT on OT watch will be protested. Motion made that crew toolbox be replaced before

signing on. Box has been bad for quite a while. Motion to have negotiating committee try for straight OT on regular working hours and time and a half for watch below, after 5 and before 8 AM for cleaning holds. Complaint about butter being stale. Crew requested to return books to recreation room. Vote of thanks to cooks and messmen for their cooperation. Vote of thanks to the ship's delegate.

ARIZPA (Waterman), March 14—Chairman, Jose Ortiguerra; Secretary, Cleveland R. Wolfe. Brother S. E. Hunter was elected to serve as ship's delegate. One man missed ship in Baltimore. Washing machine needs to be fixed. Vote of thanks to steward department.

DEL CAMPO (Delta), February 20—Chairman, S. Candela; Secretary, Earl W. King. Brother John Tulp was elected to serve as ship's delegate. No beefs reported by department delegates. Vote of thanks extended to steward department for good chow.

CITY OF ALMA (Waterman), February 23—Chairman, William F. Simons; Secretary, Louis Cayton. Motion made that the pension plan be revised. Negotiating committee should negotiate for a substantial wage and OT increase for all ratings. Motion made to write headquarters to see if they can get some action on moving engine department and deck department daymen to the available fo'c'sles midship. Steward requested all members to bring glasses back to the pantry and also to bring linen back to linen locker.

ELIZABETHPORT (Sea-Land), March 8—Chairman, Richard Hartford; Secretary, M. Bickford. Ship's delegate reported that the ship is to pay off every third trip. Ship will be in ship-

yard a few days. Engine department has a problem keeping oilers on sea watches. Everything else is running smoothly. \$25.00 in ship's fund. Motion made to see patrolman about the company keeping oilers on sea watches at all times. Vote of thanks to the steward department.

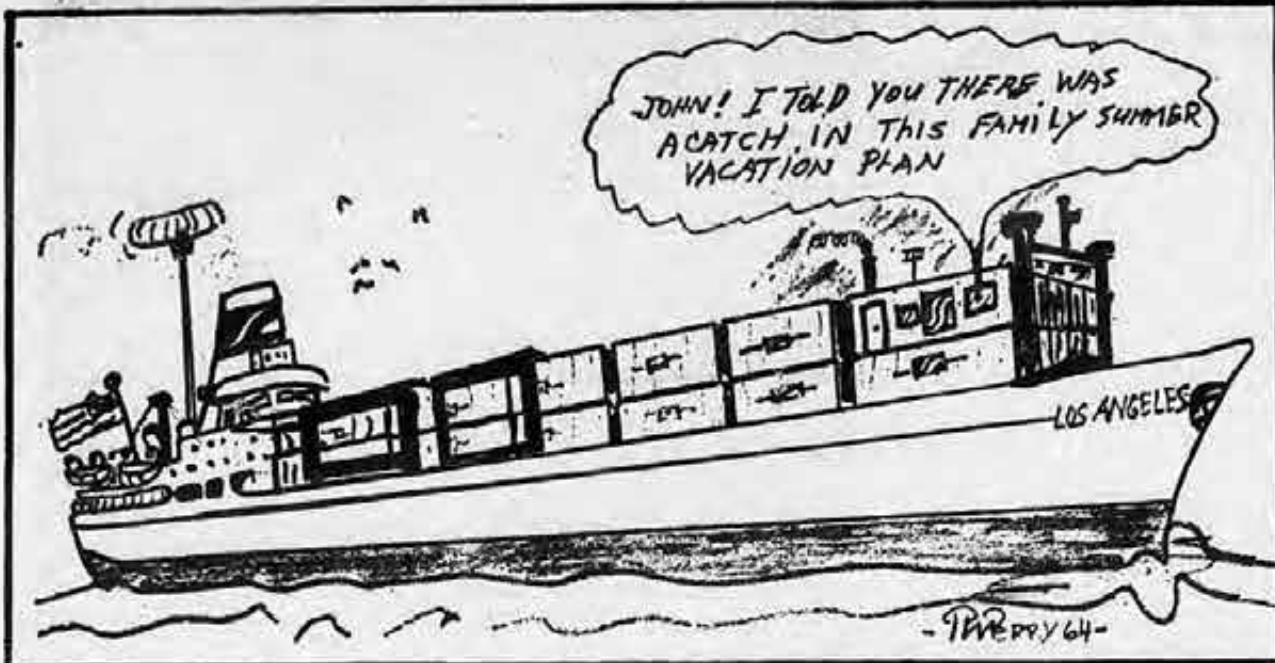
ST. CHRISTOPHER (Destiny Carriers), February 2—Chairman, O. M. Bartlett; Secretary, Thomas L. Farrell. Philadelphia agent squared away beef concerning bosun. Discussion on having general alarm bells for fire and boat drills at fire stations. Washing and drinking water tanks are being cleaned.

LONG LINES (Isthmian), December 30—Chairman, Ralph Murray; Secretary, Charles Ratcliff. Brother John Clark was elected to serve as ship's delegate. One man hospitalized in Panama. Vote of thanks to the steward department. Suggestion made to have an electrical wringer for crew laundry or an extractor.

STEEL VENDOR (Isthmian), February 24—Chairman, Joseph Gouda; Secretary, Fred Shea. Ship's delegate reported that he had no beefs of any kind. \$39.78 in ship's fund. Motion made to cut the bell off of the vegetable box as it wakes men up during the early hours of the morning. Motion made to do away with travelers checks and use American money in all foreign ports. Motion to have negotiating committee raise the price of extra meals to \$1.00. Motion made to have baker's hours changed to 2:00 AM to 10:00 AM. Union should request companies to allow draws on good OT such as weekend watches. The chairman explained to the new members that the deposit of \$1.00 is to be placed with the ship's treasurer for keys to the head and shower. The ship's delegate also explained that draws will not be given on earned OT.

'Sea-Time'

—By Seafarer R. W. Perry



(One possible adaptation of Sea-Land's intercoastal trailerships is suggested in this drawing by Seafarer R. W. Perry, oiler on the Los Angeles.)

Suitcase Blues Have A Moral

When something happens to a Seafarer's suitcase, it usually leaves him fit to be tied, while his buddies often get a good horse laugh. SIU member John A. Denais has described such an incident in a recent letter to the LOG which he concludes with some timely advice.



Denais

The whole thing started when Denais and four other SIU members were shipping from the Wilmington hall. Hailing a cab, they headed for the Shell Oil docks to sign on the supertanker Almena (US Tankers).

When they arrived, they saw the ship was high and dry, and found themselves face to face with a long gangway climbing upward toward the catwalk. Since everyone shuddered at the prospect of dragging their heavy suitcases up the steep gangway, the group looked around for an easier method of getting their belongings aboard ship.

After getting the attention of the gangway watch, the five Seafarers asked him to give them a hand by lowering a line so that the suitcases could be hoisted up.

As Denais described it: "Well, we got four of them up by tying the line to the suitcase handles. But, when the fireman, whose bag was the last one, told the gangway to 'go ahead,' the handle broke off about halfway up, and the suitcase landed in the drink—with all the poor guy's clothes and gear.

The unfortunate fireman, minus his belongings, then was forced to wait until the slopchest opened the next day to get some work clothes.

The moral, according to Denais, is this: "Next time, brother, get the popular type—an empty cardboard box!"

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.

DEL SUD (Delta), March 29—Chairman, R. Callahan; Secretary, Joe McCarthy. Ship's delegate reported that all is well. \$278.37 in ship's fund.

SUMMIT (Sea-Land), March 18—Chairman, J. Kearnes; Secretary, F. T. DiCarlo. Two men missed ship in New York. Ship's delegate will ask patrolman to check hospital supplies. No beefs reported by department delegates.

CITIES SERVICE BALTIMORE (Cities Service), March 22—Chairman, William Morris, Jr.; Secretary, Peter

DIGEST of SIU SHIP MEETINGS

V. Hammel. One man missed ship in Lake Charles. Brother Peter V. Hammel was elected to serve as ship's delegate. Vote of thanks extended to former ship's delegate, Elliot, \$7.72 in ship's fund. Some disputed OT in deck and steward departments to be taken up with patrolman. Vote of thanks to the steward department for a job well done.

DEL NORTE (Delta), March 15—Chairman, Harold Crane; Secretary, Bill Kaiser. Ship's delegate reported that he was proud of the clean payoff in New Orleans. \$200 was collected for Bill Olds family which was forwarded to Mrs. Olds by Buck Stephens. \$36.52 in ship's fund and \$31.80 in movie fund. Ship's delegate thanked crew for their fine cooperation. Brother Henry B. Donnelly was elected to serve as new ship's delegate. Department delegate reported no beefs.

DEL NORTE (Delta), Feb. 29—Chairman, Maurice Kramer; Secretary, Bill Kaiser. Ship's delegate reported that four members were hospitalized due to illness and injury. Three men were repatriated. Motion was made to send letter to headquarters about knocking off the utilities in the steward department, on weekends and holidays when in port. Motion that crew go on record to contact the contract committee to get day by day pay rather than the pres-

ent system. It was suggested the two new washing machines be placed on board and also a dryer. Crew request more fancy pastry be served. No OT beefs reported. \$61.52 in ship's fund, \$314.20 in movie fund and \$188 was received for the "Bill Olds Family Fund."

ZEPHYRHILLS (Marine Carriers), March 22—Chairman, R. Meley; Secretary, O. P. Oakley. Ship sailed short a pumpman and wiper, in Portland, Oregon. Picked up an SIU man in Yokohama. Chief engineer and captain said the water tanks would be cleaned in Bombay. Captain is short US money and would have to see the agents about travelers checks. Some disputed OT in deck department. Motion was made a man should be able to retire from the SIU if he has 15 years sea time on SIU ships, regardless of age.

DEL MAR (Delta), April 12—Chairman, Theodore D. James; Secretary, Richard Stewart. \$100.50 in ship's fund after spending \$217.50 for movies. No beefs reported by department delegates.

STEEL EXECUTIVE (Isthmian), March 15—Chairman, C. Lawson; Secretary, R. Hutchins. \$17 in ship's fund. Expected arrival in Honolulu March 24. Crewmembers requested to keep screen doors locked when possible in ports to restrict longshoremen from congregating in ship's passageways.

PRODUCER (Marine Carriers), March 14—Chairman, M. P. Cox; Secretary, Troy Adams. One man in deck department was injured and left in hospital in Bahamas. No beefs reported by department delegates. Brother R. J. Palmer was elected to serve as ship's delegate. Request for linen change, twice a day. Discussion on new men from school.

HASTINGS (Waterman), March 29—Chairman, Leopold Bruce; Secretary, John Wells. \$4 in ship's fund. Some disputed OT in engine department. Brother Leopold Bruce was elected to serve as ship's delegate. Repair lists to be taken up. No repairs were made last trip.

DE SOTO (Waterman), March 21—Chairman, B. Bankship; Secretary, J. Castronover. Brother Morris Maulsby was elected to serve as ship's delegate. \$1.75 in ship's fund. No beefs reported by department delegates.

A Night Off



Their day's work complete, three crewmembers from the Robin Kirk (Robin Lines), (l-r), Bill Reynolds, J. Talbot and John Boland, take a moment to pose for the photographer before heading into San Francisco for an evening of relaxation.



Displaying the spirited skill that made him top scorer in Port Huron's Slo-Puck Hockey League, Great Lakes Seafarer Phil Sullivan (upper figure) battles fiercely for possession of the puck during a regular season's game. Sullivan sails as an AB during the Lakes shipping season.

Lakes Seaman Is Rink Ace

Ordinarily a Great Lakes Seafarer doesn't have too much use for ice, since its appearance heralds the beginning of the long winter lay-up. To Phil Sullivan, however, the sight of ice means a chance to start playing hockey, his favorite sport.

Sullivan, who sails aboard the South American during the shipping season, has achieved quite a bit of fame in the Port Huron, Mich., area this past winter for his exploits on the hockey rink.

A member of the SIU, on the Great Lakes since 1958, he was the top goal producer in the Slo-Puck Hockey League which plays in the Port Huron area. Playing with the Dick Hinterman Ford team from Inlay City, the seafaring rink ace racked up 24 goals and 16 assists for a grand total of 40 points in 15 games played during the season.

Sullivan's team finished fourth in the six team league during the regular season's play. However, it did considerably better in the end-of-the-season playoff where it won top honors, by defeating the first place team 4-3.

Sullivan has sailed as an AB on the South American every year since May, 1960. He was scheduled to rejoin the ship's crew in mid-April for the opening of the Lakes season.

Hospital Care Brings Praise

To the Editor:

I am writing you a few lines to let you know that I am out of the hospital now. I am sure

the Union was so ready to provide.

I also want to thank the SIU representatives for all the things they did for me while I was laid up. By showing up in every kind of weather, they really showed how far the Union is willing to go to make sure their members are taken care of.

Joseph Obreza



Thanks Union For SIU Library

To the Editor:

I am writing to let the SIU know what a great service they are performing by providing SIU ships with books to read during a voyage. Anyone who has sailed knows that there is a lot of free time to kill on board ships and reading is one of the best and most profitable ways to make use of your time. Everytime I sign on a ship I notice that there is a fresh supply of books to read. I not only speak for myself in thanking the SIU for this wonderful service but I also want to express the feelings of many of my own shipmates who have expressed themselves favorably about the Book P'n.

F. Welsner

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.

glad that I feel so good now that I am back home. A few more days of being in the fresh air, and I know I'll be all set to go back to work.

I had a long stay in the hospital, but it was really worth it. I sure hope that this one will be the last time I ever see the inside of one of those places.

I don't know how I would have ever made it if it hadn't been for the timely support the Union gave me. As long as I live, I'll never forget the help, both financial and moral, that

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:

Carol Ruth Evans, born December 6, 1963, to the Augustus J. Evans, Freeport, Fla.

Stella Zibroski, born December 25, 1963, to the Stanley Zibroskis, Midland Park, NJ.

Donna Jean Henry, born November 23, 1963, to the Kenneth M. Henrys, Alpena, Mich.

Michael Young, born November 11, 1963, to the Jack R. Youngs, Bay City, Mich.

Joseph Ronald Bourque, born December 28, 1963, to Ronald H. Bourques, Dearborne Heights, Mich.

Kristen Smith, born November 23, 1963, to the Arnold E. Smiths, Alpena, Mich.

Robert Diaz, born November 17, 1963, to the Carlos Diazs, Yonkers, NY.

Kelly Ann Summerville, born October 11, 1963, to the Malcolm Summervilles, Cleveland, Ohio.

David Zepeda, born October 27, 1963, to the Maurillis Zepedas, Houston, Texas.

David Johnson, born July 12, 1963, to the Hubert Johnsons, Mobile, Ala.

Floron Eugene Foster, born November 11, 1963, to the Florence Fosters, Mobile, Ala.

Cecil William Randol, born October 10, 1963, to the William Randols, Kentwood, La.

Terri Phillips, born September 27, 1963, to the Theodore S. Phillips, East Ashland, Wis.

Joseph Smolko, born November 25, 1963, to the George Smolkos, Nicktown, Pa.

Alexander Johnson, born December 20, 1963, to the William Johnsons, Woburn, Mass.

Christina Parish, born December 13, 1963, to the Clifford P. Parishs, Hammond, Ind.

Margaret Mary Lavelle, born October 22, 1963, to the Daniel P. Lavelles, Cleveland, Ohio.

Edward Bethel, born January 13, 1964, to the Edward Bethels, Philadelphia, Pa.

Robert Leo Harless, born December 8, 1963, to the William Leo Harless, Huntington, Wash.

Dawn Marie Przytulka, born December 31, 1963, to the Ralph Przytulka, Dearborn Heights, Mich.

Swanson B. Bennett, Jr., born November 18, 1963, to the Swanson Blaine Bennets, Gretna, La.

Brenda Leger, born November 14, 1963, to the Joseph Legers, Fort Covington, NY.

John Fitzgerald Bianchi, born December 15, 1963, to the Jerome Bianchis, Lincoln Park, Mich.

Lakes Death Benefit



Mrs. Floyd Ackerman, widow of Great Lakes SIU veteran Floyd Ackerman, receives \$4,000 death benefit payment from Floyd Hanmer, SIU port agent in Frankfort, Mich. Ackerman died on February 17, 1964 of heart disease, at Escanaba, Mich.

SEAFARERS in DRYDOCK

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

- | | | |
|--|--|---|
| <p>USPHS HOSPITAL
STATEN ISLAND, NEW YORK</p> <p>John Abo
Chris Asteydis
Victor Bonet
Henry Callahan
Joseph Camp
Nahland Cann
Clarence Collins
Francisco Cullante
John Cullinsson
Hamilton Dailey
Fred De Bille
Lionel DesPlant
Juan Diaz
John Diercks
James Fisher
Lynwood Gregory
Ralph Hayes
Ray Kennedy
William King
Walter Kowalczyk
Paul Lotta
Warren McIntyre</p> <p>USPHS HOSPITAL
NORFOLK, VIRGINIA</p> <p>Walter Butterton
Edward Day
George W. Davis
F. A. Gonzalez</p> <p>USPHS HOSPITAL
CHICAGO, ILLINOIS</p> <p>Ray Kersten
Ralph Salisbury
Conrad Graham
Stanley Baltum</p> <p>USPHS HOSPITAL
BALTIMORE, MARYLAND</p> <p>M. S. Calluery
Fred Crews
Floyd Deias
T. W. Drobini
Hector L. Durate
C. Foster
Joseph Genter
G. Graham
Earl Hartman
Wayne Hartman
A. J. Heinvall
C. Hippard</p> <p>USPHS HOSPITAL
GALVESTON, TEXAS</p> <p>Raymond O. Brown
Wm. L. Briggs
Vincent Becker
John Burris
Levi W. Carr
Mario Carrasso
Jorge E. Griffith
Hugh G. Grove
James L. Gates
Milburn Hatley
Norman Hadden
Stokes Harrison
Wm. G. Hamilton
F. B. W. Janusz</p> | <p>Catalino Marrero
G. Mihalopoulos
Haakon Noum
Carl Nelson
Clifton Nelson
Francis Neves
Joseph Obreza
Pedro Pinott
James Ray
Sam Setliff
Erich Sommer
James Stathis
Al Stracciolini
Ernest Vitou
Walter Ulrich
George Warren
Hughlin Warren
Van Whitney
Harry White
Robert Williams
A. Zaleski
Dan A. Zeller</p> <p>Cecil Gwynn
Johnnie Holloday
Charles LaRosa</p> <p>Roy C. Dahl
George Stevenson
Ahmed A. Mashram
Walter Frederick</p> <p>Ray K. Johnston
Donald Joyce
James G. Keavney
C. Kramer
James Mitchell
D. E. Murphy
Louis Nelson
James Redden
J. C. Selmon
Carl W. Smith
Eugene Topping
R. A. Yorborough</p> <p>C. I. Kenner
John C. Kerchner
John Kennedy
Andrew Lynch
John Lager
Chas. A. Linberg
Chas. C. Martin
F. Oulveniel
Ray A. Poston
Roy D. Peebles
F. S. Rovia
Chas. M. Sileo
John S. Seifert
Alfonso Sandino</p> | <p>Lawrence Springer
Leonida Veillon
Raul De Los Santos
Charles B. Young
Jimmie Tatum</p> <p>USPHS HOSPITAL
SAN FRANCISCO, CALIFORNIA</p> <p>R. V. Boston
Henry Dellorano
John P. Fifer
Charlie A. Gedra
Alfred D. Gordon
Melvin W. Grant
John J. Guard</p> <p>R. J. Henninger
E. C. Humbird, Jr.
John McElroy
Raymond Ruppert
F. R. Weatherly
George E. Zukas</p> <p>USPHS HOSPITAL
SEATTLE, WASHINGTON</p> <p>Sam N. Bowser
Chas. Muscarella
Robert F. Nielsen</p> <p>Joseph L. Springer
Anthony J. Stangton</p> <p>USPHS HOSPITAL
JACKSONVILLE, FLORIDA</p> <p>S. E. Walton
C. E. Mosley
H. L. Grizzard</p> <p>USPHS HOSPITAL
DETROIT, MICHIGAN</p> <p>Herbert Anderson
Robert Boughman
Edward C. Baatz
Charles Campbell
Homer Campbell
Arnold Duriecki
Steve Ferris
Eugene Hutchins
George Kohler
Clarence Lenhart</p> <p>Floyd Leatherman
Barney Maafesie
Joseph Mikia
Donald Murray
Edward Sutton
Howard Smith
Donald Tucker
John Unitus
Jack Wiley</p> <p>USPHS HOSPITAL
BOSTON, MASSACHUSETTS</p> <p>Wm. V. Kouzounas
Charles Robinson</p> <p>USPHS HOSPITAL
TAMPA, FLORIDA</p> <p>O. M. Myers</p> <p>USPHS HOSPITAL
NEW ORLEANS, LOUISIANA</p> <p>Richard W. Barnes
Edgar Barton
Wilbert Burke
H. D. Cameron
G. E. Burleson
John A. Butliner
S. W. Crawford
C. W. Cunningham
A. E. Cunningham
Sidney C. Day
Francis X. Donovan
Peter A. Dufour
John Fabis
E. S. Fairfield, Sr.
Theodore Fortin
John S. Fontan, Sr.
Audley C. Foster
Cedric U. Francis
James E. Gardner
Leonard L. Gordon
Josse L. Green
Thao. M. Griffith
Herbert C. Hart
Frank F. James
Wm. M. Johnson
Duska P. Korolla
Anna A. Lanza
George W. Lawson
Claude E. Lombers</p> <p>Mont McNabb, Jr.
Claude Mc Norton
M. P. Marinovich
Henry J. Mass, Jr.
Howard F. Menz
Cecil G. Merritt
Leon Mixon
Joseph Montgomery
Ralph H. Newcomb
Wm. H. Padgett
Robert D. Phelps
Arestides Soriano
H. W. Schnorr
W. M. Sikorski
Edw. Singletary
Daniel W. Sommer
Albert W. Sparratt
L. N. Strickland, Jr.
Adolph Swenson
Clayton Thompson
John Valladares
Robert N. White
Guy Barkdull
Francis G. Bass
Daniel H. Bishop
Wm. J. Donahue
Emile Templet
W. J. Woolsey, Sr.</p> |
|--|--|---|

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):

Malcolm Launey, 52; Brother Launey died of heart failure on December 10, 1963 in Savoy Memorial Hospital, Mamou, La. A member of the engine department, he joined the Union in 1952. Surviving is his wife, Angela R. Launey, of Mamou. Burial was in Mamou Cemetery.

Congressman Raps Gov't News Service

WASHINGTON — The Agriculture Department's market news wire service has been attacked in the House of Representatives as an attempt to disseminate news in competition with private wire services for the first time in history.

The Department of Agriculture has undergone severe criticism in recent months when it started competing against a private ferry line between Orient Point on Long Island, NY and its Plum Island laboratory. The department and its secretary, Orville Freeman, have been branded as anti-labor and anti-US shipping by the AFL-CIO Maritime Trades Department.

Calling on President Johnson to put an end to the government-sponsored news service, Rep. Paul Findley (R-Ill.) declared in a speech on the House floor that inauguration of the service "strikes at the heart of our constitutional system."

Findley said that if the new marketing service were allowed to go unchallenged, it "could weaken the press freedom guaranteed under the first amendment." The Illinois congressman charged that the department had begun the service without legislative authority or even public hearings.

Nolan W. Delatte, 37; Brother Delatte died of natural causes at the US Army Hospital, Incheon, Korea. Sailing in the deck department, he had been a member of the Union since 1952. He is survived by his wife, Betty Ruth Delatte, of Gretna, La. Burial was at Westlawn Cemetery in Gretna.

Albert R. Velasco, 53; Heart failure was fatal to Brother Velasco on January 1, 1964 at his home in New Orleans. Joining the Union in 1939, he was a member of the steward department. He is survived by his sister, Mrs. R. M. Morris of Fredericksburg, Texas. Burial was at Garden of Memories Cemetery, Tampa, Fla.

Carl A. Carlson, 60; Brother Carlson died of natural causes at the Staten Island USPHS hospital. Sailing in the steward department, he joined the SIU in 1943. He is survived by his son, Philip A. Carlson of Providence, RI. Burial was at Pawtucket Cemetery, Pawtucket, RI.

George A. Perez, 57; Brother Perez died January 7, 1964, in the New Orleans USPHS Hospital. A member of the Inland Boatmen's Union and an SIU tugman since 1948, he had worked for Coyle Lines and several other SIU tug fleets. Surviving is his widow and a daughter, Mrs. Martin W. Gould.

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

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

NAME

STREET ADDRESS

CITY ZONE STATE

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

ADDRESS

CITY ZONE STATE

PERSONALS and NOTICES

Albert M. Weems
Your wife would like you to contact her at 1905 First Avenue, Columbus, Ga., about an important family matter.

Jimmy Batson
You are requested to contact Paul Liotta in Brooklyn, NY at CL 6-2727.

Skeet Lanier and Jack Myers
Get in touch with Berry Tippins, 416 East 68th Street, Savannah, Ga.

Tax Refund Checks
Income tax refund checks are

being held for the following SIU members by Jack Lynch, Room 201, SUP Building, 450 Harrison Street, San Francisco 5, Calif.:

Adolf T. Anderson, Joseph H. Camp (2), Eugene L. Castano Jr., Eigil E. Hjelm (2), Nikita Kuselevsky (3), Joseph Luburich, Anthony F. Nottage, Waldo M. Oliver, Jorgen G. Pedersen Sammy Rogamos, Henry R. Smith and Francis J. White (2).

3rd Engineer Pace
The above named, who sailed on the Hudson (Victory Transport) is asked to get in touch with Harry H. Darrah, Compass Center, 77 Washington St., Seattle, Wash.

- George W. Lawson
Claude E. Lombers
- USPHS HOSPITAL**
FORT WORTH, TEXAS
- Gerald Alderton
Arthur Collett
B. P. Deibler
Abe Gordon
Thomas Lohay
Billy C. Lynn
- VA HOSPITAL**
WEST ROXBURY, MASSACHUSETTS
- Raymond Arsenault
- VA HOSPITAL**
WEST HAVEN, CONNECTICUT
- Forney Bowen
Sanford Gregory
- USPHS HOSPITAL**
MEMPHIS, TENNESSEE
- James McGee
- SAILORS' SNUG HARBOR**
STATEN ISLAND, NEW YORK
- Daniel Gorman
Alberto Gutierrez
COVINGTON, LOUISIANA
- Thomas Isakson
William D. Kenny
- VA HOSPITAL**
NEW YORK, NEW YORK
- Harvey Rhoden
- U.S. SOLDIERS HOME**
WASHINGTON, D.C.
- Wm. H. Thomson
- DOCTORS HOSPITAL**
MILWAUKEE, WISCONSIN
- Barry Peterson

Schedule of Membership Meetings

SIU-AGLIWD Meetings

Regular membership meetings for members of the SIU Atlantic, Gulf, Lakes and Inland Waters District are held regularly once a month on days indicated by the SIU Constitution, at 2:30 PM in the listed SIU ports below. All Seafarers are expected to attend. Those who wish to be excused should request permission by telegram (be sure to include registration number). The next SIU meetings will be:

New York	June 8	Detroit	June 12
Philadelphia	June 9	Houston	June 15
Baltimore	June 10	New Orleans	June 16
	Mobile		June 17

West Coast SIU-AGLIWD Meetings

SIU headquarters has issued the following schedule through June, 1964 for the monthly informational meetings to be held in West Coast ports for the benefit of Seafarers shipping from Wilmington, San Francisco and Seattle, or who are due to return from the Far East. All Seafarers are expected to attend these meetings, in accord with an Executive Board resolution adopted in December, 1961. Meetings in Wilmington are on Monday, San Francisco on Wednesday and Seattle on Friday, starting at 2 PM local time.

The schedule is as follows:

Wilmington	San Francisco	Seattle
May 18	May 20	May 22
June 15	June 17	June 19

Great Lakes SIU Meetings

Regular membership meetings on the Great Lakes are held on the first and third Mondays of each month in all ports at 7 PM local time, except at Detroit, where meetings are held at 2 PM. The next meetings will be:

Detroit	May 18—2 PM
Alpena, Buffalo, Chicago, Cleveland, Duluth, Frankfort,	May 18—7 PM

SIU Inland Boatmen's Union

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

Philadelphia	June 9—5 PM
Baltimore (licensed and un-licensed)	June 10—5 PM
Houston	June 15—5 PM
Norfolk	June 11—7 PM
N'Orleans	June 16—5 PM
Mobile	June 17—5 PM

RAILWAY MARINE REGION

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

Jersey City	June 15
Philadelphia	June 16
Baltimore	June 17
*Norfolk	June 18

GREAT LAKES TUG AND DREDGE REGION

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

Detroit	June 15
Milwaukee	June 15
Chicago	June 16
Buffalo	June 17
†Sault Ste. Marie	June 18
Duluth	June 19
Lorain	June 19

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

Cleveland	June 19
Toledo	June 19
Ashtabula	June 19

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

United Industrial Workers

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

New York	June 8
Philadelphia	June 9
Baltimore	June 10
†Houston	June 15
Mobile	June 17

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

Labor Backs US Food Study

WASHINGTON—Full cooperation in a proposed government study of the food industry, has been pledged by the AFL-CIO and leaders of two affiliated unions.

Labor is fully in support of a bill which would carry out President Johnson's recommendation for the creation of a National Commission on Food Marketing, AFL-CIO Legislative Dir. Andrew J. Biemiller told Chairman Warren Magnuson of the Senate Commerce Committee.

The study is greatly needed by the industry and the consuming public, particularly in view of a recent sharp drop in the prices paid to producers for beef, a phenomenon, Biemiller said, not accompanied by corresponding drops in retail prices paid by consumers.

"There is evidence," he wrote Magnuson, "of a mounting concentration of economic power on the part of the great retail food chains" followed by allegations "from some quarters that labor costs are principally responsible."

Labor economists, Biemiller declared, "believe these charges to be completely unfounded" and labor will welcome an investigation of the economic factors at work and the development of sound remedial proposals.

Pres. Ralph Helstein of the Packinghouse Workers testified that jobs in meat packing have dropped by 46,000 from 1956 to

1963 because of trends which moved the bases of strength in the industry from the producer and processor toward the distributor.

The UPWA head said that the meat packing firms complain, when negotiating contracts with

the union, that their margins on fresh meat are "intolerable" but both packers and processors, he noted, have "apparently been successful in protecting their margins" at the expense of both purchasers and food processing workers.

Directory of UNION HALLS

SIU Atlantic, Gulf, Lakes & Inland Waters

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

HEADQUARTERS REPRESENTATIVES Bill Hall, Ed Mooney, Fred Stewart
BALTIMORE 1216 E. Baltimore St. Eastern 7-4900
BOSTON 276 State St. Richmond 2-0140
BOSTON 675 4th Ave., Brooklyn Hyacinth 9-6600
HOUSTON 5804 Canal St. Walnut 8-3207
JACKSONVILLE 2608 Pearl St., SE, Jax Elgin 3-0987
MIAMI 744 W. Flagler St. Franklin 7-3564
MOBILE 1 South Lawrence St. Hemlock 2-1754
NEW ORLEANS 630 Jackson Ave. Tel. 529-7546

NORFOLK 115 3rd St. Phone 724-2843
PHILADELPHIA 2604 S. 4th St. Dewey 6-3818
SAN FRANCISCO 450 Harrison St. Douglas 2-4401
E. B. McAuley, West Coast Rep.
SANTURCE PR 1313 Fernandez Juneos Stop 20

Keith Terpe, Hq. Rep. Phone 724-2843
SEATTLE 2505 1st Ave. Main 3-4334
TAMPA 312 Harrison St. 229-2788
WILMINGTON, Calif 505 N. Marine Ave. Frank Boyne, Agent TErminat 4-2528

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WILMINGTON, Calif 505 N. Marine Ave. Frank Boyne, Agent TErminat 4-2528

Great Lakes

SECRETARY-TREASURER Fred J. Farnen
ASSISTANT SECRETARY-TREASURER Roy Boudreau
ALPENA 127 River St. EL 4-3616
BUFFALO, NY 735 Washington TL 3-9259
CHICAGO 9383 Ewing Ave. So. Chicago, Ill. SAGinaw 1-0733
CLEVELAND 1420 West 25th St. MAin 1-5450
DULUTH 312 W. 2nd St. RAndolph 2-4110
FRANKFORT, Mich. 415 Main St. Mail Address: P.O. Box 207 ELgin 7-2441
HEADQUARTERS 10225 W. Jefferson Av. River Rouge 18, Mich. Vinewood 3-4741

Inland Boatmen's Union

NATIONAL DIRECTOR Robert Matthews
GREAT LAKES AREA DIRECTOR Pat Fiorerly

BALTIMORE 1216 E. Baltimore St. Eastern 7-4900
BOSTON 276 State St. Richmond 2-0140
HEADQUARTERS 675 4th Ave., Brooklyn Hyacinth 9-6600
HOUSTON 5804 Canal St. Walnut 8-3207
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MIAMI 744 W. Flagler St. Franklin 7-3564
MOBILE 1 South Lawrence St. Hemlock 2-1754
NEW ORLEANS 630 Jackson Ave. Tel. 529-7546

NORFOLK 115 Third St. Tel. 622-1892-3
PHILADELPHIA 2604 S. 4th St. Dewey 6-3818
TAMPA 312 Harrison St. Tel. 229-2788

NORFOLK 115 Third St. Tel. 622-1892-3
PHILADELPHIA 2604 S. 4th St. Dewey 6-3818
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Cutter



SIU United Industrial Workers member N. Arico is shown here cutting out patterns in heavy canvas at New York Canvas & Rope Company in Brooklyn. The UIW-contracted outfit makes tug fenders.

Know Your Rights

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

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

SHIPPING RIGHTS. Your shipping rights and seniority are protected exclusively by the contracts between the Union and the shipowners. Get to know your shipping rights. Copies of these contracts are posted and available in all Union halls. If you feel there has been any violation of your shipping or seniority rights as contained in the contracts between the Union and the shipowners, notify the Seafarers Appeals Board by certified mail, return receipt requested. The proper address for this is: Earl Shepard, Chairman, Seafarers Appeals Board, 17 Battery Place, Suite 1030, 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.



"There were 914 vessels of 1,000 gross tons and over in the active oceangoing US merchant fleet on April 1, 1964, 13 less than the number active on March 1, 1964, according to the Merchant Marine Data Sheet released today by the Maritime Administration of the US Department of Commerce. . . ."

So begins another routine release from the Maritime Administration, United States Department of Commerce, with the word "Commerce" naturally the most eye-catching of all.

The release date on the report was exactly three weeks ago on Friday, April 24, which makes this probably the most up-to-date official summary available on the ships and men that make up the American merchant fleet.

In ships, the figure amounts to 914.

On manpower, including seafaring jobs and others in longshoring, shipbuilding and repair, the basic figure is 187,025.

There are many more statistics available in the report, which describes in detail the precise status of our maritime fleet at any given time. The figures above reflect the situation on April 1, 1964.

Next week, on Maritime Day, May 22, the industry will probably be given additional and fresher data on its relative size and strength, in connection with the various commemorative orations that will be delivered.

Like Labor Day in September and similar observances, Maritime Day in May is one of those once-a-year occasions where speech-making and festive gatherings are supposed to make up for official neglect and public indifference to some well-established American institutions.

Over the years, this has transformed the maritime industry into an instrument for handling less than 10 percent of our nation's foreign trade commerce. According to US Government figures, this represented 8.9 percent, by tonnage, of our total offshore trade in commercial and aid cargoes for 1962. It represents the amount of US-flag participation in an export-import trade that reached 293.7 million long tons during that year.

Oddly, whereas the Merchant Marine Act of 1936 was adopted with a goal of having our shipboard foreign trade commerce reach 50 percent—it was 30 percent at the time—the actual figure today is one-third of what it was nearly three decades ago.

This result of neglect and indifference would be bad enough if not for this: American foreign trade volume today is 3½ times what it was only 25 years ago. We are exporting and importing more and more each year, but the growth in US trade is not matched by increased US-flag participation in moving these cargoes.

The American oceangoing merchant fleet today

consists of 914 active vessels, consisting of 905 privately-owned ships in active service and 9 Government-owned vessels. These figures, the Maritime Administration's "Merchant Marine Data Sheet" for April 1, 1964 remind us, did not include 67 privately-owned vessels temporarily inactive. They also exclude some 26 vessels in the custody of the Departments of Defense, State and Interior, and the Panama Canal Company.

Apart from these numbers, the Government statistical digest pointed out that the MA's active fleet decreased by one while the inactive fleet decreased by 11. Actually, the total Government fleet decreased by 12 to 1,785, a figure that includes a reserve "mothballed" fleet numbering 1,771 ships at various anchorages.

In passing, the Government fleet's new experimental hydrofoil ship Denison was placed in the reserve fleet pending survey and 13 other Government ships were scrapped.

The mothballed ships mentioned are primarily the old-age, war-built ships traded in for better tonnage or idled since wartime awaiting disposal or possible use in an emergency.

They are not the only old-age ships in our merchant fleet, however, whether one speaks of active or inactive vessels, privately-owned or Government-owned.

The MA's Merchant Marine Data Sheet doesn't tell us, but the American Bureau of Shipping, a ship classification society, does.

In a recent issue of its monthly "Bulletin," ABS charts the age of all privately-owned United States-flag merchant vessels (oceangoing vessels of 1,000 gross tons and over), as of January 1, 1964.

The report shows that of our entire merchant fleet, active and inactive—671 vessels—or nearly 69 percent were built between 18 and 22 years ago. This includes 491 dry cargo ships, 170 tankers and the balance in passenger tonnage.

And these are not ships in permanent mothball status as in the Government's reserve fleet, but are in active or inactive status for private owners.

This obsolescence outlook for such a large portion of the US merchant fleet is a cause for considerable concern by responsible officials committed to the build-up of an American-flag merchant fleet, but the program for doing anything concrete about it is still largely in the talking stage.

Of further interest in the statistics given out by the MA on the status of the merchant fleet is the fact that our subsidized fleet currently consists of 318 vessels either privately-owned or chartered by 15 companies holding operating contracts with the Government. Thus, just over a third of the active private fleet is in the subsidized

category. The balance is on its own.

The statistical story on the merchant fleet also tells us that whereas in the fiscal year of 1962 construction was completed on some 40 new private vessels, and in 1963 on 39 new vessels, only 20 ships were completed in the fiscal period from July 1, 1963 through the end of March, 1964 and up to the period covered by the current Merchant Marine Data Sheet.

There were however, 49 ship construction or conversion projects under contract on April 1, 1964.

But the construction picture becomes clearer from the summary provided so succinctly and routinely in the MA release covering changes from March 1 to April 1:

"No new contracts were placed. No ships were delivered. The number of large oceangoing ships under construction in US shipyards remained at 49."

On the manpower situation, the figures reveal an estimate of 47,197 "seafaring jobs on active oceangoing US-flag ships of 1,000 tons and over excluding civilians manning MSTs ships, but including seamen on MSTs contract tankers." This figure covers both unlicensed and licensed jobs. Men in training for the merchant marine at Federal and state academies numbered 2,336.

On the other hand, longshore manpower totalled 88,200 on the Atlantic, Gulf and Pacific coasts, but excluding the Great Lakes.

Another interesting figure is offered in the category of shipbuilding and repair personnel. Production employees in commercial yards having facilities to build ships 475 feet in length by 68 feet breadth as of January, 1964 (latest figures available) totalled 49,292.

Since few foreign ships utilize American shipyards except in emergencies, this means that our shipyard force around the country, which is employed and immediately on hand to service the US-flag merchant fleet, is about equivalent to the number actively employed in the fleet itself at any one time.

There are also a number of footnotes to the figures and, obviously, a number that might be added.

It is perhaps sufficient to say, on the eve of Maritime Day, in commenting on the state of US maritime, that the US is the first nation in history which has ever permitted foreign-flag ships to share half of the cargoes shipped by its own government and paid for by its citizens, and that this policy has contributed in part to the deteriorating merchant fleet status of the US.

A continuing decline is something the nation can ill afford, the industry can no longer tolerate and will be resisted by US merchant seamen and their unions by every appropriate means.

