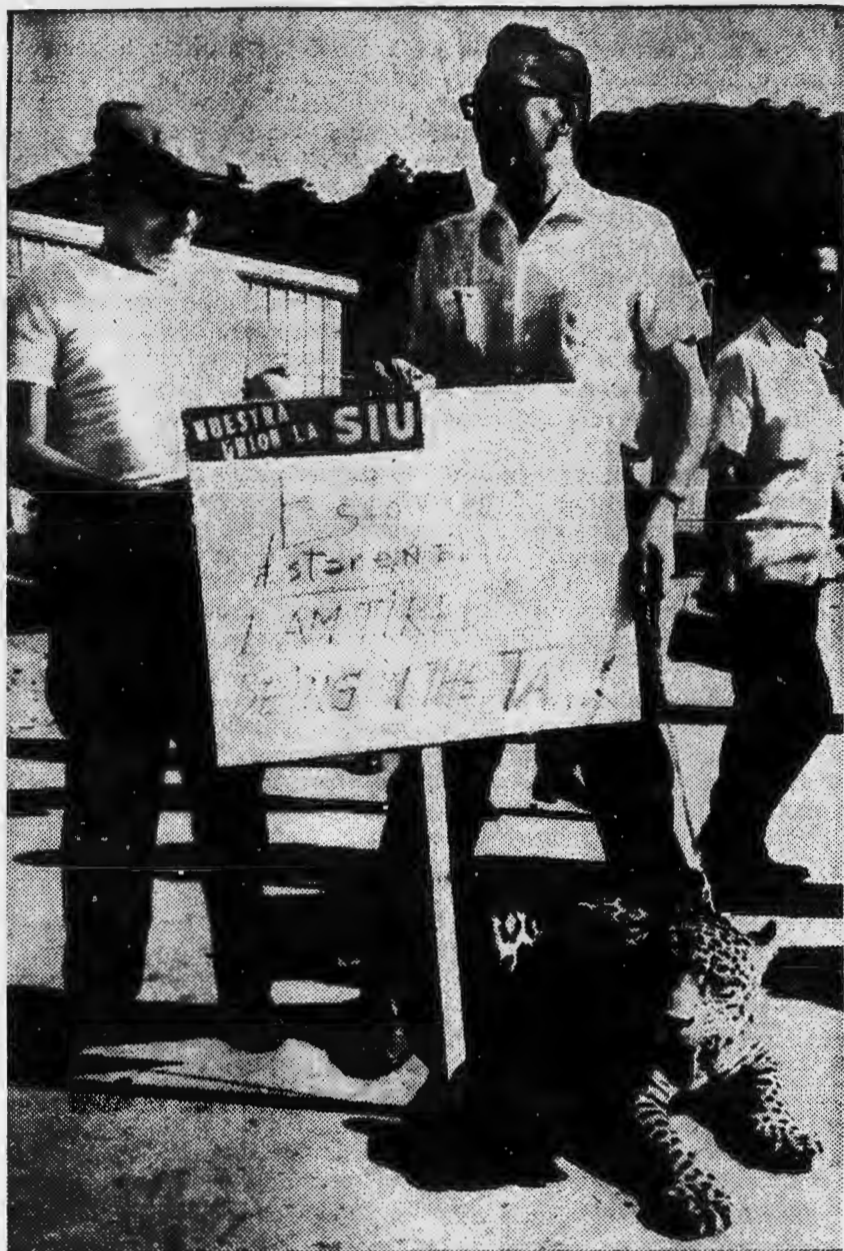




OFFICIAL ORGAN OF THE SEAFARERS INTERNATIONAL UNION • ATLANTIC, GULF, LAKES AND INLAND WATERS DISTRICT • AFL-CIO



Esso Strike. Color was added to the Esso picket lines in Puerto Rico recently when the SIU mascot "Chucklehead," a 250 pound jaguar joined the lines with nearly 100 SIU Esso employees. Keeping a firm grip on the leash (above, right) is President of the SIU of Puerto Rico Keith Terpe. Picket sign in Spanish and English reads "I'm tired of being in the tank." Similar strike action was taken against Shell and Texaco on a beef over a clause which threatened Union members' jobs.

Senate Threatens U.S. Vessel's Share In Surplus Cargoes

— Story On Page 3

SIU Wins \$4,000 For Pioneer Crew

— Story On Page 2

AFL-CIO Endorses Johnson, Humphrey

— Story On Page 2



Pensioner. Seafarer Constantine Dobrovolsky (right) is shown above receiving his first regular \$150 monthly pension check from SIU headquarters representative Joe DiGeorge. Dobrovolsky, who makes his home in the Bronx, N.Y., started sailing with the SIU in 1941. Shipping in the deck department as a carpenter until his retirement, Dobrovolsky hopes to spend some of his leisure time this winter visiting relatives in sunny Florida.



Citation. The SIU was cited at the recent convention of the Texas State AFL-CIO at Brownsville, Texas for its support of the Texas State Committee on Political Education (COPE), AFL-CIO. The citation was presented by Alexander Barkan, International Director of the Political Education Committee. Sherman Miles (above, left), Director of the Texas State COPE and Drozak, display the plaque for the photographer.

Democrats Select Humphrey As Johnson's Running Mate

By Willard Shelton, Managing Editor, AFL-CIO News Service

ATLANTIC CITY—Brimming with confidence, pleased with its platform and civil rights decisions, the Democratic National Convention sent a ticket headed by President Johnson and Senator Hubert H. Humphrey into the upcoming election campaign.

The themes were set here—
an affirmation of the foreign and economic policies of the four-year Kennedy-Johnson Administration and a stinging counter-attack on the Republican nominee, Senator Goldwater, and the GOP platform tailored to the candidate's personal record.

The President had already assumed leadership of the party—nominated for the nation's highest office for a full term in his own right—and he broke precedent to appear before the delegates immediately after the event to announce that Humphrey was his personal choice as running mate.

Humphrey was the delegates' clear choice, too—supported by a ground-swell across the country that had built into what amounted to a party majority consensus.

The convention here moved by acclamation in its four nights of sessions, preceded by intensive daytime labor on platform, rules and credentials. It managed, despite the self-evident fact that it would nominate the President and that it reached its decisions by ratifying reports rather than by rollcalls, to maintain an atmosphere of vitality.

For this, the delegates probably could thank the Republicans. The keynote speech of Senator John O. Pastore of Rhode Island made it clear that the Democratic Party gladly accepted the GOP challenge to the nation's leadership in the Kennedy-Johnson years and the Republican all-out assault on social reforms that Democrats believe have transformed the nation in the past 32 years—for the better.

The convention had its somber

notes. The delegates were deeply conscious that four years earlier another Democratic convention had started the vibrant John F. Kennedy on his way to the White House. There was a time and a place at this convention for mourning Kennedy's loss—and a film of great emotional thrust recalled his thousand days as the nation's leader.

Pastore set the theme when he recalled that Kennedy himself had selected Johnson four years ago. The "vision" of the late President, the Rhode Island senator said, "lives on in the character, the capability and the courage of the teammate of his choice."

Even while the delegates were

meeting, there was hard, brisk work done in the ballroom and other anterooms of the huge convention hall as national committee officials met with key leaders of state Democratic parties to plan the coordination of the upcoming local and national campaigns.

National Committee Chairman John W. Bailey and Johnson's personal representative on the committee, Cliff Carter, worked day after day with "workshop" groups on state leaders and candidates—discussing the President's own schedule of campaign trips, the use to be made of Humphrey's conceded enormous campaign energies, the raising of funds and division of duties and function.

SIU Takes Action

Sea Pioneer Beef Nets Crew \$4,000

The SIU Contract department has announced settlement of a shipboard beef that put \$4,000 of extra pay in the pockets of SIU men who manned the Sea Pioneer on the voyage which ended in Boston last week.

As a result of the Union's action, the Sea Pioneer crewmen will receive overtime penalty payment for the time they were improperly restricted to the vessel in Aruba during the latter part of June.

The contract dispute arose when

the Sea Pioneer, a 28,000-ton, T-5 tanker, called at Aruba on June 26. The vessel laid on the hook for four days from June 26 through June 29, during which time the crew's requests for shore leave were refused.

When the vessel arrived in Boston for payoff on August 28 the crew submitted the beef to the SIU representatives. The Union then demanded the payment of penalty overtime for the period in which the crew was denied shore leave and restricted to the vessel. However, the company contested the right of the crew to any compensation, and the Boston SIU agent referred the dispute to the Contract department at Union Headquarters.

Maintaining that the manner in which the crew was restricted to the vessel was a violation of the contract, Headquarters insisted upon the payment of the penalty overtime pay.

The organized labor movement is concerned about the forthcoming national elections from the standpoint of its effect upon all citizens and, particularly, on American workers. It is concerned because the social gains made by the workers of this country are on the line.

The Republican party candidates for president and vice president, Goldwater and Miller, are virtually committed to policies that would hold back and perhaps destroy every social and economic gain that American workers and their families have achieved through their trade unions since the great depression.

At stake in this election will be the future of our Social Security program, the right to trade union representation, equal opportunity for all, appropriate medical care for older citizens, and vital housing, education, tax and social welfare legislation. And last but not least is this overriding question of the very physical security of every citizen, which would be threatened by the reckless attitudes of the Republican candidates on foreign policy and military matters.

This then means that every Seafarer, every member of his family and everyone in his community he can influence must be ready and eligible to vote in the November elections. But before you can have your say at the ballot box, you must be registered. Make sure you are registered in your community so that you can protect your own and your families vital interests at the ballot box.

Signs Anti-Poverty Bill



AFL-CIO President George Meany (left) congratulates President Johnson at White House ceremonies marking the signing of the Anti-Poverty Bill last month. The open-air proceeding launched the new labor-supported program emphasizing job training for the nation's youth, literacy training for adults, part-time work for needy students, and a volunteer national service corps.

AFL-CIO Board Endorses Johnson And Humphrey

WASHINGTON—The 166-member general board of the AFL-CIO has endorsed the candidacies of President Lyndon B. Johnson and his Vice-President running mate, Hubert H. Humphrey in the November 3rd election. The board's statement urged union members to give the Democratic ticket their whole-hearted support.

The labor federation's general board, which is made up of the presidents of its member unions as well as department officials of the AFL-CIO, made its endorsement decision without a dissenting vote. After the vote was taken, the board members went to the White House to inform President Johnson of their decision. Paul Hall, SIU president and a vice-president of the AFL-CIO, participated in the General Board meeting and the meeting with the President.

AFL-CIO President George

Meany, quoting from the general board's statement, read the following paragraph to President Johnson: "When tragedy thrust upon him the duties of President, he undertook with unsurpassed vigor the task of fulfilling the program launched by John Kennedy. The legislative achievements of President Johnson's 10 months in office are the greatest since the first Roosevelt administration. The unflagging concern of Lyndon Johnson for the poor and the deprived has in all truth aroused the conscience of all Americans."

In reply, President Johnson told

the labor officials that he was proud to have the AFL-CIO endorsement and "would wear it proudly" both during and after the campaign. He told the members of the general board that he welcomed them to the White House as the "only Presidential candidate of a major party who believes in strong and free unions."

The federation's general board was sharply critical of GOP Presidential Nominee Senator Barry Goldwater and the Republican Vice-Presidential choice, Rep. William E. Miller. The board's statement characterized Senator Gold-

(Continued on page 14)

International President's REPORT

By Paul Hall



There was a development this week involving a most important segment of American-flag shipping—one that is of extreme importance to Seafarers. As Seafarers know, this union has been loud and vigorous in its protests for many, many years against the discriminatory railroad rate-setting practices which have been allowed by the Interstate Commerce Commission, to the detriment of our domestic shipping industry, and the job security of American seamen.

This week, a decision was issued in a Federal Court in Newark, N.J., which is in effect, a vindication of the SIU's position that the railroads, with the support of the ICC, have been determined to destroy domestic shipping. A three-man court handed down a unanimous decision finding three railroads guilty of discriminatory rate-setting practices in a case involving SIU-contracted Seatrain Lines.

The court's opinion referred to a long line of decisions in which the United States Supreme Court has consistently overruled the decisions of the ICC, because the agency failed to protect water carriers against discriminatory rate-setting by the railroads. The case involved the rates on the movement of aluminum ingots from Texas to Pennsylvania and was a classic example of the railroads' selective rate-cutting practices, the purpose of which is to knock the competing water carriers out of the trade. Once the competition has been knocked out, the railroads have invariably come right back to charge whatever they feel they can get.

It is interesting to note that when Seatrain first registered its beef over the railroads rate-cut, an ICC examiner originally found the proposed rate to be discriminatory against the shipping company, but that the ICC itself overruled the examiner's position. This is a classic illustration of our own charge before Congressional committees and other groups that the ICC is railroad-oriented and that its activities border on collusion with the rail industry to the detriment of American shipping.

We also have maintained that this body should include representation of a shipping point of view and that its membership must consist of people who will be fair and equitable in keeping with the intent of Congress when it enacted the law providing for the ICC.

It is regrettable that it is necessary for the courts to refer this case back to the ICC to determine the kind of relief that is to be granted the shipping company because, in the process, this type of case has affected the job opportunities of Seafarers and many other maritime workers. In the interest of job security and a fair shake for an important segment of American shipping, we will continue our fight until the conditions which led to such a situation are corrected at the proper level.

* * *

Seatrain Upheld In RR Rate Case

NEWARK, N.J.—A major victory for intercoastal shipping was scored on September 2 when a Federal Court found three railroads guilty of "discriminatory" rate-making practices and ruled that the SIU contracted Seatrain Lines was entitled to some form of relief in compensation for the railroads unfair rate setting tactics.

A three man court headed by Circuit Judge Anthony T. Augelli, handed down a unanimous decision finding three railroads guilty of "discriminatory" rate practices.

Refers Case

The court referred the case to the Interstate Commerce Commission to determine the form of relief to be granted Seatrain.

Seatrain has been charging for the past five years that railroads have manipulated rates unfairly to discourage waterborne competition. Seatrain filed a complaint against the Missouri Pacific, the Texas Pacific and the Rockdale, Sandow and Western Railroads in Federal Court here after the I.C.C. refused to act on the issue.

Asserts Jurisdiction

The I.C.C. later asserted its jurisdiction and once again, by a vote of six to three, decided that Seatrain was not entitled to relief. The line took the case to Federal Court once more in September 1963.

The new court opinion upholding Seatrain's charges against the railroads, cited a long line of decisions in which the Supreme Court has consistently overturned

decisions of the I.C.C. for failing to protect water carriers against railroad rate-making discrimination.

Aluminum Rates

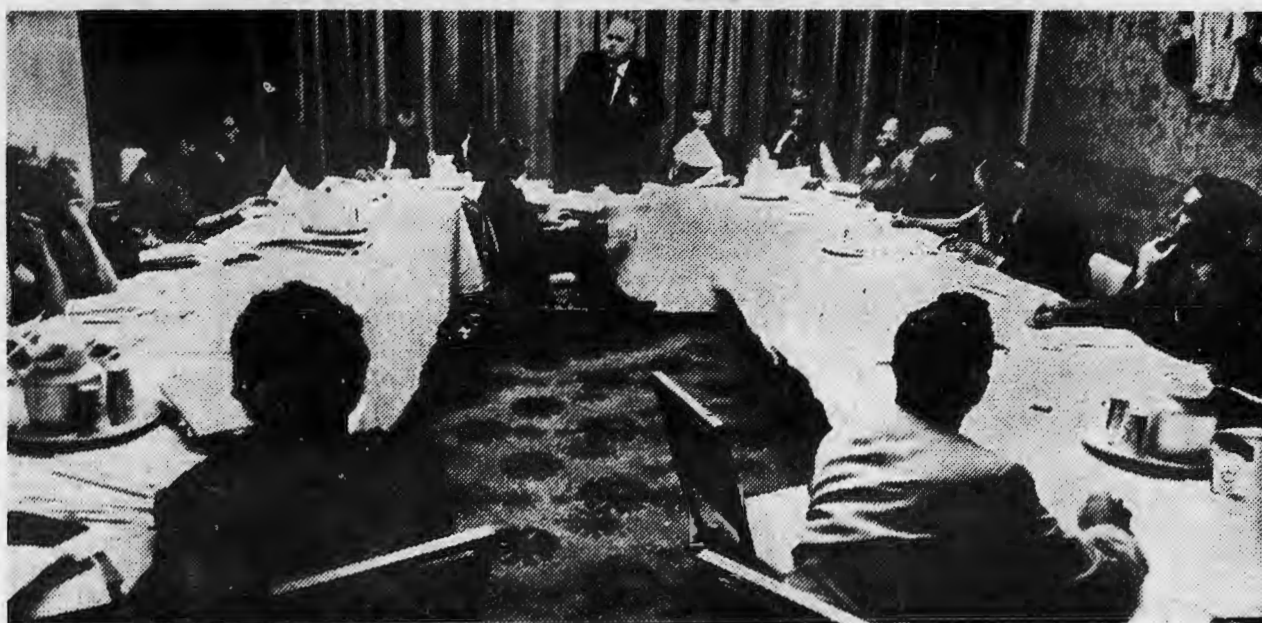
The case involved rates on aluminum ingots moving from Sandow, Tex., to Cressona, Pa. Railroads, seeking to obtain all of this traffic which at one time accounted for a huge part of the water carriers revenues progressively reduced their rates. Present rail rates between the two points are \$1.19 per hundred pounds. The rail-water-rail rate, which is \$1.15, involves rail transportation from Sandow to Texas City, where Seatrain vessels pick up the cargo and discharge it at Edgewater, N.J., where it is carried by railroad to Cressona.

Discrimination Found

From the 186 miles from Sandow to Texas City, the railroads charge 44 cents a 100 pounds if the aluminum is than hauled by Seatrain. If the ingots are destined for import, the rate is 29 cents.

Although Seatrain accounts for 85 percent of the mileage, it receives only 37 percent of the present rail-water-rail rate. Originally, an I.C.C. examiner found the rate to be discriminatory against Seatrain, but the commission overruled his decision.

Urging Strong U.S. Merchant Marine



The need for a strong U.S. merchant fleet was stressed by SIU President Paul Hall, shown here as he addressed the Democratic Party's Platform Committee prior to the party's national convention at Atlantic City, N.J. Other AFL-CIO trade union leaders appeared before the Platform Committee to emphasize the need for a strong labor plank geared to meet the problems of the present-day work force.

Senate Move Threatens Role Of U.S.-Flag Ships In P.L. 480 Program

WASHINGTON—The SIU, the AFL-CIO's Maritime Trades Department and other segments of the maritime industry have joined forces in fighting a provision in the Senate-passed version of P.L. 480 that would have "disastrous" effects on the American merchant marine industry.

The provision would require U.S. ships operators moving grain under P.L. 480 to accept at least partial freight charges in unstable and inconvertible foreign currencies.

The House version of the bill, already reported out by the Agriculture Committee, does not contain the damaging amendment.

The SIU and other maritime labor organizations, along with shipowners, joined in wiring their protest to Rep. Mahon (D.-Texas), chairman of the House Appropriations Committee, and calling on him to see to it "that under no circumstances will this [Senate] provision be included in House consideration."

The telegram to Mahon warned that inclusion of the provision would mean, if passed, that the "entire maritime industry would

be placed in an impossible financial situation."

The disruptive amendment is part of Title 1 of P.L. 480, which is before the Congress for a three-year extension, or until December 31, 1967. The title covers the sale of surplus farm commodities for foreign currencies.

Under the 50 per cent rule, at least half of the cargoes shipped overseas under P.L. 480 must be in American-flag vessels.

The freight costs for the P.L. 480 cargoes have, until now, been paid in U.S. dollars by the Commodity Credit Corporation, a government agency.

The new Senate amendment says that the C.C.C. "shall finance freight charges . . . only to the extent that such charges are higher (than would be the case otherwise) by reason of a requirement that the commodities be transported in United States-flag vessels."

The effect of the amendment would be to make shipowners car-

rying P.L. 480 cargoes accept a major portion of their freight costs (50 to 100 per cent) in foreign monies.

The maritime industry, with operating expenses, taxes and wages for seafarers that must be paid in dollars, would be placed in severe hardship by the requirement.

P.L. 480 is expected to reach action on the House floor sometime before Labor Day.

SIU Extends Clinic Plan To Boston, Tampa

NEW YORK—Seafarers in Boston and Tampa are now able to take full advantage of the SIU's free medical examination program as new clinics opened recently in both ports. The new medical facilities are located in clean, well equipped buildings staffed by experienced doctors. They will enable Seafarers and their dependents to enjoy the benefits to which they are entitled.

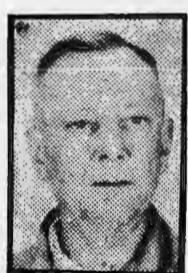
The SIU medical examination program in Boston is being conducted at the clinic of Dr. Anthony S. Ripa, which is located at 108 Meridian Street, corner of London Street in East Boston. Dr. Ripa is an industrial surgeon who also does physical examinations for airlines operating in the Boston area. His well-equipped office is conveniently located to the Union hall.

The Union's medical program in Tampa will be directed by Dr. Gilbert M. Echelman, at 505 South Boulevard, Tampa. The Tampa facility is located in a new building which was specially built for a clinic. The clinic is located within a 10 minute ride from the Tampa hall and is near the facilities of the Public Health Service Hospital and the Tampa General Hospital. Dr. Echelman is an internal medicine specialist and (Continued on page 7)

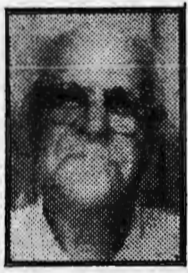
Five SIU Oldtimers OK'd For Pensions



Garretson



Schroeder



Dunham



Fortine

NEW YORK—Five veteran Seafarers, have been awarded pensions by the SIU and will enjoy retirement with the help of lifetime \$150 a month pension.

The five, Frederick H. Garretson, John W. Schroeder, William H. Dunham and Steve Fortine, bring the total of 1964 pensions granted by the SIU-employer trustee panel to 55. The monthly flow of checks will insure the men of security in their retirement years and will give them an excellent opportunity to enjoy life on the beach more fully.

Garretson, 58, a native of Wash-

ington has nearly 40 years of sea time, his last ship being the Transbay. He is currently living in Houston, Texas.

John W. Schroeder, a Filipino-American, D.C., first shipped out in 1925, and served on many vessels has been sailing as an AB since 1929. He joined the Union in 1941, and is now making his home on shore in New York.

Karl W. Dunham, 68, a native of Germany, has covered the world's ports as a seaman since 1916. An AB, his last ship was the San Francisco (Sea-Land). When last heard from, he was enjoying his retirement in sunny Spain.

William H. Dunham, 68, has been an active SIU man since the war. A chief steward, he last sailed on the Adams. A native-born New Yorker, he served in the Army during World War I and in the Navy and the Merchant Marine in World War II.

Steve Fortine, 54, his sailing days ended by the amputation of his left leg, is a Great Lakes sailor who has been in the Union since 1941. He makes his home in Michigan.

SEAFARERS LOG

Sept. 4, 1964 Vol. XXVI, No. 18



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Published biweekly at the headquarters of the Seafarers International Union, Atlantic, Gulf, Lakes and Inland Waters District, AFL-CIO, 675 Fourth Avenue, Brooklyn, NY, 11232. Tel. HYacinth 9-6600. Second class postage paid at the Post Office in Brooklyn, NY, under the Act of Aug. 24, 1912.



Seafarer veteran John A. Fortine (right) is shown above picking up his first regular \$150 monthly pension check from headquarters representative Joe DiGeorge. Fortine, who makes his home in New York, has been sailing with the SIU since 1941.

Fishing Fleet Boosted By Construction Subsidy Bill

WASHINGTON—The United States fishing industry got a healthy boost recently when President Johnson signed a \$10 million subsidy bill to help rebuild and modernize this country's fishing fleet.

The new bill authorizes the expenditure of \$10 million annually for construction-differential subsidies over a five-year period. Under the terms of the legislation a maximum Federal subsidy of 50 percent of the cost of construction of modern fishing vessels in U. S. yards is authorized. The measure is expected to greatly benefit SIU fisherman on both the Atlantic and Pacific coasts as well as those in Alaska. Since 1956, the United States share of the total world catch of

fish has plummeted from 13 to 7 percent. During the same period the country dropped from its position of second place among the fishing nations of the world to fifth place.

This decline has occurred despite the fact that consumption of fishery products in the United States has more than doubled in recent years. Imports of fish products into this country has increased 900 percent in quantity since 1940 (this represents a rise of more than 4½ billion tons). For the first time

Americans are eating more foreign-caught imported fish than that landed by U. S. fishermen.

Since the position of the American fishing fleet has been declining during the past several years, the increase in consumption in fish products in this country works to the benefit of foreign fleets. A report prepared by a House of Representatives committee found that since 1947 the Soviet Union more than doubled its total catch. Furthermore, Japan, Peru, China and several other countries had increased their annual fish catches significantly.

The continuing weak position of the United States fishing fleet was found to be rooted in the requirement that American fishing vessels must be built in U. S. shipyards. The report found that construction costs in this country are 50 percent higher than in foreign yards.

Congressional sponsors of the bill said its passage would enable American fishermen to successfully compete with foreign fleets on waters which have long been considered traditional fishing grounds for United States fishermen.

In a statement made while the construction subsidy bill was still before the House, James Ackert, president of the SIU-affiliated Atlantic Fishermen's Union, said, "This is the shot so badly needed to revive our American fishing fleets. He noted that fishing boat construction would also help U. S. shipyards and their workers to keep busy.

Gov't Ship Mortgages Increasing

WASHINGTON—As of June 30, the United States Government was insuring \$529 million worth of mortgages for 78 ships and three barges, the Maritime Administration announced.

Still pending are applications for mortgage loans on 28 ships amounting to \$96.5 million.

The mortgage program is authorized under Title 11 of the Merchant Marine Act of 1936, and allows the MA to insure mortgages up to 87½ per cent of the actual cost of construction or reconstruction of ships over 3,500 gross tons and capable of maintaining a 14 knot speed.

Smaller ships or those built or rebuilt under government subsidy can have their mortgages and loans insured up to 75 per cent by the MA.

Freighters built or under construction for subsidized steamship companies account for 45 of the 81 ships being insured by the MA. This means the government is paying up to 55 per cent of the total cost of construction, plus insuring the mortgages and loans up to 87½ percent. The subsidies for construction represent the difference in cost between doing the work in U.S. rather than cheaper foreign shipyards.

A substantial portion of the original loans have already been repaid so that the actual amount being backed is something less than \$529 million.



SIU Railway Marine Region pensioner Thomas C. Logan (right) gets congratulations on his retirement from RMR Regional Director G. P. McGinty. Logan intends to continue his active interest in the Boy Scout movement now that he can devote his full time to this activity.

Retired — But Still Busy

SIU-RMR Pensioner Active In Boy Scouts

SIU railroad tugman Thomas Logan is not the least bit concerned about keeping busy, now that he is retired on a SIU \$150 monthly pension. In fact, Brother Logan's days will be pretty full ones, for he is

turning to on the community activities which had been his hobby in the off hours from his job as a bridgeman with the Erie-Lackawanna Railroad.

During a recent visit to the SIU headquarters in Brooklyn, he described with enthusiasm "this new phase of my life." Most of Brother Logan's activities, now that he is in retirement, will be devoted to his "first love" — the boy scout movement with which he has

associated as a scout and later, as a scout leader for almost a half century. He'll back this up with his church's community work.

Brother Logan started with the Lackawanna Railroad's marine operation forty-five years ago, and continued at his job as bridge man when the company merged and became known as the Erie-Lackawanna, six years ago.

As a youngster in Brooklyn where he was born and now lives with his wife Helen, Tom became a member of the boy scout movement in 1910 when it was chartered in America. "Because of what it had done for me, in terms of keeping my interest and providing me with an opportunity for constructive activity as a youngster," Brother Logan said, "I decided to devote as much time as possible to the scouting movement in my adult years." And he has done so, effectively and with distinction.

Honored Scout

The SIU railroad man was recently honored with the highest scouting award given to a voluntary scout worker, the Civil Beaver merit award. Brother Logan is a member of the Brooklyn Council of the Boy Scouts of America and is an active participant in the District Committee.

Despite the fact that he is plunging into his community's activities, Brother Logan doesn't have the slightest intention of losing contact with the SIU or his Union brothers. "I am going to make it my business to stop around periodically at the Union hall and to visit my fellow SIU men on the old job" Brother Logan said. As a matter of fact, as he left the hall, Brother Logan headed out to tell the boys at Erie-Lackawanna, with whom he worked, that "the SIU pension is responsible for enabling me to spend my time now doing what I want. Anybody who has the benefit of SIU membership is in the right boat."



By Al Kerr, Secretary-Treasurer

SIU Benefit Programs Discussed

This column reviews the various benefit programs for SIU members to help our brothers obtain those which they are eligible without unnecessary delay. We realize that the wide range of benefits available under the SIU welfare program make it hard for many of our members to keep track of specific plans. In response to many questions, we will again review the maternity, hospital and optical benefits which are provided for membership use.

MATERNITY BENEFIT. Those seamen who have 90 days of seetime in the calendar year prior to the birth of a child and one day's seetime in the six months prior to the birth of a child, are eligible under the Plan to a \$200 maternity benefit when their wives give birth, provided they present proper proof and claims within one year of the birth. In those cases where there are multiple births (twins, triplets, etc.), there is provision for an individual maternity benefit of \$200 for each child.

For births occurring on and after August 1, 1962, delivery by cesarean section shall be reimbursed in accordance with the hospital and surgical fee as specified in the Schedule of Dependents' Benefits. In addition an applicant must present proof of marriage and a photostatic copy of the baby's birth certificate. The birth certificate must contain the names of both parents.

An eligible seaman's wife is entitled to the maternity benefit if her husband dies during her pregnancy, and may also claim the maternity benefit if her husband is at sea at the time the child is born. A seaman is eligible for this benefit only if the child is born in the Continental United States or its territories — Puerto Rico and the Virgin Islands. The only exception to this is Canada, which is also covered under this benefit. Lastly, if an eligible seaman dies before his wife gives birth, the benefit shall be paid even though the child is born more than 90 days after the deceased employee's last employment.

OPTICAL BENEFIT. Eligibility for this benefit is the same as for the maternity benefit. The program provides for the following: One pair of eyeglasses every two years, except in cases requiring glasses more frequently due to pathological reasons, in which case the additional glasses may be authorized by the trustees. The understanding is that the frames will be those known as "Shell Full-Vue," with lenses of the required prescription. The cost of fancy frames, tri-focal lenses, sunglasses, and the like, shall be paid by the eligible. The optical benefit is available and extended to eligible dependents under the same rules as those governing the eligible seaman. Safety glasses for dependent children also may be provided, however.

HOSPITAL BENEFITS FOR ELIGIBLES. Eligibility for hospital benefits is the same as outlined above. The hospital benefit program is actually broken down into three items, consisting of a \$1.00-a-day hospital benefit, a \$3.00-a-day hospital benefit, and

an \$8.00-a-day hospital benefit, which is known as the In-Hospital Benefit. Each of these is dealt with separately below.

\$1.00-a-Day Hospital Benefit — Eligibility for this benefit requires one day's seetime in the year prior to admittance to the hospital. This benefit has been in effect from the day that the Seafarers Welfare Plan came into existence.

\$3.00-a-Day Hospital Benefit — The eligibility rule for this benefit requires a seaman to have had 90 days of employment in the calendar year prior to his admittance to the hospital, as well as one day's employment in the six-month period preceding his admission. He will then receive \$3.00 per day for the period of time that he is hospitalized.

\$8.00-a-Day Hospital Benefit — This payment actually falls under the S & A benefit program but is paid in the hospital to the individual. Many eligibles become confused and feel that this is an \$8.00-a-day hospital in-patient benefit. Under the hospital benefit section of the Plan it is, but it falls under the S & A rules.

A patient is entitled to this benefit during the time he or she is a patient in any USPHS Hospital or an approved private hospital in the US, Puerto Rico, the Virgin Islands or Canada. This benefit is payable from the first day of hospitalization but not for a period to exceed 39 weeks.

The hospital benefits of \$1.00-a-day and \$3.00-a-day are paid to patients who qualify for as long a period as they remain a patient in the hospital, regardless of the length of stay. In some cases, particularly those of chronic illness, this period has extended for as long as seven and eight years.

The Atlantic Coast



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

Recertification For SIU Stewards

As we reported in the last issue of the LOG, shipping still looks very good in New York, and that happy condition probably to stay around for awhile. The demand for firemen and ABs remains strong.

We also don't mind reporting that a new group of stewards have graduated from the SIU's Steward Recertification Program. And on August 26, 15 members passed the lifeboat examination after attending the SIU's Lifeboat School. All members who have only entry ratings are urged to enroll in the lifeboat school.

Lonnie Buford, who ships out of Baltimore and is a daddy of three, dropped by Brooklyn to pick up his \$523 vacation check. He's just off the Fairland and is headed back home to cheer on his favorite Colts when the football season opens.

Eddie Puchalski, on the beach and passing time watching the Mets, is ready to take a trip most anywhere. He's on the lookout for a bosun's slot.

Boston, with only fair shipping in the last period, has begun to move and the forecast is now good for the next period. There were 4 payoffs, 1 sign on, 4 in transit, and a total of 27 men who shipped during the last period.

Frank Donovan, a quarter-century union man, has just gotten off the Achilles so he could get a ship running off shore. Arthur Ahearn was sorry to see the floating hotel he was last on, the Mount Washington, go off shore. He's spending some time at home with his family before he ships again.

Truman Patriquin, last on the Transeastern, is in the USPHS in Boston. He says hello from drydock to all his shipmates, and hopes to be back in service soon.

William Cista, after three months of fishing and laying around his summer home, is ready for a long trip again and says he will be glad to get back to sea.

Shipping in Philadelphia has been fair. Larry Campbell, a seafarer since 1938, is just off the Globe Carrier. He's enjoying the Phillies during his time on the beach and is as sure as shooting they are going to win the series.

Harry McCullough, whose last ship was the Massmar, is waiting for the Seamar to come in. His dad is on it. Danny Piccerelli, another Phillies fan, is waiting for a first steward's job to hit the shipping board.

Baltimore shipping has been picking up and is expected to remain good for the next period. There were 3 pay offs, 3 sign ons and 17 in transit.

Frederick W. Edgett, sailing about 20 years, just paid off the Kyska, which he called a pretty good ship. After some medical attention that will make him fit for duty again, he plans to ship out.

Henry E. Fosset, after waiting for a 3rd cook's job on the Marymar, was victim of an assault and robbery attempt as he was reporting to work and was beaten so badly he had to go into drydock at the USPHS hospital here. When he's fit for duty again in the very near future, he says he will take the first job that comes along.

Robert A. Stokes plans to vacation for a month before shipping out again. His last ship was the Alcoa Marketer and he served on her for a four-month trip to the far east. He hopes his next trip will be as good as the last, and gave special praise to the Marketer's crew and the steward department which did a real good job of keeping all hands happy.

Norfolk shipping has been slow, but is expected to increase in the coming period with a couple of ships due to pay off. In the last period, there was 1 sign on and 5 in transit.

Dwight Skelton has been boning up for a third mate's license. He has registered, however, so he can ship out in case there is no mate's job available. His last ship was the Globe Progress.

Nelson Steadman, last on the Henry, has got himself a truck and was doing a few odd pickup jobs

around town to carry him over the summer. He's just about ready to ship again, and is looking for another good job on a tanker.

Fred Hicks, last on the National Defender in the steward department, has just finished remodeling his home and says he's ready to ship again.

Puerto Rico reports light damage from recently rampaging hurricane Cleo, the only part of the island to be significantly hit being the southeast. Battening down was thorough, and a vote of thanks goes to the Weather Bureau and the Coast Guard for their fine tracking of the storm.

On the P.R. labor front, the strike against the Puerto Rican Glass Corporation ended when the company and the Glass Workers' Union agreed to submit their differences to the binding decision of a joint grievance committee.

All captains, mates and engineers at Puerto Rico Lighterage have signed Puerto Rico Division pledge cards. A preliminary contract discussion was held with these people and progress, although slow, has been made. An unofficial count from the National Labor Relations Board names the SIU Puerto Rico Division to represent the Volkswagen employees again. This was another SIU victory over the Teamsters.

Genaro "Shipping Board" Gonzales is back home on Ponce for a bit of vacation after a long stint on the Seatrain New York.

Antonio "Chino" Gonzales, who's on the beach after serving a year on the Florida State as bosun, is also taking it easy in Ponce for awhile.

Oldtimers: Elfrain Sierra is in town to open up his new home. Sierra has been holding down various Sealand ships for the past few years. He just completed a few months on the Los Angeles. Adrian Texidor is resting up with a bad foot, but still looking hard for another Seatrain. He just did a six-month stint on the Savannah.

Harold McVay piled off the Detroit last trip for a brief rest. The Detroit was a good ship, says McVay, and he'll welcome the chance to get back aboard. Bob Lasso, after a few months of tow-boating in the area, will be ready to ship very shortly. There are a few household chores to be squared away before shipping out.

The town of Guanica has returned to normal after the beach front section was evacuated when a gasoline and acid laden ship threatened to blow up the harbor. The vessel Darrel Pierce was beached by its crew when it sprang a leak after sulphuric acid ate through the steel plating on the ship's bottom.

Seafarer Hero Awarded Maritime Bravery Award

NEW ORLEANS—A second seafarer, Horace W. Sikes Jr., has been awarded the Merchant Marine Meritorious Service Medal, one of the highest honors the U.S. can bestow on a merchant seaman, for the part he played in a sea rescue while serving on the former Bull Line tanker Titan.

In a ceremony in Mobile several weeks ago, John W. Mullis, a shipmate of Sikes', was given the same honor. The story appeared in the August 7 issue of the Log.

Sikes and Mullis were serving on the Titan December 8, 1961,

when, during a violent storm with mountainous seas, their ship received an SOS from the MV Combined One. Two survivors were spotted in the water amid much debris from the already sunken vessel. The seas tossing her and her decks awash, the Titan was unable to lower lifeboats. Life-

lines were thrown to the men in the water, however, and a Jacob's ladder was put over the side. With total disregard for their own safety, Sikes and Mullis descended the ladder and rescued one of the men. During the operation, an aircraft joined the rescue effort, dropping flares so that more survivors were spotted in the water. Only four of the more than 30 Chinese sailors could be saved, three through the effort of the two honored seafarers.

The award was presented to Sikes by Captain Thomas A. King, Gulf Coast Director, U.S. Maritime Administration, at a luncheon given by the Greater New Orleans Maritime Trades Department. Representatives of 31 AFL-CIO unions, members of the MTD, were at the luncheon. The award was created by Congress and is given through the authorization of the Secretary of Commerce.

Smithsonian To Display Merchant Marine Medals

A collection of awards issued to merchant seamen for acts of heroism and valor has been presented to the Smithsonian Institution's Department of Naval History by the Maritime Administration, U.S. Department of Commerce.

The collection consists of medals, emblems, service bars, combat bars, plaques, citations and letters of commendation, as well as reprints of executive orders, related laws, and other publications.

The awards have been issued by the Maritime Administration and its predecessor agencies since 1937, for acts of heroism on the high seas. According to Maritime Administrator Nicholas Johnson, such awards are part of the Maritime Administration's continuing program of recognizing, officially and tangibly, noteworthy acts by American merchant seamen.

A total of 7,297 medals and other decorations has been approved to date. The highest award, for gallantry beyond the call of duty, the Distinguished Service Medal, has been approved for award to 150 seamen. The second highest award, the Meritorious Service Medal, has been authorized in 496 instances for actions of heroism in the line of duty.

The Mariner's Medal, equal in distinction to the Order of the Purple Heart issued to members of the armed services for combat-received wounds, has been authorized for award to 6,635 seamen of many nationalities who were wounded while serving aboard U.S.-flag ships during World War II.

Sixteen merchant ships have received official recognition as Gallant Ships, while 340 crewmen of seven ships have been authorized to wear the Gallant Ship Unit Citation Bar.

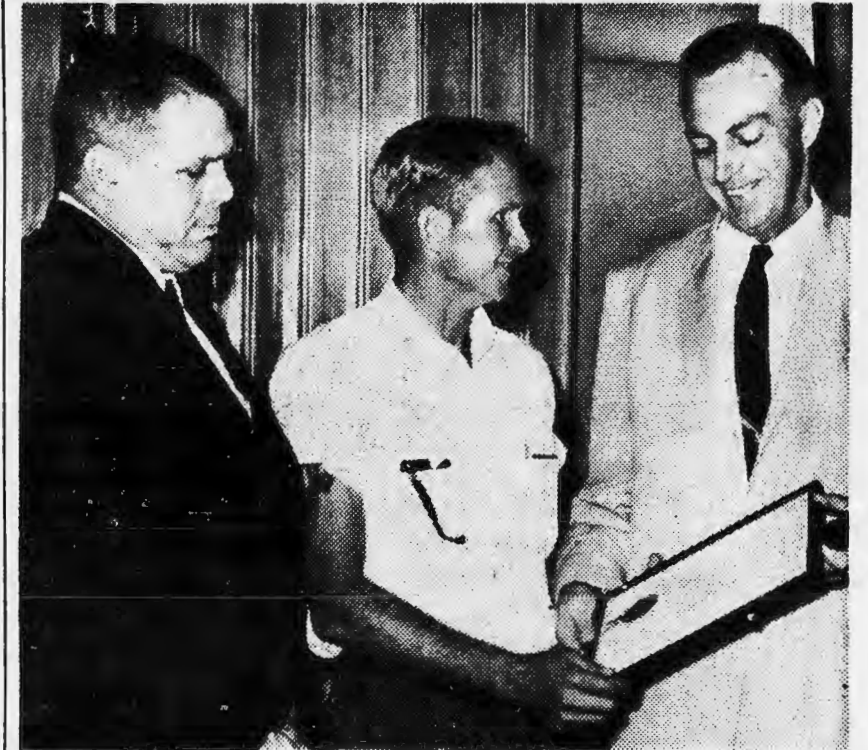
Other decorations which have been awarded to merchant seamen are the Victory Medal, service bars for the Atlantic, the Pacific and the Mediterranean-Middle East War Zones, Combat Bar, Defense Bar, Philippine Liberation Bar, Philippine Defense Bar, Merchant Marine Emblem, and Korean Service Bar. In addition, Letters of Commendation have been issued to 26 seamen and officers on 25 ships.

Many of the decorations issued for service during World War II were given posthumously to members of the family of merchant seamen who died serving the Nation.

Ronald A. Chandler, head of Seamen Services Branch of Maritime's Office of Property and Supply, assembled the collection at the request of Dr. Melvin M. Jackson, Associate Curator of the Smithsonian's naval history unit.

The hall that will house the collection is now under construc-

tion and is scheduled to open next Spring. The Maritime collection will be a noteworthy part of the permanent decorations and awards exhibit.



Seafarer Horace W. Sikes, Jr. (center) is presented the Merchant Marine Meritorious Service Medal, one of the highest awards the nation can bestow on a merchant seaman by Capt. Thomas A. King (right) of the MA. New Orleans SIU port agent Lindsey Williams looks on.

Domestic Subsidy Plan Get's Senate Group's OK

WASHINGTON—A bill vital to the survival of the U. S. domestic fleet, which would provide subsidies to ship operators in the domestic trade, has been approved by the Senate Subcommittee on Merchant Marine and Fisheries.

The measure would provide subsidies similar to those presently available to operators in the nation's foreign trade. The subsidies would make possible the construction of new ships and for the conversion, reconditioning and modernization of existing vessels.

The SIU and other maritime unions and groups interested in the strengthening of the U. S. domestic fleet have long called for such legislation. Passage of the measure was called "vital" for the survival of the nation's domestic and intercostal fleet by Sen. E. L. Bartlett (D-Alaska) who introduced the bill into the Senate and also conducted hearings on it.

"It is of the utmost national concern that the domestic industry be maintained," he said. "Congress must determine and determine soon whether or not the United States is to have any domestic merchant marine at all and that it recognizes that such a fleet is vital to the United States. This bill is a major key to survival."

Vessels included under the provisions of the proposed legislation would be over 1,500 gross tons, built in U.S. shipyards and documented under U. S. regulations. They would also have to be of a type, size and speed approved by the Secretary of Commerce and certified by the Secretary of the Navy as being of benefit to the nation in an emergency.

Clears Wire-Fouled Screw

Seafarer Diver Gets Ship Going

MANISTEE, Michigan—The SIU-contracted W. E. Fitzgerald (Gartland Steamship Co.) made her July run from Chicago on schedule thanks to the heroic talents of a 21-year-old Seafarer named Patrick Foster.

Foster, a native of Denver who has been shipping out of the windy city for the past two years, is an ardent scuba diver. He had the opportunity to put his hobby to good use when the W. E. Fitzgerald ran into trouble just eight hours out of port.

A wire stowed on deck had slipped overboard and fouled itself in the ship's screw, stopping her dead in the water. Chief Mate Carl Holmes knew Foster was a diver and he asked him to go over the side and check for damage. Foster promptly agreed. He put on his scuba gear and, secured by safety lines handled by deckhand George Teplich, on the ship, and AB Bob Ullom, who was stationed alongside in a small boat, Foster dove under the fantail.

He made a quick survey of the trouble and decided he could fix

it. He knew he had to work fast, however, since he had only a 40-minute supply of air in his tanks. Working with wire clamps, Foster managed to untangle the wire with only minutes to spare.

The W. E. Fitzgerald proceeded on to Manistee after just a four-hour delay. Were it not for Foster's quick work, she would have had to wait for a specially chartered seaplane to bring a professional diver. For saving the company on costly time and labor, Foster received a \$100 bonus in addition to the overtime he earned.

Inspection in Manistee revealed no damage to the ship's screw. Company officials greeted Foster at the dock to give him their personal thanks. The young diver was more interested in preparing for another emergency where his services might be needed, however. He went to the local police department and had his air tanks refilled.



Seafarer Patrick Foster was up to his neck in deep water waiting to come back aboard the SIU-contracted W. E. Fitzgerald after clearing the vessel's fouled prop near Chicago. Foster's talents as a scuba diver were pressed into service to get the ship going on her July run from Chicago.

Study Of Puerto Rican Trench Ends

Uncover Mysteries In Undersea Probe

SAN JUAN—The first men to reach the bottom of the 27,500-foot Puerto Rico Trench, the deepest known spot in the Atlantic Ocean, have reported on what they saw. The report contains many surprises.

On 10 separate occasions, teams of three men at a time descended into the wark depths at three feet a second for the two to three hour trip to the bottom. The trench is an enormous undersea chasm that runs about 450 miles east and west, a hundred miles or so north of San Juan.

On the 10 different trips down, a pilot, engineer and scientist participating in what has been called "Operation Deepscan" boarded the French-owned bathyscaph Archimede. At the bottom they could peer through the one inch wide portholes of the bright yellow-painted vehicles at never before seen ocean depths illuminated by 12 one-kilowatt searchlights.

What surprised the scientists most at the 27,500 foot depth, where pressures ran about 12,000 pounds a square inch, was the great abundance of life at that depth. Not a square meter of the ocean floor seemed without some suggestion of sea-life activity. Peering out of the portholes they grew accustomed to always seeing something—a furrow, a hump, a tiny shrimp scooting out of the bright light, or a sea cucumber wriggling its tentacles at the scientists.

They were also surprised that the number of particles suspended in the water did not diminish as the craft descended, but seemed to remain constant all the way to the bottom. What these suspended particles are no one is prepared to say at this point.

Giant Stairway

The scientists were also surprised by a totally unexpected phenomena they encountered on the way down. This is the terracing which they saw on both the north and south walls of the trench. On their trips down the scientists bumped and scraped down a fantastic undersea stairway, with steps hundreds of miles long, more than a hundred miles wide and at least 10 feet high. No explanation was put forward to explain the formation of this remarkable feature of the undersea landscape—this mammoth stairway apparently scaled for use by some undersea giant.

The joint Franco-American scientific expedition which ended in August had begun in April. Participants included the French Navy, the National Center of France,

Woods Hole Oceanographic Institution in Massachusetts and the United States Navy Electronics Research Laboratory at San Diego, Calif.

New Elevator To Up Mobile's Grain Capacity

MOBILE—A \$4.31 million construction project to double the capacity of the public grain elevator here is under way, one of the first steps in making the Port of Mobile the "premier port on the Gulf Coast."

The State Docks Department has shifted into high gear after net earnings of the state docks were heading toward an all-time low, and grain elevator operations lagged behind general cargo and bulk material handling volume.

When the new elevator is completed next year, however, it is thought that Mobile will be able to compete with New Orleans, Houston, Pascagoula and Destrahan for grain shipments.

SIU Clinics

(Continued from page 3)

has served on the staff of the Public Health Service.

As in the other ports, visits to both clinics can be arranged by appointment made through the local Union hall. This procedure is followed to allow for orderly scheduling of examinations.

Expansion of the SIU medical program services to Boston and Tampa is part of a long-standing objective of the Union's medical plan. The SIU's medical program operates its own clinics in New York, Baltimore, Mobile, New Orleans and Houston.

In Philadelphia Seafarers utilize the facilities of the Union Health Center of the AFL-CIO International Ladies Garment Workers Union. This service is rendered on a reciprocal basis to the arrangement in Baltimore where ILGWU members and their families take advantage of the Seafarers clinic in the SIU hall there.

Union - Busting Moves Rapped In Hall Speech

MINNEAPOLIS—In an address to the 1,200 delegates of the 21st convention of the AFL-CIO Brotherhood of Painters here, SIU President Paul Hall said that despite the increased trend of the trade union movement, the stiffening of employer resistance to unionization of workers and union-busting tactics are among the many problems facing organized labor.

Hall cited as an example the "vicious activities" of the Barber-Colman Company of Rockford, Ill., against whom the Sheet Metal Workers Union has been conducting a three-month old strike because of the company's flat refusal to negotiate any agreement.

Hall also cited the massive anti-union activity and lockout tactics of supermarket employers against the Retail Clerk's Association in Baltimore and the experiences of the SIU in the Great Lakes area, as additional examples.

He stated that many unions are up against this type of problem but that it can be met effectively.

Hall said that it is of extreme importance that the trade union movement impress upon government officials and politicians that labor must be recognized and its problems considered sincerely and seriously by all government agencies which have day-to-day jurisdiction over their interests.

In regard to the coming national elections, the SIU President said the Goldwater-Miller ticket is the American labor movement's number one problem and must be given top priority. "I believe this," Hall said, "because Goldwater has made it quite clear that if he were in the driver's seat . . . he would lead the charge to destroy the American labor movement."

The 1,200 delegates, representing 200,000 members, unanimously elected S. Frank Raftery President to succeed his father who was named President Emeritus. The elder Raftery is a vice-president of the AFL-CIO. The Painters Union is affiliated with the Maritime Trades Department of which Hall is President.

Announce 1965 Marad Budget

WASHINGTON — Congress has passed a compromise appropriations bill covering the 1965 budget of the Maritime Administration and the Federal Maritime Commission.

The bill gives the MA slightly less than it asked, including \$187.5 million for operating subsidies and approved \$2.7 million to enable the FMC to regulate shipping in the U.S. foreign trade.

The \$187 million figure for operating subsidies was the difference between the \$190 million requested by the Administration and later approved by the House and the \$185 million that the Senate recommended.

The \$2.7 million received by the FMC represented considerably less than the \$3.3 million requested by the FMC to handle an increasing regulatory load.

Both houses of Congress agreed on allowing the full \$124 million which was requested for construction subsidies. This amount will probably cover the construction of about 15 ships this fiscal year, for the 15 subsidized lines.



By Cal Tanner, Executive Vice-President

Foreign Nations Subsidize Shipping

United States maritime officials have long been forced to listen to a chorus of outraged protests from foreign nations everytime this country tries to do something to invigorate the health of its fleet. However, U. S. shipping officials have long recognized that when these same nations lend a hand to their own fleets, their cries and complaints are suddenly replaced with loud statements about the necessity of protecting their own national interests.

Thus, when our government decided to aid the U. S. merchant fleet through such legislation as the Cargo Preference and 50-50 laws, our ears were immediately deafened by the howls set up by other countries which claimed we were taking an unfair competitive advantage. When U. S. maritime interests point out that this country is doing no more than its competitors, their statements generally fall on unresponsive ears.

Any doubts about the truth of such statements were finally laid to rest recently when the Maritime Administration released a report detailing the various forms of assistance which maritime industries receive around the world. The conclusion of the report, that almost every maritime nation in the world grants some kind of government aid to its steamship fleet, came as a surprise to no one.

The importance of the study is that the next time the chorus of foreign complaints arise when our Government lends a helping hand to its shipping industry, the MA report will provide the plain hard facts that will demonstrate just how hypocritical these protests are.

The MA study shows that seven countries, Italy, Norway, Sweden, England, France and the U.S. provide operating subsidies for at least part of their fleets. Five nations, France, Italy, Japan, Sweden and the U.S. grant various construction subsidies to offset lower costs of foreign competitors, or in some cases, as a special incentive.

Aid to shipping fleets often takes the form of special benefits which offer substantial tax relief. Eight nations, Greece, Italy, Japan, Norway, Sweden, England and the U.S. offer this kind of tax benefits. At other times this relief comes through special depreciation funds which have been established by Denmark, France, West Germany, Italy, Japan, the Netherlands, Norway, Sweden, England and the U.S. These same ten nations also give assistance through loans and interest concessions to their fleets.

The reasons usually given by

these nations for helping their merchant marine are hardly unusual. They include justifications of national defense, balance of payments position, national prestige, and protection against discrimination by other maritime nations. While a foreign country giving one of these reasons for helping its merchant fleet does so as if its very survival hangs in the balance, they all have an all too-familiar ring in world trade and shipping circles.

As far as the enactment of cargo preference laws go abroad, the MA study found that the U.S. hardly has a monopoly on their existence. For instance, West Germany requires domestic cargoes be carried in its own coastal ships except in certain circumstances. France reserves two thirds of its oil imports for in ships flying its own flag or in approved foreign flag chartered vessels. Greece has a requirement that its domestic cargoes move in its own ships.

It should be remembered that our own cargo preference statutes continuously come under attack from foreign shippers, many of whom do a remarkable flip-flop when it comes time to do something about insuring the health of their own ships.



By E. B. McAuley, West Coast Representative

Cal. State Labor Convention Ends

Hard working delegates to the biennial convention of the California State Federation of Labor resting up after a long week's work spent hammering out a vigorous program for Golden State unions to follow in the coming year. One of the convention's major accomplishments was a call for a "thunderous" defeat of a referendum on the November 3 ballot which is aimed at wiping out California's fair housing laws.

The proposal, backed by the real estate industry, would override existing state laws against racial or religious discrimination in the sale or rental of housing. Appearing as Proposition 14 on the ballot, the proposal would write a permanent prohibition of anti-bias legislation into the state constitution.

Also high on the convention's agenda were major campaigns against the GOP presidential nominee Barry Goldwater and a so-called anti-featherbedding proposition.

The convention delegates also approved a broad legislative program which deals with the many special problems that have cropped up in the state's burgeoning economy. Specifically, the convention called for a rate of economic growth capable of providing enough jobs to reduce the state's above-average unemployment rate, and take account of a continuing sharp rise in its labor force, as well as offsetting technological displacement of its present work force.

Other policy pronouncements approved at the meeting included a call for unemployment pay equal to two-thirds of average weekly wages, with a corresponding boost in taxable pay levels and repeal of merit ratings. The convention asked for state curbs on the use of anti-labor injunctions and repeal of the so-called "Jurisdictional Strike Act" which the convention charged was being used to impede legitimate union activities.

The convention advocated a \$2 per hour minimum wage, double time for overtime, and a 35-hour workweek without reduction in take home pay. The biennial meeting took a new tack on the problems of agricultural labor, calling for a new charter of rights. This new approach is based on the assumption that responsibility for attracting and maintaining an adequate and stable labor supply rests on the employer, and not on the recruiting of "bracero" labor by the government.

The convention adjourned after re-electing Thomas L. Pitts as Executive Secretary-Treasurer of the Federation.

San Francisco reports that the shipping situation will probably continue fair for the next several weeks. The Western Planet crewed up while the Steel Apprentice, Steel Recorder, Steel Architect, Steel Admiral, Los Angeles, Delaware and Yorkmar all visited the port intransit. The only pay-off to take place was the Wild Ranger. The Long Lines delayed signing-on and will probably be in port for the near future.

Among the old faces around the San Francisco hall lately was Eddie Ho who came off the Choctaw after building a fine reputation as cook and baker. After spending a whole year on the ship, Eddie has decided to stick around for an extended vacation. George Saucier, who has sailed out of New Orleans for years, is now in drydock after an eye operation, but is coming along very nicely. Nicholas Peters, who has an engineer's rating, has also been laid up for a while. However, all his friends around the hall were happy to hear that he'll be up and around within the next three weeks.

The shipping picture for Wilmington shaped up as fair during the last couple of weeks. Five ships came in on intransit visits and helped to clear 21 jobs off the rotary shipping board. The Iberville paid off in San Diego at the end of August. The outlook for the coming period appears slow

since only two vessels have in-transit visits scheduled.

Benny Mignano passed through the Wilmington hall after four months on the Transhatteras. Benny, who has been in the SIU for the past 20 years, plans to head for home and get his nine children ready for the coming school year. After he takes care of this man-sized chore, he'll be ready for a bosun's job. Malcolm Cross, who just piled off the Elizathport after 8½ months as a day man, is also on the beach here. He wants to visit for a while with his wife before getting ready to ship out again.

Shipping is on the slow bell in Seattle right now. Ships paying off during the past two weeks were the Anchorage, Delaware and Beloit Victory. Gus Skendelas, who recently paid off the Young America as steward, told the gang in the Seattle hall that he will be checking into the hospital for a few repairs. Another familiar face that has turned up in Seattle is Andy Reasko who recently got off the National Seafarer which went into lay-up. Andy says he is ready to go as soon as a steward's job shows up.

Soviet Eyes Liner Trade

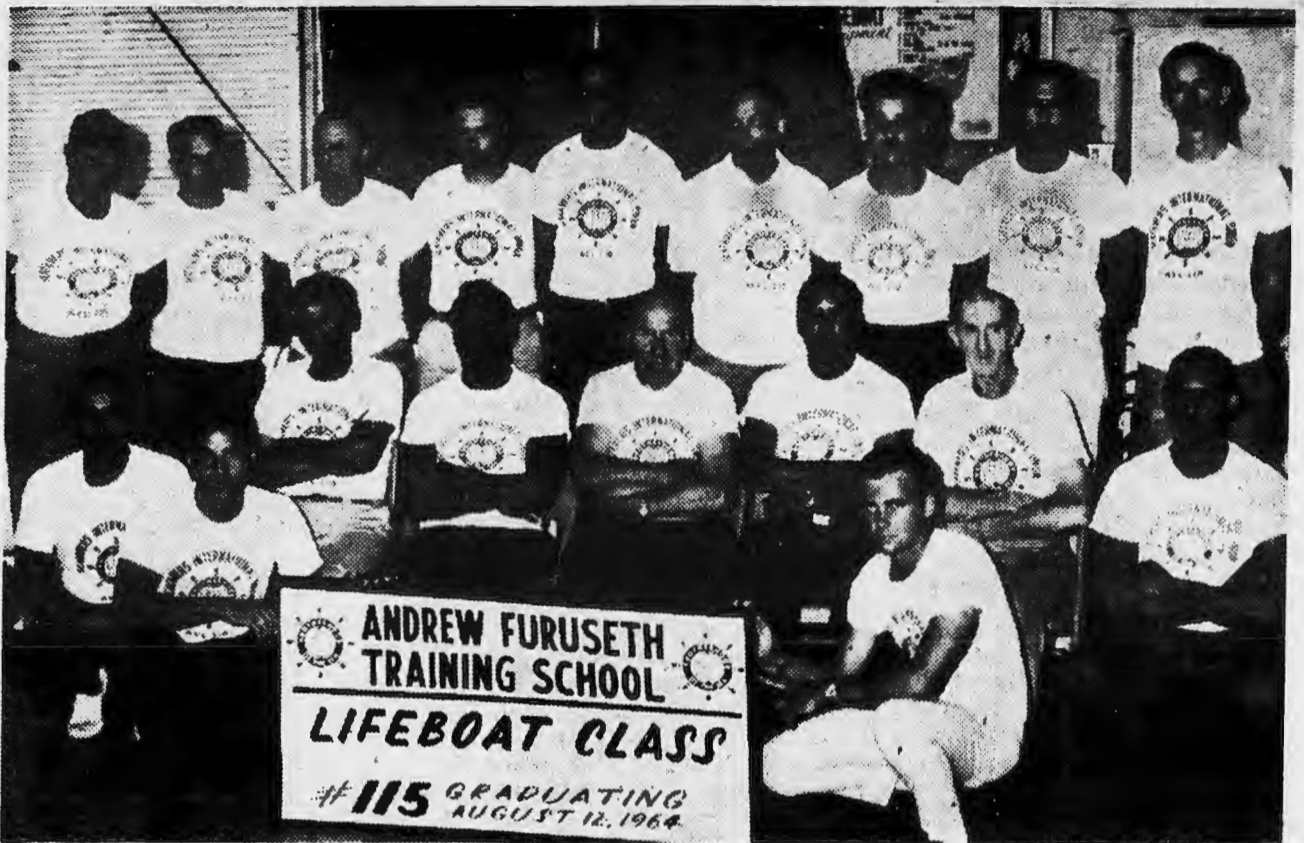
LENINGRAD.—The Soviet Union, a long-time exponent of commercial airlines, is considering entering the passenger shipping business in North America. A trans-Atlantic service between Leningrad and Montreal is in the discussion stages, Russian sources reveal.

If the proposed Montreal run is a money-maker, there is a possibility that the passenger line might be extended to New York. This, coupled with negotiations between the USSR and the United States for non-stop air service between Moscow and New York, would provide for the first time, direct connection on both land and sea with the Soviet Union.

The trans-Atlantic ship service would probably compete with other lines by reductions in fares and shipboard services and facilities. Other Soviet shipping lines present an attractive bargain to travelers, with fares prices 10 to 15 per cent below those of competing companies.

Soviet passenger lines are presently operating 18 vessels on regularly scheduled routes in the Far East, Black Sea, Mediterranean, Baltic and North Sea.

Lifeboat Class 115 Celebrates Graduation Day



After passing all the requirements of the Coast Guard course with flying colors the successful graduates of Lifeboat Class 115 pose for their class photo at New York headquarters. The new batch of lifeboat ticket holders are (front, l-r) Gerson H. Beltran, Robert L. Balgenorth; middle row, Gonzalo C. Lamboy, Celso Rodriguez, Roberto Escobar, Frank Robertson, Primitivo Muse, Stanley S. Tuybr, Carlos R. Soto; rear, instructor Dan Butts, David McKinley, Warren McIntyre, Thomas Whalen, Clifford R. Herring, Ralph Hernandez, Ronald Fernandez, Marvin Firmin, Joseph Riley.

Great Lakes Building Aid Approved By Senate Unit

WASHINGTON—A bill to provide construction subsidies for Great Lakes and coastal water shipping has won approval from the merchant marine subcommittee of the Senate Commerce Committee.

The proposed legislation would help plug a loophole in the Merchant Marine Act of 1936, which does not mention subsidies to Great Lakes shipping specifically. Covered by it will be new construction and modernization of deep sea and Great Lakes ships of more than 1,500 tons.

The bill requires that the ships be American-built and American registered, be of the size, type and speed authorized by the Commerce Department, and be designated as necessary to the national defense by the Navy.

Not all Great Lakes operators support the bill. Tug and barge owners feel it would discriminate against them because their shallow draft vessels are excluded.

Selective rate cuts by competing railroads have cut deeply into coastal and Great Lakes seaborne commerce in the years since World War II. Steamship companies, in many cases, have either been forced out of business or have transferred their activities to more profitable routes.

The Lakes have been particularly hard hit. The opening of the St. Lawrence Seaway has brought in much foreign-flag competition, especially from Canadians who benefit from a broad subsidy program of the Ottawa government.

The ship total in the U.S. flag fleet on the Lakes has declined from 420 to 269 in the last 10 years. Four shipyards have gone out of business, and none of the remaining five have reported any orders for large lake carriers.

In testimony before the Senate committee last spring, A.C. Sullivan Jr., president of the SIU

Lakes District contracted-Gartland Steamship Company, said that decline of shipping on the lakes had caused widespread unemployment

Harbor Bill Passed By Congress

WASHINGTON—A Public Works bill providing more than \$1.2 billion for channel and harbor improvements throughout the United States will be signed soon by President Johnson.

An election-minded House and Senate took pains to add \$49 million to the President's original budget request. The extra funds will go into shipping projects also.

Only the Port of New York fared poorly, relatively speaking, in the appropriations race. The \$3 million Congress added to the President's request for \$3.2 million for the completion of the deepening of the Hudson River channel to Albany did not quite offset the cutting of \$.4 from the originally called-for \$1.7 Buttermilk Channel project. Army engineers said, however, they could complete the job despite the reduction. Other New York projects got the amounts recommended by the White House. The fact New York did not do as well as some other ports was laid to the smallness of those recommendations.

Of more than routine importance to the tanker industry was the insertion by Congress of a \$1.5 million appropriation for the Sabine-Neches Waterway in Texas. President Johnson did not ask for the project but after a special appeal by tanker groups the lawmakers passed it anyway.

in vast areas of that region.

Senator Phil Hart (D-Mich.), a supporter of relief measures for Great Lakes shipping, has pointed out that 34 per cent of U.S. exports of manufactured goods originate in the area surrounding the Great Lakes.

"At a time when the United States is in the midst of a major export drive," he said, "we must open the [St. Lawrence] seaway to American-flag ships so that they may place these goods in foreign markets at a cost that will allow American business to compete."

The industry considers subsidies as the only way they can survive in the once thriving domestic and continental trade routes. Whether they will also require operating subsidies, in addition to the construction subsidies called for in the bill, is a question only time can answer.

Meanwhile, the present bill is not expected to be acted upon until the next session of Congress in January.

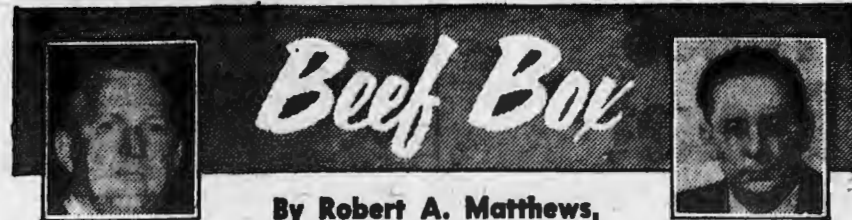
Seaway Has Fair Season

WASHINGTON—In its annual report to the President, the St. Lawrence Seaway Development Corporation announced that 66 fewer ships used the seaway in 1963 than in 1962.

Average gross tonnage of ships making the passage, however, increased by 14.1 per cent. Canadian bottoms led the list of users with 60.8 per cent of all cargo tonnage. American flag ships accounted for only 6.3 per cent of cargoes, passing through the canal.

Iron ore and wheat accounted for nearly 70 per cent of cargoes, followed by corn, fuel oil and soft coal.





Beef Box

By Robert A. Matthews,

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

Transportation Clause Clarified

Headquarters has been receiving several questions on transportation during the last few months. Several of these queries and examples were answered in this column in a previous LOG. For the benefit of those brothers who didn't see this issue, we have decided to include some of these questions in order to review this important contract matter.

The questions came from Brother Charles W. Lane, ship's delegate on the Orion Hunter.

Question No. 1: In the sentence "However, if you are paid off in Japan, the crew will be repatriated to the original port of engagement, as per contract," does the "original port of engagement herein stated refer to the time and place the vessel signed the original articles (Dec. 28, 1962, in New York) or to the port where the individual seaman was hired to engage the vessel?"

Answer: The port of engagement would be the original port that the seaman actually shipped from to go aboard the vessel. In other words, if you shipped on a vessel at the port of San Francisco and signed foreign articles in the port of Wilmington, your port of engagement would be the Port of San Francisco.

Reference: Standard Agreement, Article II, Section 56—Return to Port of Engagement—sub-section (b): "The port of engagement of the seaman is the port in the continental United States where he was first employed by the company for the vessel involved. It is agreed that where a seaman quits and a replacement is obtained in the continental United States port, the replacement's port of engagement shall be the same as the seaman he replaced except that the replacement would be entitled to transportation to his port of engagement if the ship is laid up and he is laid off."

The delegate raises a second question by stating the following example:

Example: Seaman John Doe is hired at his home shipping Port of San Francisco on June 1, 1963, replacing an original crewmember paying off at mutual consent. He is flown to Japan to engage vessel and at the termination of the articles is repatriated to an east coast port (N.Y.). Is he entitled to transportation to San Francisco?

Answer: Yes, his original port of engagement would be San Francisco inasmuch as he replaced a man who left the ship in a foreign port instead of a continental United States port.

Question No. 2 actually is this: In the event the ship pays off in Japan and the crew is repatriated to San Francisco, is John Doe entitled to transportation to the ship's original part of engagement (N.Y.)?

Answer: Yes, As his original port of engagement was New York, he would have to be brought back to that port.

Reference: The same as above.

Question No. 3: Must crewmembers at the termination of the articles in a foreign port accept the company's means of transportation, if a seaman decides to stay abroad for an extended vacation, etc., and has necessary documents to satisfy all authorities? Can the man demand cash in lieu of transportation?

Answer: No. They are not required to pay you cash. All the company is required to do, as per the contract, is to bring you back to your original port of engagement, in the US, either by nothing less than second class passage, if repatriated on another vessel other than one owned by that particular company, or nothing less than the equivalent to a regularly-scheduled flight by plane. The member has his choice.

Reference: Standard Tanker

Castro's Water-War Falls On Its Face

Guantanamo Water Plant Delivered By SIU Vessel

GUANTANAMO BAY, Cuba—Thanks to the SIU Pacific District-contracted President Grant (American President), sailors at the U.S. Naval Base here were able to toast with plenty of fresh water the resounding flop of Castro's plan to put heat on the base by cutting down on its water supply.

The base personnel had their water rations slashed in half when their commanding officer cut the pipeline in reply to Castro's order to close its valves. To fill the gap, a dismantled water desalting plant was rushed here aboard the President Grant from Point Loma, Calif. It is one of three such plants that will supply the base with more than 2 million gallons of water daily, using the flash evaporation technique for desalting sea water.

Getting the desalting plant to Cuba in a hurry was quite a feat, according to saline water experts, because the \$1.6 million unit originally took over a year to build.

The flash distillation technique to be used here has been known since the days of Aristotle. Under low pressures, water will boil at correspondingly low temperatures.

If salt water is enclosed in a chamber in which pressure is lowered below the normal boiling point of the saline solution, part of the water will "flash" to a vapor, which can be condensed to fresh water. The warmer the salt water the greater the reduction in pressure, the greater the flash evaporation will be.

The big problems of this technique are corrosion and scaling. Scientists at the Point Loma plant, however, discovered that by chemically treating sea water before it is fed into a flash distillation plant, operating temperatures of the system can be raised by 200F to 250F, there is a 40 per cent gain in fresh water capacity, and corrosion and scaling decrease substantially.

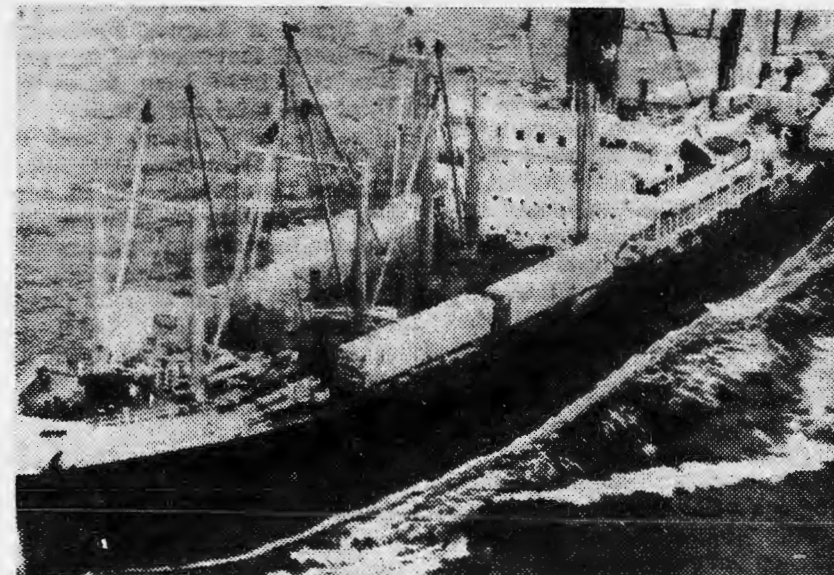
Speed and availability were the chief reasons the Navy picked the Point Loma plant to be dismantled and moved piece by piece to Cuba. The plant had provided the Department of Interior with needed research data and was soon to be replaced by a larger demonstration unit. In addition, it could be expanded to a larger capacity without much trouble.

To save still more time, Westinghouse Electric Corporation is assembling huge, 100-ton, three-story

boilers at its plant and will ship them fully assembled to the base here. In addition, about 125 tons of parts are to be flown here by military transport. Thus, Guantanamo is expected to have ready in record time a plant that might take four years to build from scratch.

Cost was a minor factor in the Guantanamo move, the Navy says; industry has cooperated completely and deliveries come ahead of schedule.

It used to cost 22.5 cents per 1,000 gallons to buy raw water from Cuba, but this had to be purified for use. The desalted water will cost about 89 cents per 1,000 gallons, but the Navy figures that by coupling the power and desalination plants its net cost should be somewhat less than for buying and processing Cuban water and running an independent power station or stations.



SIU Pacific District-contracted President Grant is shown above enroute to the U.S. Naval Base at Guantanamo Bay, Cuba with a complete water desalting plant aboard. The plant was shipped aboard the SIU-contracted vessel in response to Castro's cut-down of water for the Base.

Andrea Doria Statue Raised

NEW BEDFORD—A 700-pound bronze statue of Italian Admiral Andrea Doria has been recovered from the luxury liner which sank in July, 1956, after colliding with the Swedish liner Stockholm 40 miles south of Nantucket.

Skipper Dan Turner of the salvage boat Top Cat and his crew recovered the tarnished life-size bronze of the admiral on the ocean floor in 225 feet of water last Saturday night after a series of 50 dives by four scuba divers.

How much the statue is worth dollarwise has not been determined, but rumors persist that Turner has been offered \$1 million for his newly-found treasure. "He's not for sale," Turner commented when first questioned. Later, he admitted he might sell it to the Italian government.

In order to get Admiral Doria to the surface after eight years on the ocean floor, the scuba divers were forced to saw through its legs just above the ankles. The seven dives were spent sawing off the feet of the statue, which was bolted to the promenade deck.

Turner, a native of Florida, and his crew make their home in New Bedford. The divers are Navy men. Three are still on active duty at New London, Conn., and plan to join Dan's crew fulltime when discharged.

The happy divers, and their skipper carried the six-foot figure into the National Social Club, a popular lounge near State Pier here, and tied it to the bar for all to see after returning to port.

"I had the best diving team I ever had on any job," the jubilant Turner said, a diver for 20 years, told the patrons who gathered to admire the statue now covered with a thin, sand-colored crust after it's many years down below.

Gov't Employees Win Wage Boost

WASHINGTON—An average five percent pay raise for 1.7 million federal employees, retroactive to early July, was signed into law by President Johnson at a White House Rose Garden ceremony attended by leaders of AFL-CIO unions and congressional sponsors of the legislation.

The measure, designed to make federal pay scales "comparable" with private industry rates, also contains substantial increases for top-ranking government executives, Cabinet members, the federal judiciary, members of Congress and their legislative aides. The congressional and top-bracket legislative pay hike, however, does not take effect until the convening of the 89th Congress next January.

Pay "Rewards"

Johnson, who had urged higher executive pay to prevent an exodus of top level people from government, said the bill will enable the nation "to reward and retain excellence in our federal service." He termed it "near the top of the list in importance" in the legislation passed this year. It carries a \$556.8 million price tag.

Postal employees received increases averaging 5.6 percent. For employees paid under the Classification Act—the basic white collar, technical and professional category—increases will average 4.3 percent within a range of 3 to 22 percent.

The biggest hike—\$10,000 a year—goes to the Cabinet members, whose pay has been raised to \$35,000. Congressional salaries, the chief point of controversy during consideration of the bill, will advance \$7,500 in January to \$30,000. A bill which would have raised congressional salaries by \$10,000 effective immediately, was defeated in the House last March.

AFL-CIO President George Meany was a member of the Randall Commission which had strongly recommended a substantial increase in executive salaries and the federation testified, in favor of larger increases than the legislation provided.



Otto R. Hoepner, ship's delegate, Robin Sherwood; Pat Ryan, Colorado; I. Kyser, Manhattan; Harold E. Spell, Elemir; Jim Shortell, Steel Recorder; James H. Slay, Fort Hoskins.



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

Good Shipping For Gt. Lakes

With shipping remaining very good in the port of Detroit over the last two weeks and rated men still in demand, several of our members went for their firemen and oiler tickets in the engine department and five men got their AB tickets in the last two weeks.

Presently, the following salt-water ships are in the Lakes area: Fairland and the City of Alma (Waterman Steamship Company) and the Alcoa Marketer of Alcoa Steamship Company. Several replacements were put aboard these ships out of the Detroit hall and it is anticipated that additional jobs will be going off the board for these vessels before they depart from the Lakes area. The Morning Light is due in somewhere around the 18th of September, but to date, we have no information on her itinerary.

Recently the port of Detroit played host to the sailing vessel, Christian Radich, Norwegian cadet-training ship. The Christian Radich was greeted by a host of pleasure craft, tugs and Great Lakes bulk carriers. The Norwegian sailing vessel docked at Detroit's Cobo Hall, remaining for a two-day stay. The 205 foot, all steel training ship was open for public inspection prior to her leaving for Toronto, Montreal and other ports enroute to the Atlantic Ocean.

The Radich was met in Lake St. Clair by US Coast Guard cutters to clear a path through countless pleasure craft which went miles out into the Lakes to sail in with the foreign visitor. Several SIU members paid visits, cameras in hand, during her stay in Detroit.

Utilizing the Algonac and Port Huron Service Centers, all vessels transiting the St. Clair River have been voted. It was necessary to vote vessels not coming down the Detroit River, in outlying ports. It was also necessary to carry ballot boxes aboard some vessels more than once in order to assure that all members were afforded the opportunity to cast their ballots. By using the Service Center and catching the vessels under way in the St. Clair River, a greater opportunity to vote was afforded the crewmembers of these vessels. Tallying committees will be elected shortly.

Shipping is still good in Alpena, with relief and steady jobs coming in daily. Anybody who wants to go to work can do so on almost any job call. We are still in short supply of rated men in the deck and engine departments. At this time, SIU members who have the required seetime are urged to have their ratings upgraded.

Merrit-Chapman and Scott's Tug "Alpena" and Dredge "Gotham" have arrived in Alpena for an indefinite stay as part of the big twenty million dollar expansion program by Huron Portland Cement Company to increase production, which should mean a more steady run for all Huron Cement vessels. Included in this program is the conversion of another ship to a cement carrier, conversion taking place in a Chicago, Illinois, ship yard.

We have had visits by Ted Puroff off the E. M. Ford; Adolph Lalisch and Clayton Fee off the S. T. Crapo; Frank Burski off the P. H. Townsend — all off on medical leaves and hoping they will soon be back on their ships. August Schillard and Paul Schneider off the D. P. Thompson on vacations—which they claim don't last long enough—stopped by for a visit before returning to their ships. James Scott and Gustaf Schiller off the SS Huron for a vacation were also by for a visit. Julian Budnick is here waiting for that certain ship.

Due to the grain strike which was recently settled, the shipping in the port of Buffalo had come to a stand still; however, in the past few days, it has picked up slightly and we are looking for it to improve considerably in the next few weeks.

The "Western Hunter" has started work on deepening the Buffalo harbor and is expected to be completed ahead of schedule. This has put many of our local

IBU brothers to work.

Joe Sovey, who is off on a medical due to a bout with a hatch winch on the Henry R. Platt is coming along fine and is due to return to his job in about a week.

Shipping again in Chicago has been extremely good with no let up in sight. With the closing of the month of August, however, it is expected that most of the vacations will have been taken and things will level off a little.

On the local scene, Local 192 of the Automobile Salesmen's Workers Union have pulled down their picket line at Johnson Ford in order for talks to begin relative to Union recognition. With the Chicago MTD Port Council pickets supporting the line, Local 192 officials were released from the line and successfully signed up three additional sales rooms in the Chicago area.

Chicago reports that the dredging of the Calumet River to the Harbor is well ahead of schedule and all is going well on that project. Joe Shefke returned to his porter's duties aboard the Detroit Edison after taking a vacation home and said he had a restful two weeks.

After six months of terrific shipping, things have finally slowed down to normal but book men still have only a short wait to ship out.

Cleveland had a naval week with the Norwegian Windjammer "Christian Radich," which drew 18,000 people in her two day visit. Next came the U.S. Submarine from the Atlantic fleet "The Runner" and finally the "LST USS DeSoto County" for a week's stay and open house inspection.

Still on the beach and waiting for that certain ship are Joe Mickalowski and George Stevenson. No matter how many times they ship out, you can always depend on them coming back.

Shipping has held at a steady pace in this port. Again in demand are ABs. Within the last week or so, we have had many engine department jobs — Wipers, Oilers, and Firemen. The vacation relief jobs have let up and Duluth is beginning to get permanent job calls once more.

Joe Kelly just got off from a relief trip. In the Winter, Joe spends his time teaching Junior High School. Archie McCormick, Wheelsman, is back in Superior—his old fortress.

Shipping has remained good in the port of Frankfort with three or four Ann Arbor Carferries running. Ballot boxes have been brought aboard all the Carferries at least twice to assure that both shifts had an opportunity to cast their ballots.

Senate Unit Probes Doctor-Drug Racket

A senate anti-trust subcommittee has exposed a neat racket being practiced by a small but growing number of doctors throughout the country.

The doctors purchase stock in pharmacies and drug redistributing companies, and when they write out prescriptions for their patients they have a captive — and relatively helpless — clientele.

Sen. Philip A. Hart (D-Mich.), chairman of the subcommittee which has been conducting the hearings, says this is "unfair trade practice and restraint of trade."

"These companies, in which doctors own stock, buy generically (by drugs) and then relabel or repackage under the company trade name," Hart pointed out at the hearings. "In some cases a common drug also may be manufactured and sold under the company trade name."

A spokesman for the American Medical Association said, at the hearings, that his group "recognized that there is nothing intrinsically immoral or improper in a physician owning a drugstore" providing he follows certain AMA guidelines.

For example, he should not steer a patient to his own drugstore.

The AMA has a much stronger position on drug houses, he declared, stating: "It is unethical for a physician to own stock in a pharmaceutical company which he can control or does control while actively engaged in the practice of medicine."

What the hearings disclosed, however, is that the AMA is doing little, if anything, to stop the practice.

Witness after witness appeared before the subcommittee to testify that the trend is on the upswing, even if still relatively small. The Washington representative for the National Association of Retail Druggists estimated that there are about 2,200 MD-owned pharmacies — about double the number there were in 1961.

There are specific areas of the country where even small numbers of such operations have an impact on the industry and, of course, on

the patients.

A. G. Brain, Jr., president of Brain, Kay, McQuarrie, Inc., of Salt Lake City, Utah, told the subcommittee that two years after his firm was organized a competitive firm was formed which sold stock to some 250 doctors.

"The stock was sold to the doctors with the general understanding" Brain said, "that the doctor would prescribe the pharmaceutical products distributed by the company."

According to Brain, it paid big dividends. Some \$2,000 worth of stock in the firm, purchased five years ago, now has a market value of \$44,000 plus dividends.

One argument offered in defense of this practice is that when doctors have a financial interest in a drug firm they will be in a better position to make sure that the drugs are pure.

This was contested by Joe H. Arnett, secretary of the Texas State Board of Pharmacy. He placed in the record a letter he wrote to Don Anderson, assistant executive secretary of the Texas Medical Association. It read in part:

"Some companies like Merit (a firm in Houston, Tex., owned by 300 doctors) have been formed by selling stock to practitioners. One such is Pharmafac Co. of Austin, Tex. Some of our pharmacists have refused to handle Pharmafac products because they state they do not feel that the medication is of the same high quality as the major manufacturers produce and they know that a number of products have not been stable."

Republican Senate Leader Everett McKinley Dirksen has charged that the hearing is not appropriate and that it is delving into the ethical conduct of a very small number of doctors.

To this Hart replied: "This could be labeled preventative medicine and if, indeed, this is a minor factor, it is increasing in number and degree. Perhaps these hearings may enable the states to act in timely fashion and we will not have a major problem."

Call For Great Lakes Water Level Survey

CHICAGO—The ten-state Great Lakes Commission has called on the State Department to make a thorough-going survey of the water resources in the Great Lakes region.

The request was made to the department August 18 by a seven member delegation from the commission, headed by Chicago lawyer Albert J. Meserow, chairman of the group.

In an interview Meserow said the study should include more than the immediate problem in the Great Lakes of low water levels. He said the International Joint Commission—made up of the US and Canada—should make a "comprehensive survey of the management and regulation of the waters of the Great Lakes for all purposes."

Such a survey would include, he added, the problems of navigation, power, recreational use of the waterways, shore lines and consumption of water for industrial and human purposes.

Meserow said it was his understanding, after a talk with a department legal adviser, that the State Department had already started negotiations with Canada on the terms of the study, which would take about two years to complete.

High in the order of consideration will be a Canadian plan to divert water from the Hudson Bay area to the Great Lakes. The plan, called formally the Great Lakes Replenishment and Northern Development Canal, would cost about one billion dollars.

A boon to inland watermen, its most immediate effect after completion would be to raise the low water levels in the Lakes. The problem has become so acute that the Lakes Carriers' Association estimated last month it might suffer as much as a \$13 million loss this season alone because of low water and the ensuing inability to load iron ore ships to normal draft.

The INQUIRING SEAFARER

QUESTION: How do you spend your off-duty hours while you are at sea?

John McNerney: I like to read a lot, and since there is always good fiction books in the LOG library, I read as many as I can. Whenever we are near enough the land to pick up the radio, I like to listen to that and sit around in the sun and get a tan.

Albert Santiago: I generally read some good fiction. The LOG libraries I have seen are all pretty good, with range of subjects that fits just about every man's taste. I also like to listen to the radio, and watch TV if we have one on board ship.

Marvin Furman: Whenever I can find a partner, I like to play chess, but I do a lot of reading. There is not really much to do in such a small area as the ship, but the Union's plan of supplying books and games aboard every SIU-contracted ship helps a lot. I play cards quite a bit too, I guess.

Ramon Ayala: I am studying all I can about electricity and about the electricians position and what he does. I want to become an electrician if I can. This keeps me pretty busy because I am interested in it, but whenever I can find a good novel, I go ahead and read it.

Egan Stage: I am a pretty friendly guy, so mostly I sit around and talk with the other guys or play cards with them. Of course, the library is pretty good, and I read quite a bit, too. I think that with the good selection of books the SIU provides for us, most everybody reads quite a lot while they are at sea. Sometimes, though, I just lay on my bed and dream.



SPAD

**Seafarers
Political Activity
Report**



LABOR LAUNCHES VOTE DRIVE—The AFL-CIO is making a major effort this year to improve the nation's poor voting record—a record that saw only 64 per cent of all eligible voters casting their ballot in the 1960 presidential elections. Even more dismal than the voting, or non-voting, habits of the majority of Americans, is the fact, according to a University of Michigan study, that the bulk of our people know and care little about government and politics. "A majority of Americans," the study shows, "do not know which political party controls Congress, are indifferent to many of the issues that the parties and candidates see as major, and are not even clear as to the key differences between conservative and liberal candidates." Professor Philip E. Converse, director of the study, said that during the 1958 elections only 43 per cent of the American public was willing even to take a guess at which party controlled Congress. Many of these, he said, were wrong, even though they had a 50-50 chance of naming the proper party. The AFL-CIO has been mobilizing, through its political education arm, COPE, to get the voters to polls and to help them to better understand the issues. Both tasks have become paramount in the '64 national contest, a contest where the issues are clearly divided between liberal and conservative concepts.

HOUSE VOTES COURT CRIPPLING BILL—A conservative-backed drive to cripple the Supreme Court's power to enforce its "one man-one-vote" decision for the fair apportionment of state legislatures has been jockeyed through the House but held up—at least for the time being—by a determined group of liberals in the Senate. AFL-CIO President George Meany called the House's action "unconscionable," in that it seeks to block the high court's power to see that all citizens, whether they live in the city or the country, have equal voting power. The Senate version of the bill, backed by Republican Minority Leader Everett Dirksen, would limit the tribunal's right to rule on reapportionment until 1966, giving Congress and the various state houses time to vote on a constitutional amendment that would allow one house of a legislature to be apportioned on a base other than population. The AFL-CIO denounced the Senate proposal as a "revolutionary" interference with the courts and with democratic processes.

GOLDWATER IS "NO JOKE"—The 1,700 delegates to the fifth California AFL-CIO convention in San Francisco heard Gov. Edmund G. (Pat) Brown warn that Goldwater is "no joke" for Americans. "He wiped the smiles off our faces in a hurry," Brown said, "with his San Francisco acceptance speech—one of the most dangerous statements ever made by an American, let alone a candidate for the highest post in the government of our people." COPE National Director Al Barkan urged the delegates to "drop everything else for the next 12 weeks" and concentrate on election work. "Nothing is as important as the outcome of the coming election," he said.

LABOR ROUND-UP

C. J. "Curly" McMillan, a long-time member of the executive board of the International Brotherhood of Electrical Workers, died in Louisville recently at the age of 74. He had been retired for three years at the time of his death.

More than 1.5 million organized workers will get an average wage increase of 3.2 per cent as a result of major collective bargaining settlements made during the first half of 1964; the Labor Department reported. About 550,000 of the workers involved are in manufacturing plants which agreed to average wage boosts of 3.6 per cent. The settlements are mainly in the women's garment industry, where 120,000 workers have won their first increase in three years. The other million are in non-manufacturing trades. Included in this category are railroad yard crews, New York transport workers, retail and railway clerks and communications workers.

Members of the Photo Engravers and Lithographers unions have overwhelmingly approved a constitution clearing the way for the official merger of the two graphic arts groups on Labor Day, September 7. Last January, members of both unions voted for the merger, the first in the field in more than fifty years. Kenneth J. Brown, president of the Lithographers will head up the new union, and William J. Hall, president of the Photo Engravers will become executive

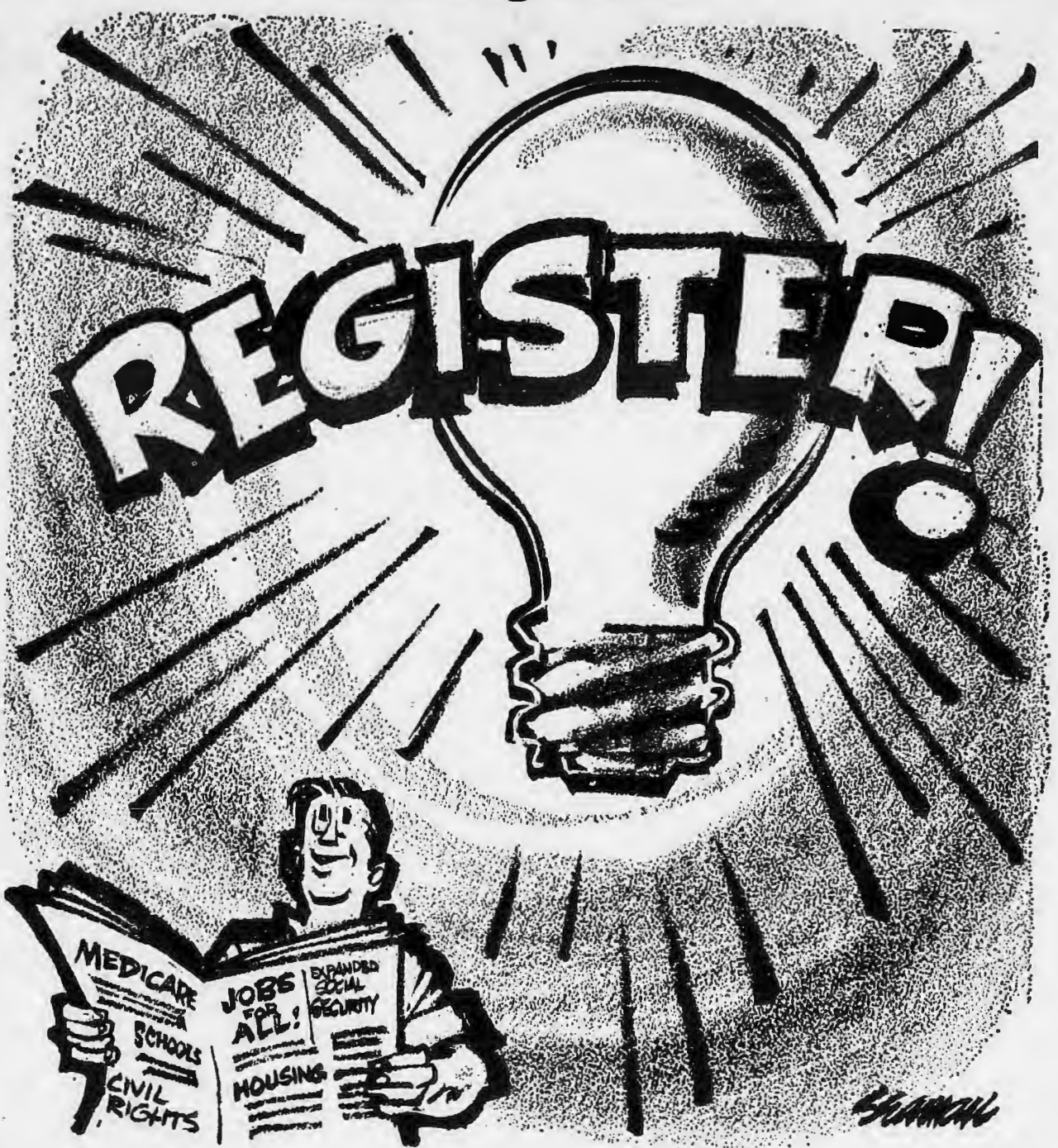
vice-president. The new union will be called the Lithographers and Photo Engravers International Union.

John R. Stevenson, 77, has retired after 57 years as an officer of the Carpenters Union. His most recent post was first general vice-president of the union. A resident of Chicago, he came to this country from Scotland in the early years of the century. He was president of his local union for many years and business agent and president of the Chicago District Council of Carpenters.

The strike of Sheet Metal Workers against the Barber-Colman Company of Rockford, Ill., manufacturers of air conditioners, machine tools and other equipment, is continuing. International president Edward F. Carlough has appealed to 10,000 local and national union contractors to stop buying Barber-Colman merchandise until the strike—now in its third month—is settled.

New York's Public Service Commission has ordered railroads operating in the state to comply with the "full crew" law, which has been challenged in the courts by rail management. The ruling upheld a complaint by the Locomotive Firemen and Enginemen which charged the New York Central with dropping a fireman on trains running from Niagara Falls to the Canadian border.

"The Big Idea!"



The 1964 national elections are shaping up as the most important for Americans in many years. The issues, at home and abroad, are serious and far-ranging enough so that they will affect our lives and those of our families for a long time to come. Among the most immediate are automation and jobs, civil rights, medicare and aid to education for our youngsters. And there are others too many to mention. We all have a big personal stake in how these issues are decided and acted upon.

Seafarers are even more directly concerned than most of their fellow citizens with the problems of U.S. foreign policy. The events in varied places like Cuba, Cyprus and Southeast Asia, the problems of runaway shipping, cutrate foreign competition, and the U.S. overseas aid program, all mean money and jobs in or out of the pockets of seafarers. The maritime industry, a vital part of America's defense effort, must look to Washington for aid, support and rational policy.

Deciding which of the two major candidates that will give the best answers to all of these problems is now up to the people of America. The SIU, through SPAD, its political activities department, has been active in keeping seafarers aware of activities in Washington as they affect not only us but the nation itself. COPE, the political arm of the AFL-CIO, has also had its role in keeping Washington informed on what Labor is thinking and telling Labor what the politicians are up to.

But the issues, the candidates and the activities around them will mean little to Labor if it is not ready to make its decision on Election Day. And we cannot be ready if we are not registered to vote.

A national register and vote campaign, fully backed by SPAD and COPE, is now underway. Its aim is to increase the nation's pitiful 64 per cent average voting record in national elections, a record that falls below even that figure in off-year elections.

It will succeed only if Americans can be roused from their political lethargy long enough to go down to the corner registration place and sign up. And if they remain aroused enough to study the issues and go out and vote in their own best interest.

That means, most especially, laboring men, including seafarers, who have so much riding on the outcome of the November contest.

Registration requirements—never hard, except in a few states—have been simplified, and special registration times, in addition to the regular ones which begin about now, have been set up.

In short, it has never been easier to register—and never more important.

Now its up to YOU!

Union Label Week

"Its usually a small thing—but its worth finding." That's the way AFL-CIO secretary-treasurer William F. Schnitzler describes the Union Label.

September 7 through 13 will mark Union Label Week. The little mark to be found in apparel, manufactured goods and thousands of other products, and the Union signpost that hangs in a myriad kind of shops and offices, have a long and honorable tradition. They are placed only when the goods and services offered mean a fair wage and decent working conditions for American labor.

The labels also mean a quality product or service offered by union craftsmen.

Combined with the "Don't Buy" campaign of Labor, which alerts union men to scab goods and those made under unfair conditions, the Union Label has done much to raise the living standards of all Americans. It should be looked for in the inside right pocket of a man's suit jacket or on any garment or product you come across when you go shopping. It's a common-sense insurance of quality of high standards.

Equal Pay For Women Encountering Few Snags

WASHINGTON—Assistant Secretary of Labor Esther Peterson expects employers to comply without difficulty with the equal pay for women law. Interviewed on Washington Reports to the People, AFL-CIO public service program heard on 700 radio stations, she noted that many employers complied even before the law went into effect.

"Many persons have written me and said, 'Look, Mrs. Peterson, I have had a raise,'" she reported. "Most employers want to comply. It is now a national principle that there should be a rate for the job."

She said many employers "are overwhelmed by the prospect of having to analyze and re-evaluate jobs," but, in the long run, "we expect that many new opportunities will be open for women."

Mrs. Peterson said that previous experience under the War Labor Board, when women took jobs in war plants during World War II, through civil service operations in the U.S. government, and under equal pay law operations in the states have helped in putting the new federal law into operation.

She noted that the law forbids cutting the wages of men if

women in the plant or office are doing the same job for less. The law also provides that merit increases and seniority shall not be affected.

She predicted that about 8 million of the 24 million women now working would be affected by the act.

Up to now, "women doing exactly the same work were paid between \$8 and \$20 a week difference and we found that even college graduates were paid less for performing the same work," she said. "However, once the new principle is established, this condition will no longer prevail."

At present, she said, millions of women are in so-called women's jobs, as stenographers, secretaries, teachers, nurses and in the service occupations.

"At the same time, many are moving into other areas, including administrative positions, the professions and into operation of automated equipment, computers and the like," Mrs. Peterson said. "Women seem to be particularly clever in this work."

Philippine Mail Wins Honors For Rescue

SEATTLE—The SIU Pacific District-contracted Philippine Mail (American Mail Line) was presented with the Ship Safety Achievement Award of the Marine Section of the National Safety Council, here recently, the highest honor given by the maritime industry to U.S.-flag vessels performing feats of safety at sea.

The award was given in recognition of the vessel's rescue of nine crewmembers of the sinking Chinese freighter Hai Ziang. The Philippine Mail sent to the assistance of the sinking vessel on March 29, 1963. After pulling the nine men to safety the SIU Pacific District-manned ship stood by until a Navy ship arrived on the scene to take off the remainder of the Chinese crewmembers.

At ceremonies in Seattle each crewmember who was aboard the Philippine Mail at the time of the rescue was presented with individual certificates of honor by Rear Admiral R. D. Schmidtman of the Coast Guard.

To Ease Technological Unemployment

Study Cites Bargaining, Public Works As Buffers

WASHINGTON—Collective bargaining has helped ease the impact of technological change for millions of Americans, but it must be supplemented by government programs to create new jobs for a growing labor force, an AFL-CIO analysis points out.

The Labor Federation's Economic Review feature in the August issue of the American Federationist, AFL-CIO magazine, terms automation "a serious human problem with potentially explosive consequences," but stresses that it is not insoluble.

"In thousands of agreements covering million of workers, unions and employers have adopted measures which give workers a share in the gains of increasing productivity, cushion the impact of layoffs and, in some cases, even eliminate entirely layoffs due to technological change," the article notes.

It cites contract provisions prohibiting technological displacement except through attrition, offering early retirement benefits

to older workers, setting up retraining programs, and reducing the work-year through extended vacations and a direct reduction in hours.

As a result, the article points out, "the jobs of hundreds of thousands of workers have been preserved, their incomes sustained in whole or at least in part and their opportunities for other employment expanded because a union was on the scene when technological change threatened to ride roughshod over those whose services were no longer needed."

The analysis notes, however, that "the problem of creating enough jobs for a growing and more productive labor force is not a problem which can be solved at the plant or company level. It is a national problem, requiring national action to supplement the private decisions."



IN the beginning part of the 19th century a restless Herman Melville quit his clerkship to go sailing. He later wrote in Moby Dick, "Whenever I find myself growing grim about the mouth; whenever it is a damp, drizzly November in my soul . . . then I account it high time to get to sea as soon as I can." Thousands of years earlier a Greek called Homer was moved by the same feelings.

The sea has always had the power to draw creative men to it, and to make creative the men that ply it for a livelihood. Seafarers, perhaps because they must pass so many lonely hours, or maybe because they are really a breed apart, have given more than their share of art and literature to the world. Before there was written language sailors were creating poetry, chants and lyrics that were passed by mouth to mouth down through history. Homer's epics (and few believe they were written by just one man) were born and spread in that way.

Shanties

The sailing men of the 1700s and the 1800s raised the sea sonnet to a high art. They had shanties, ballads and tales for every conceivable occasion, be it work, beefs, drinking or playing. The songs, taken together, form a history of life before the mast, of its special joys and its cruelties, of heroic masters and mean ones. Linked with the ballads are the tales of great storms and schooners that disappeared. The authors of the tales, like those of the ballads and shanties, were plain sailing men and their names, if ever known, are now lost. All that remains are the heroic names of the characters—Jason, Bully Hayes and Paddy West.



Herman Melville, among the very finest of American writers, spent five years (1838-43) at sea, serving on merchantmen and whaling ships. His novels were filled with the majesty of the ocean, and also with the majesty in the souls of men. In Billy Budd, Melville showed his love for Freedom and his tenacious morality. He had an understanding and respect for the ways of others, something seafarers, because of their wealth of experience in widely different parts of the globe, still tend to have in greater abundance than land-living folk. In Typee and Omoo and other tales from the South Seas he gave Americans their first clear but still romantic look at the people of Polynesia. Queequeg, one of the great heroes of Moby Dick, was more than just a savage to Melville; he was a man with a deep consciousness of life. Moby Dick endures as the greatest story of the sea, and perhaps the greatest novel, to come out of America.

Before The Mast Contemporary with Melville was Richard Henry Dana, a "common sailor" whose autobiographical narrative, Two Years Before the Mast, the only major work he ever wrote, has become another American classic. Dana gave America a view of the meanness and loneliness of life on a merchantman that helped to begin the long struggle for improvement of the seafarer's lot. Through Dana, many

learned that going to sea was not all romance and adventure, but was, for most of the time, a hard and unduly cruel way to live out a man's life.

Jack London was a sailing man and an incurable freebooter. He roamed the world seeking fresh images to put into the fifty novels he wrote. He was the first "best selling" author in this century. Like Dana, he was concerned with the lot of the common mariner. In the Sea Wolf, which later became a play and a film, he wrote of Wolf Larsen, the cruellest master who ever stood on a bridge. The Cruise of the Snark, and Tales of the Fish Patrol were among his better-known sea yarns. London was a writer who, because of his vast output and his often feckless ways, tended to be underrated by the critics . . . but never by the thousands of seafaring men who read his books.

After reading Victor Hugo's Tolleurs of the Sea, Jozef Konrad Korzeniowski, a young Polish immigrant then living in Paris, became so intrigued by the sea that

he decided to ship out. During his 16 years as a sailor he changed his name to Conrad and learned to use the English language better and with more beauty than many English-born novelists. He produced eleven novels and a personal record. Lord Jim, the most famous, has been read by millions. His other major works include Nostromo, Victory, and many others. He had the eye of a lookout and his books are rich in detail and careful insights. His stories were always adventurous, but never maudlin or sentimental.

War At Sea

Though World War II produced many works about the Navy and fighting sailors, except for a very few, like Nicholas Monsarrat's The Cruel Sea and some of the accounts of duty in the North Atlantic merchant convoys, they could not really be called books about the sea and those who sail it. The story of the sinking by a Japanese destroyer of PT 109 and the fight for survival of her crew, led by Lt. Cmdr. John F. Kennedy, should be classed, if only for the significance the survival of that crew had on history, among the most telling stories of sailormen.

There have been a few less fine artists than fine writers among seafarers. But then writing is easier, from a purely practical standpoint, than painting or sculpturing on board ship. Hundreds of years ago, the art of scrimshaw

began and it still survives. Simply, it is whittling, only the results are often more serious. Ishmael in Moby Dick described it so: "Carve you out a bit of bone sculpture, not quite as workmanlike, but as close packed in its mazes of design as the Greek savage Achilles' shield; and as full of barbaric spirit and suggestiveness as the prints of the fine old Dutch savage, Albrecht Durer."

Not content to just whittle, even if the whittling ranked among the best of the world's folk art, sailors were wont to decorate their vessels and, very often, their homes on land. In New Bedford and Sag Harbor, on Cape Cod and in Nantucket the houses of whaling and merchant men still stand, with their intricate and beautiful joinery, carving and decorative facings.

Seascapes

Many artists have gone to sea to capture its face for their paintings. Turner, the great English painter, had himself lashed to a mast during a blizzard when he worked on his famous Boat in a Snowstorm. Jean Louis Gericault, a French seaman and artist, put to sea in a raft, it was said, before he painted the survivors of an infamous shipwreck in the early 1800s. The work produced was the classic Raft of the Medusa.

The American Winslow Homer caught the tempestuous sea of winds and sharks in The Gulf Stream, probably the best known of American works of art. Winston Churchill, who liked to refer to himself as a "former naval person" found painting seascapes a redeeming form of relaxation from the cares of state.

If one were to take all the works, literary and artistic, of seafaring men they would fill a giant-sized museum, a museum that would include some of the masterpieces of the mind of man. Whether sea inspires men or whether inspired men so often go to sea will remain a timeless question.





A coconut seller in the market of Saigon offers her produce for about 2 piastres each (about 2 cents American).



Farmers from the province bring their crops to Saigon to sell them in the large food markets. Above a farmer unloads pineapples from his boat.



SIU-manned ships like the Steel Rover are regular callers at the exotic port of Saigon.

SEAFARERS PORTS OF THE WORLD

SAIGON

Saigon, the second largest port on the Far Eastern trade routes, is the capital city of the war-torn country of South Vietnam. A regular port of call for ships of the SIU-contracted Isthmian Lines and Victory Carriers, Seafarers make regular stops at this European influenced country.

In the next two weeks, both the Steel Apprentice and the Steel Recorder will be making the city a port of call.

The city is located 75 miles from the South China Sea, on the South-eastern coast of the Indonesian Peninsula. The city proper lies on the right bank of the Saigon River, which with the Donnai River, form the northern part of the Mekong River Delta. The part of the city known as Cholon is across the river from the capital city.

Ships that ply the trade route through the Strait of Malacca from India to Japan bring machinery and western goods to this exotic port, and carry away such native cargoes as coconuts and pineapples.

Saigon was named the capital city of South Vietnam after the Geneva Convention in July 1954, which divided the country between the South Vietnamese and the Communists of the north. Vietnam was at one time a part of the French colony of Indochina, or as it was also known, Cochinchina. After the war, the country was divided into three parts which also included Cambodia and Laos.

French control of the area began in 1862, and since that time, the city center has been rebuilt to expose the European influence. The interesting combination of wide boulevards that traverse the city and the narrow twisting streets of the older sections of the city present a unique view of the busy metropolis.

The city is spaciouly laid out, the boulevards and avenues wide and airy, with parks and squares dotting the scene. The trees, which have been growing along the streets for years, have grown so that the branches touch, making the streets into large cool, leafy tunnels.

One of the main thoroughfares of the city is Phan-thanh-Gian, named after General Lize. The other two main arteries of the city are Hong-thap-Tu (Chasseloup Laubat) and Tran-hung-Dao (Gallieni) which link the city to the provinces of the Donnai and the Mekong River Delta area.

Before 1932, the city of Saigon was separate from its sister city of Cho Lon (Cholon) which lies on the left bank of the Saigon River. On Jan. 1, 1932, however, the two cities were joined for political and economical reasons. The resulting name, that of Saigon-Cholon, may still be found on maps printed at that time, although the name has since been changed back to just Saigon.

The location of Saigon, which sits 75 miles from the sea, protects the port from the savage typhoons and storms of the area during the monsoon season, providing safe, storm-free docks all year around for the many ships that ply their trade in the area.

Although the city is torn from time to time by political struggles, and by the current war raging between the South Vietnamese and the Viet Cong, in the main, life in Saigon is little affected by the battles. Farmers continue to bring their crops of pineapples from across the river to the large food markets of the city in their tiny boats. Coconuts, which are a treat for many of the inhabitants, in other parts of the country have become a necessary staple in addition to the traditional rice.



Above are pictured the huts and living boats of the natives of Saigon on the Donnai River in the Cholon section.

The Gulf Coast



By Lindsey Williams, Vice-President, Gulf Area

Old Warhorse Put To Rest

With an SIU-IBU manned tug assisting in the tow, the battleship USS Alabama was proceeding last week from the Panama Canal to its final anchorage in Mobile Bay. The once mighty super-dreadnought which fought in virtually every major naval engagement in the Pacific theater in World War II, is destined to be a state shrine and the feature attraction of a new state park being created along the Mobile Bay causeway.

A channel forty feet deep is being dredged from the main ship channel to accommodate the Alabama. The material dredged from the channel is being pumped alongside the causeway to create land for the park site.

Among the members of the crew is Seafarer Frank E. Edmonds, who ordinarily sails AB or bosun, but took the job of chief mate on the Margaret Walsh, a Mobile Towing and Wrecking Co. tug, which is assisting with the tow.

Shipping was booming in New Orleans and Mobile during the last two weeks as ships were diverted from Houston and Galveston to grain loading facilities in Mobile, Pascagoula, Miss., and along the Mississippi River from New Orleans to Baton Rouge. All but one grain elevator in the Houston-Galveston area were shut down by labor disputes.

Continued progress in the inland field was reflected in the victory won by the Inland Boatmen's

Union of the S.I.U. in the Galveston Marine Fueling Service, Inc. This company employs four men in its ship fueling operation in the Sabine Pass area of Texas. This win is more important, however, than the numbers indicate. This was the only remaining non-union fueling operation in this area. All others are under contract to the S.I.U.

On the labor front in Texas, our good friend Willie Wells of ILA Local 1273 was elected vice president of the Texas State AFL-CIO at that organization's convention in Brownsville, recently. Wells also is a member of the executive board of the West Gulf Ports Council of the Maritime Trades Department, AFL-CIO.

J. H. Cole, who has been sailing out of the Gulf for the last 15 years and last shipped as oiler on the Monticello Victory, is on the beach in Mobile studying under upgrading provisions of the Maritime Advancement Programs. He is preparing to sit for a marine engineer's license. James M. Nelson, who has been sailing out of the Gulf since 1938, left the chief steward's job on the Seatrain New Jersey to take a vacation at his home in Grand Bay, Ala. Lucien B. Moore is resting at his home in Birmingham, Ala., while building some time on his group 1-S registration. His last ship was the Whitehall. E. R. Goodwin is registered in Group 2 of the deck department. His last trip was on the tug Titan.

Joe Vigo spends the daylight hours visiting with friends at the New Orleans Hall while recuperating from surgery performed on his knee. The doctor tells him it will be about three months before he will be fit for duty. After about a month ashore with his family, Whitey Plunkett has been making all the job calls, probably looking for a spot on a Delta Line passenger ship. The Brothers Hardeman, William and Earl, have been regular visitors at the New Orleans Hall. Willie retired recently on the Seafarers pension and his brother has applied for retirement. The Hardeman brothers are real old-timers and will be missed by their shipmates. They usually sailed on the same ship; Willie in the black gang and Earl in the deck department.

One of the real old-timers on the beach in Houston is Maxwell "Jake" Longfellow, an original member of the SIU who joined in Mobile. He has been living in Houston about eight years now and ships as steward. He last sailed as chief steward on the Del Sol but was laid off when that ship went into the shipyard. He

has been vacationing with his wife and two young children but, as the Log went to press, was making the job calls and was ready to take the first steward's job to hit the board.

James Rawlins, who usually sails as bosun, has been working ashore in Houston for the last 11 months as a pile driver. He is now ready to ship and is looking for a spot on a Bloomfield ship or any other job on the European run. He joined the union in Philadelphia in 1945 but has been shipping out of the Gulf for a number of years. He is married and has two sons and a daughter, all of whom are attending Junior High School in Galveston. His oldest son, James M. Rawlins plays on the school's football team. It is Rawlins' ambition to see all of his children acquire a college education. He hopes they are able to compete successfully for the SIU college scholarship which he thinks is one of the top benefits of the Seafarers Welfare Plan.

AFL-CIO Support

(Continued from page 2)

water as "an impulsive man, not given to deep thought or careful consideration, unversed in the historical background against which every national leader must function, seemingly unaware of basic human needs and wholly unresponsive to the subtleties of international relations upon which the survival of mankind depend."

Speaking of the Republican Vice-Presidential nominee, the statement said, "To put it in the kindest way, Congressman Miller has been the wheelhorse of the least enlightened wing of the Republican party. There is nothing in his record to suggest that he is equipped to be the nation's No. 2 officer—much less to assume the Presidency itself."

On the other hand, the Democratic Vice-Presidential candidate Senator Hubert H. Humphrey, was described as "a vigorous and articulate spokesman for human rights and human progress" in the board's statement. The board said it found him qualified to fill the Presidency in the event the occasion should arise.

Board members expressed their deep concern over Senator Goldwater's attitude toward the labor movement, noting that in the 12 years he served in the Senate, the GOP candidate failed to approve any of the 53 pieces of legislation that unions considered to be of vital importance.

Court Upholds FMC Right To Probe Freight Rates

.. WASHINGTON—A Federal Maritime Commission order that seven steamship conferences produce rate data has been upheld by the District Court of Appeals for the District of Columbia in spite of bitter complaints from the conferences, who called the FMC request

The FMC order demanded information a "witch-hunt."

The FMC order demanded information from the steamship conferences concerning disparities between freight rates charged on goods entering and leaving the U.S., which allegedly discriminate against U.S. exports. The orders were issued by the FMC under the Shipping Act of 1916.

The steamship conferences had fought against complying with the order on several grounds. First of all, the conferences contended that under the 1916 Shipping Act the FMC could only request information if it was acting on a complaint.

The court however, disagreed. In a 2-to-1 decision, the court held that the data are "available to aid the investigation without the need for the support of a charge of violation of the act, or belief even that such a violation is probable."

Secondly, the conferences contended that the information requested by the FMC for perusal by its investigative eye was of so general a nature that no standards for it could be set, and that therefore the order was not "reasonable."

Again the court disagreed. It maintained that the reasons for which it was requesting the information were made clear in the FMC order with references to

particular sections of the Shipping Act.

The steamship conferences lost another round in court on a charge by the Far East Conference that the information requested by the FMC in the order was outside the agency's area of inquiry, contending that the FMC could only inquire into procedures between the conference and shippers.

Once more the court disagreed and upheld the FMC order. As part of its functions, the court decided, the FMC is entitled to find out what requests and complaints have been made by shippers to the conferences and what disposition the conferences have made concerning such complaints. "The information is designed to inform the commission as to this,"

the court said in upholding the FMC.

The court ruling came in a consolidated proceeding involving the petitions of seven conferences with headquarters in the U.S. They are the Far East Conference; the North Atlantic-Baltic Freight Conference; the North Atlantic-Mediterranean Freight Conference; the North Atlantic-United Kingdom Freight Conference; the North Atlantic-Continental Freight Conference; the North Atlantic-French Atlantic Freight Conference, and the Pacific Coast-European Conference.

Section 21 of the Shipping Act of 1916 gives the FMC the authority to request information and data from the groups that it regulates.

Ten-Year Downswing Broken

Employment Enjoys Continued Uptrend

WASHINGTON — The employment situation gained strength for the eighth straight month in July, with the recent lower jobless rates apparently breaking a 10-year up-trend in unemployment, the Labor Dept. has reported.

The detailed job report for July showed "better-than-seasonal strength in all industry divisions except government," the department said. As a result, non-farm employment fell by 200,000, instead of the usual June-to-July drop of 350,000, to a total of 59.0 million.

Earlier, the Labor Dept.'s summary job report showed a drop in the key seasonally adjusted jobless rate from 5.3 percent in June to 4.9 percent in July—the first time in 53 months and only the second time in nearly 7 years it had fallen below 5 percent.

Backing up the report of a stronger job picture was a report which said the nation's industrial output spurted ahead in July by a full point to 132.7 percent of its 1957-59 average. Gains occurred across the board.

The Labor Department reported a drop of 400,000 in the labor force—"about the expected seasonal drop"—to 79.0 million. For the first 7 months of 1964, the report said, the labor force has grown by an average of nearly 1.4 million compared to the same period of 1963, about 250,000 more than had been forecast by long-term projections.

Robert Stein, Labor Dept. manpower expert, said a decline of 430,000 was recorded in the labor force in July when a drop of some 300,000 had been expected. The difference was not viewed as significant, Stein explaining that school teachers and other state and local public employees apparently dropped out of the labor force.

The July report showed state and local payrolls down by 360,000 over the month, reflecting the shutdown of schools. But all other areas should show improvement. Contract construction rose by 127,000, an extra-seasonal gain, to a record high of 3.5 million. The report said trade, services, transportation and finance gained some 120,000 jobs in all.

The manufacturing sector fell

by 70,000, a little less than expected, to 17.3 million. Primary metals continued strong, the report noted, since the expected drop did not occur. Auto plant shutdowns for model changeovers and cutbacks in aircraft and shipbuilding caused a job loss of 30,000 in transportation equipment.

Factory employment, after adjustment for seasonal influences, has increased one-quarter million since January, the report noted.

The major developments in the July report, Stein said, were the apparent "break in the pattern of jobless rates settling at ever-higher levels" and the continued labor force growth.

New Ocean Study Ships Get Computers

BALTIMORE — Two new oceanographic survey ships now being built for the U.S. Coast and Geodetic Survey will be outfitted with electronic computers to process scientific data and keep check on navigation and automatic engine-room controls.

The ships, the Oceanographer and the Discoverer, are under construction at Aerojet-General Shipyards, Inc., Jacksonville, Fla. The Oceanographer was christened last April and the Discoverer will be christened October 24.

The advanced electronic gear will be installed early next year by the overseas division of the Westinghouse Defense and Space Center here, it was announced by project director Melvin L. Hiller.

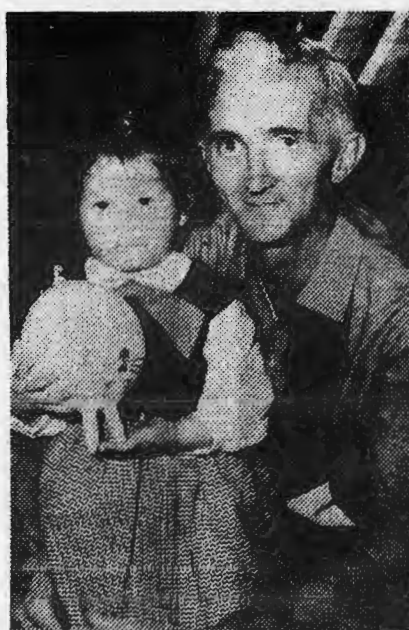
Sorting and analyzing information on oceanography and weather gathered during cruises by the research ships will be speeded by the equipment, freeing scientists from much of the lengthy and routine work.

'Hiccup' Strikes Hit Italian RRs

ROME, Italy—Italian trade unionists on the country's railway system have developed a new weapon of protest, the "hiccup strike."

This form of strike provides that workers shut down the railroads for two hours at a time. Wherever the trains are, the striking trainmen stop them, thereby blocking other trains manned by non-striking crews.

N.Y. Visitor



Clutching her bunny balloon is JoAnn Hammock, two years old, shown here with her dad, Seafarer W. L. Hammock. JoAnn came along when dad stopped by New York SIU headquarters to pick up his vacation check. Hammock's last ship was the Steel Rover (Isthmian).

SIU Ship Damaged By Bering Sea Ice

SEATTLE — The SIU Pacific District-contracted Nenana (Alaska Steamship Co.) limped into port here July 16 after a turbulent run to Nome that saw her battered by the latest breaking ice in the Bering Sea in 30 years.

The 10,000 ton freighter left here May 21, bound for Goodnews Bay, Nome, Unalakleet and St. Michael. After making her stop at Goodnews, she headed north to Nome and ran into the ice while still far at sea. She became trapped for several hours and the Coast Guard cutter Storis was sent out to aid her. She broke free, however, and the Storis turned back.

Six days later and only 75 miles closer to Nome, the Nenana was forced to anchor behind St. Lawrence Island because of the heavy ice. Her bow was twisted, three of her propeller blades were bent and a 30-foot gash on her port side, near the waterline, had allowed six feet of water to pour into the No. 1 hold, damaging cargo.

Battling fog, in addition to ice, her pumps unable to cope with deluge sweeping in through her twisted plates, she finally made anchor at the Nome roadstead on June 20. For much of the time spotter aircraft had been used to guide her through the floes.

Temporary repairs were made, her master, Christen Trondsen, said, with concrete being used to plug the rip in her side. The work

took eleven days and crewmen enjoyed a short breather in Nome.

A company spokesman, noting that the cargo for Unalakleet was badly mauled, said it was "real rough because the Nenana was the first ship of the year for the village."

The last ship to visit Nome before the Nenana was the Talkeetna, also operated by the Alaska Steamship Co., which left the port October 13, 1963.

On her return to Seattle, the Nenana was sent to the Todd Shipyard for repairs. Company officials offered no estimate of the damage or the time the Nenana would be laid-up.

Pensioner



Retiring SIU rail tug veteran Arthur C. Nelson (left) receives his first regular \$150 monthly pension check from RMR regional director G. P. McGinty at New York headquarters. Nelson retired after 27 years with the Bush Terminal Railroad.

New Wage Floor Goes Into Effect

WASHINGTON—New wage minimums for 3.6 million workers become effective September 3 when the third phase of the 1961 amendments to the Fair Labor Standards Act goes into force.

Their wage floor, now \$1 an hour, will rise to \$1.15. In addition, premium pay of time and a half will start after 42 hours a week instead of the present 44 hours for those who are covered by the overtime provision.

The 1961 amendments made the 3.6 million eligible for wage-hour act protection for the first time, but on a graduated basis. The first year they benefited only by the \$1 an hour wage minimum. Last year those eligible for hours protection got the 44 hour week, with overtime thereafter. On Sep-

tember 3 next year they will achieve parity with other covered workers who are now protected by a minimum wage of \$1.25 an hour and, where eligible, by time and a half after 40 hours a week. There is no change in minimum rates or length of workweek for workers covered by the act before the 1961 amendments.

Those affected by this year's step in the upgrading of the minimum wage include an estimated 2.2 million in retail trade and service work; 1 million in construction; 100,000 seamen; 93,000 in suburban and interurban transit; 86,000 gasoline service station employees; 33,000 in fish processing; some 30,000 telephone workers; and about 100,000 employees of firms where other workers were previously covered and whose annual sales total \$1 million or more.

Exempted for the hours provision were some of the retail and service trades workers, the seamen, the transit and gas station employees and the fish processors.

At its last convention the AFL-CIO strongly urged extension of wagehour coverage to "all workers in industries engaged in or affected by interstate commerce" with a wage floor of \$2 an hour and a 35-hour workweek.

In testimony last March before a House Labor subcommittee on FLSA coverage, AFL-CIO Legislative Director Andrew J. Biemiller specifically urged extension of protection to 2.7 million workers in 11 occupational groups—647,000 in retail trade; 424,000 in restaurants; 274,000 in hotels; 173,000 in laundries; 500,000 hospital employees; 55,000 in theaters; 200,000 in miscellaneous services; 200,000 in non-profit institutions; 87,000 in small logging operations; 90,000 in the processing of farm products and 34,000 in cotton ginning.

He also called for repeal of the overtime exemption for about 2 million workers.

Marad Reports To Congressional Committee

Finds Aid To Shipping Is Worldwide

WASHINGTON—Practically all the maritime countries of the world give some sort of government aid to their steamship industry. This is the conclusion drawn in a report compiled by the Maritime Administration which took a careful look into the various forms of assistance given to the shipping industries of the world.

Eleven major maritime nations were covered in the report, compiled by the MA at the request

of the Joint Economic Committee of Congress which has been critically examining freight rates in the U.S. foreign trade for nearly two years.

The report dealt with many of the same nations which complain bitterly about U.S. government attempts to protect the American merchant marine by means of the Cargo Preference or 50-50 laws passed by the Congress and supported strongly by the SIU and other American maritime unions.

Of these same nations, the report found:

- Seven provide operating subsidies for at least some national flag shipping services. They are Italy, Japan, Norway, Sweden, United Kingdom, France, and the U.S.

- Five pay construction subsidies in varying degrees to offset lower costs of foreign competitors or as special inducement. They are France, Italy, Japan Sweden and the U.S.

- Eight grant special tax benefits. They are West Germany, Greece, Italy, Japan, Norway, Sweden, United Kingdom and the U.S.

- Ten provide special depreciation funds. They are Denmark, France, West Germany, Italy, Japan, Netherlands, Norway, Sweden, United Kingdom and the U.S.

- Ten, the same 10 as above, provide special monetary incentives in the form of loans and interest concessions.

The MA did not include in its study what it considered the "special cases" of Liberia and Panama. These countries have become artificial shipping powers through

the vast numbers of American runaway operators whose tonnage the MA has allowed them to register under these "flags of convenience" in their attempt to avoid paying U.S. taxes and to avoid the wage and safety standards enforced by American maritime unions. Also not included in the study was the Soviet Union.

The study pointed out that helping a country's merchant marine, for reasons of defense, balance of payments, prestige, protection against shipping discrimination or whatever, is a long familiar feature of world trade and shipping.

The state of U.S. shipping today becomes painfully clear in the study. Although the U.S. had by far the largest foreign trade of the 11 countries studied, and so should presumably have by far the largest number of ships, it has actually dropped from a close third in number of privately owned ships in 1955 to fourth in 1963.

Of the 11 nations studied the U.S., in spite of its vast foreign trade, was one of only four which experienced an actual decline in the number of its ships during the last decade.

As for the cargo preference laws, which draw such indignant cries from foreign shippers when enforced by the U.S., the study found that some, such as Greece, reserve their domestic trades to their own ships. West Germany reserves domestic cargoes for German coastal ships except in certain circumstances. France requires two-thirds of its oil imports to move in French flag ships, or approved foreign flag chartered ships.

Your SIU Clinic

By Joseph B. Logue, MD, Medical Director

Playing Roulette With Your Health

Sarah Parsons was allergic to cats. She had been for years, and as long as she stayed away from them she had little trouble. But she didn't stay away. She professed to love cats, and was unable to resist them.

The management of her allergy was not satisfactory. All attempts to educate her, to get her to cooperate and take care of herself was of no avail. Her asthma was becoming more severe to the point of permanent damage to her lungs.

A chance remark in the office one day gave a clue to the real trouble. She and her mother didn't get along very well. When she became angry, she would hunt up the nearest kitten in the neighborhood, where she had them all spotted, and rub her nose in the fur to produce an attack. So much for Sarah.

Walter Marble was a diabetic. Over the years he had been able to take care of himself, he knew when he required more or less insulin, and could tell when he was going to have a reaction or shock.

His trouble began when things were not going right at home and he would take a few drinks to spite his wife. When he drank, he didn't eat. The results were frequent trips to the emergency room in shock or coma. So much for Walter.

Marie Martin had a boil on her thigh. Under routine treatment it was clearing up for a time. Then she began to have other boils over her body. Local treatment seemed to clear these also, but there were always more.

It soon became evident that Marie was deliberately transmitting the infecting material from one sore to another by scratching. Her reason was that her parents planned a vacation that would have left her with an uncongenial relative. Permanent scars were the result of her success. So much for Marie.

These cases were described by William A. MacColl, M.D. of Group Health Association writing in the M.D. column.

Dr. MacColl in continuing states that these three persons were not sick physically, at least their condition could have easily been controlled. They are not malingerers, in the strict sense of the word, for they actually have a real disease. They aren't really neurotic, either, for these episodes can be turned off or on at will. But they do have problems.

The borderline between normal and abnormal behavior is sometimes difficult to define. Instead of throwing tantrums, dishes, or brick bats, they play a far more dangerous game, with definite risk to themselves. No one knows how many serious accidents or fatalities arise from this kind of spitefulness.

Many of us when angry or frustrated will do things such as drive too fast, drink too much, throw objects, or play this little game of roulette realizing all the while that there is some danger to it, but saying to ourselves that, "If I get hurt, they will be sorry!" Too often we do and they are.

Psychiatrists tell us that the urge to self-destruction is not too deeply buried in man's nature. There are many ways we flirt with this urge. Russian Roulette is only one. Our three friends described above by Dr. MacColl had their own methods. What is yours????

SIU Clinic Exams—All Ports

EXAMS THIS PERIOD: May 1 - May 31, 1964

Port	Seamen	Wives	Children	TOTAL
Baltimore.....	139	38	13	190
Houston.....	123	6	2	131
Mobile.....	75	5	0	80
New Orleans.....	253	13	7	273
New York.....	465	32	29	526
Philadelphia.....	165	48	24	237
San Juan*.....	29	18	26	73
TOTAL.....	1,249	160	101	1,510

*5/21/64 to 6/20/64

Start Floating Nuclear Plant

NEW ORLEANS — A 350-ton steel container designed to house a large floating nuclear power plant has been installed in the former Liberty ship Charles H. Cugle at the Avondale Shipyards here.

The 10,000,000-watt reactor, which will supply enough electricity for a community of 20,000 people, will be able to operate for a year without support. It will be used by the Strategic Army Corps as a floating power plant to supply electricity for military operations near ports or along navigable waterways.

The container was brought down the Mississippi River by barge to Avondale, while the former Liberty ship was towed from Mobile. Now that the container has been installed, workmen must cut its base to fit the contour of the vessel's hull.

The entire plant later will be towed back to Mobile for final work, and the unit will be delivered to Fort Belvoir, Va., next July for installation of the reactor core.

Red Seamen In Gibraltar Still Puzzle The Populace

GIBRALTAR—The Reds have come to the Rock. An ever-increasing number of Soviet ships—of every type and description—have been calling at the British-controlled gateway to the Mediterranean. And while the Gibraltans have been profiting by the influx of free-

spending Russian sailors, who buy up Western goods to take back to their communist homeland, they have also been kept wondering about the strange behavior of the Reds.

Last year 320 Soviet ships used the port, and the Russians were second only to Britain, with 906 ships paying calls. The Red fleet includes huge trawlers, supertankers, training schooners, all kinds of freighters, passenger liners and even tugs and floating docks.

"Technicians" Aboard

Many are on their way to and from communist Cuba, especially the passenger liners, which are often filled with Soviet "technicians" and Cubans fresh from schools behind the Iron Curtain.

The passengers usually remain mysteriously confined to the liners during the stop at the Rock but Soviet crewmen do come ashore. In fact, according to a local shipping official, the Red sailors "seem to have all the time in the world." They lounge around the port and

concentrate their energies on eating huge meals in restaurants and buying up Western-made consumer goods.

Their ships do not operate as economically or efficiently as Western vessels, even though they are usually new-looking and well-maintained. After taking on fuel, Russian ships will sit in the harbor for three or four days before leisurely proceeding on their runs. Many of the Soviet passenger liners, except those on the Cuba run, appear to have few or no passengers on board.

Besides using the Rock to keep up the flow of men and supplies to their Cuban satellite and for trade with Free World nations, the Soviets use the Gibraltar straights and the Mediterranean to move vessels from Baltic to Black Sea ports and to maintain a sea link between European Russia and Siberia.

The Soviet sailors on shore leave in Gibraltar seem wary of the

local police, a trait learned in their homeland. They are usually friendly, however, and are reputed as big tipplers. Their purchases consist mainly of clothing, liquor and house furnishings such as bedspreads and carpets.

According to local barkeeps, they consume a stupefying amount of alcohol of all kinds, and their taste in food runs to thick steaks, a rarity in Russia. Gibraltar merchants believe the Russians sell most of the goods and liquor they buy in the port at blackmarket prices in the Soviet Union. They explain this is why the Russians are willing to pay premium prices for the goods.

Red Trawlers

The heaviest traffic comes from huge trawlers that operate in the fishing grounds off the U.S. coast. Whaling ships from behind the Iron Curtain also call at Gibraltar. Many of the ships are equipped with advanced electronic gear that could be useful in spying missions.

Meanwhile, back in the Soviet, the communist newspaper Pravda has been complaining about a shortage of beer in the mother country. Few stores or restaurants stock it, according to Pravda, and barrels of beer are piling up unused at the breweries. Pravda says the Russians should drink more beer and less of that dynamite called vodka. But the folks of Moscow can't seem to take the hint. The restaurants and food stores prefer to sell the stronger stuff because it brings a higher mark-up. And it takes more than beer to make the average Russian forget his troubles.

Breather On Deck



Taking a short breather on deck between chores on a recent voyage of the Orion Hunter (Colonial Tanker) are (l-r) Seafarers Ed Woods, BR and Tony Nutturno, AB. A short rest, a cup of hot coffee from the galley, and they were ready to get back in action again.

Ship Blacklist Holds Level

WASHINGTON—Three ships have been added and three ships have been removed from the Cuban blacklist, the Maritime Administration announced August 18.

The three additions to the list of western and Polish ships having called at Cuban ports after January 1, 1963, fly British, Italian and Lebanese flags. Of the three ships removed from the list, two were British and the other was French.

The French ship, the Gulnee, has been sold to a Formosan company, Great Pacific Navigation of Taipei, and renamed the Comfort. The deletions raise to 41 the total number of ships taken off the blacklist.

Currently, there are 240 bottoms on the blacklist, comprising a total of 1.7 million gross tons. The blacklist is periodically revised as ships either enter into or leave off trading with Cuba.

San Francisco, Seattle Enjoy Port Building Boom

SAN FRANCISCO—This port and its neighbor to the north, Seattle, are both in the midst of far-ranging building and modernization programs that will boost the flow of ships and cargoes on the West Coast.

The Port of Seattle, with a \$41.5 million major improvement project behind it, is in the middle of a new \$35 million waterfront development plan. Several new super-piers, including those to handle specialized cargoes like grain petroleum, fish oil,

logs, coal and bananas, are already working.

Ames Terminal, home for SIU-contracted Sea-Land's container-ship service to Anchorage, Alaska, has had more than \$1.5 million in modernization poured into it. Converted C-4s, each with their own crane and each able to load 166 vans, are using the expanded berth facilities. The terminal also includes the port's new 200-ton capacity heavy lift crane.

When acquisition of new land is completed, Piers 20 and 21 will be merged into a giant complex that will provide continuous berthing for 12 ships. All seaborne trade between the Orient and Seattle will move through the facility.

The Seattle Port of Embarkation (Army) is also being acquired by the port for commercial cargo use. More than \$8 million will be spent on the POE and in the future it may house the projected Foreign Trade Zone and a steel distribution point.

The Port of San Francisco, in its second century of state operation, is undergoing \$26 million worth of waterfront improvements, with the current project scheduled for completion in 1966.

Construction of the Army Street Terminal is well under way. Set on a 60-acre site in the Islais Creek tideland area, it will have eight deepwater berths, three cargo transit sheds and more acres of open and roofed storage and cargo-handling space.

A substructure, seawall and a wharf will be built, and nearly four million tons of mud and sand will be dredged out of the creek.

Last year, San Francisco handled 5.3 million tons of cargo and had a record income of nearly \$1.5 million. From all indications, the trend is expected to continue upward.

YOUR DOLLAR'S WORTH

Seafarer's Guide to Better Buying

By SIDNEY MARGOLIUS

Consumer Courses Available To All

One of the best opportunities widely available to you to get up-to-date information on family money management, food and nutrition and other vital information on homemaking, is the classes and workshops arranged in your locality by county home-economics extension agents.

Last year some 14 million homemakers attended at least one such workshop or meeting, and well over a million took complete courses, usually at no or practically no cost.

For today, the Federal-State cooperative extension service—originally developed as an aid to rural families and now observing its fiftieth year of activity—is working more and more with suburban and city families. Now you are as likely to find a consumer information class being taught by an extension home economist in a housing development in Boston, or a union hall in Detroit, as in a Minnesota farming community.

Extension home-economists now are trying especially to bring consumer and home-management information to limited-income families, reports Margaret C. Browne, home economics division director of the Federal Extension Service. The aim is to help limited-income families get the greatest total satisfaction from limited resources, Mrs. Browne says. In one such program for mothers bringing up families alone, conducted by two Milwaukee extension home economists, the savings in public aid for some of the families was more than the entire annual cost of the extension program in that area. The training the women received as "homemaker-aides" helped a number find part-time jobs.

Many of the state home-extension services are finding noticeable interest in consumer education among wage-earner families, and expanding their programs for wage-earners, reports Dr. Irene Oppenheim, of New York University, who has helped train many extension specialists. She finds that the topic that has evoked greatest interest is the use of credit. "In view of the problem families have encountered, and the use of credit by younger age groups, a number of state home-extension services have prepared program kits and materials for various age levels, describing current credit practices, the legal regulations governing credit, and how to use credit wisely," Dr. Oppenheim notes.

You, yourself can take advantage of the home-extension service in several ways:

1. You can join an organized "home demonstration" group in your own community. Volunteer leaders trained by the extension home

economists are the "teachers." They attend special classes and bring back the information and demonstration techniques to their own groups. You can find out such groups in your own locality by calling or writing the county home extension economist at the county government building at the county seat (check your phone book).

2. If no group is available nearby, or you prefer to participate on your own, you can join as a member-at-large. The membership fee typically is \$1, and brings you copies of information bulletins published by the extension service and notices of public meetings or forums on home-management topics.

3. Or you can ask your county home extension service to help prepare or give programs for a group you already belong to, such as your union, auxiliary, co-op or credit union. The program or classes might center on a topic you feel is especially needed in your area, such as credit and installment buying, buying best values in food, budgeting, retirement problems, etc. "If enough people request help on a topic, a program is initiated," Dr. Oppenheim reports. "This might include a conference or a series of meetings and printed materials." For example, the Wayne County, Michigan AFL-CIO Education Committee last year gave a series of six classes on shopping for food, home furnishings, credit, etc., in cooperation with the Michigan State University Extension Service. The consumer courses given in recent years by the AFL-CIO Community Services representatives also often have used the services of extension specialists.

Any group also can get a free subscription to "Service," a new monthly consumer newsletter published by the Office of Information of the U.S. Department of Agriculture, Washington, D.C., 20250. This interesting publication tells you about new research, and program materials available to you. However, it is available only to groups, not individual families.

4. You simply can write to your State Extension Service at your state university, or the county extension service at the county seat, for a list of the free or small-cost publications they have on almost every aspect of home management, shopping for furniture and equipment, food buying, etc. These publications increasingly have become concerned with some of the most difficult programs of family financial management, such as credit and insurance. For example, Louise A. Young, extension home management specialist at the University of Wisconsin, Madison, Wisconsin, has developed a series of very-thorough leaflets on credit buying, insurance and budgeting, available free to Wisconsin residents, or at a small charge to families from other states.

IN THE HOSPITAL?
CALL SIU HALL
IMMEDIATELY!

Official Study Denounces Hong Kong Crimp Joints

HONG KONG—Aid is in sight for the approximately 30,000 Asian seamen who ship out of this port under conditions which passed from the American shipping scene many years ago with the rise of powerful maritime unions.

The Government of the British colony is considering ways to rescue the Hong Kong merchant seamen from exploitation in their jobseeking. Hong Kong has been criticized as "possibly the last remaining place in the world where seamen are still recruited through contractors who demand a large slice out of wages in exchange for the right to work."

About 100 registered shipping companies recruit seamen in Hong Kong for ships operating under more than 12 different flags. At any one time, between 25,000 and 30,000 men are employed outside the colony on oceangoing vessels.

An attempt is now being considered to end a widespread practice of forcing seamen to pay excessive fees and commissions to shipping companies and crew contractors for the right to ship out.

Crimping

At present, recruiting practices take two basic forms—direct hiring and hiring through intermediaries. But only about 20 shipping operations maintain departments for the direct hiring of crews. Most seamen have to find work by paying contracting agencies or middle-men who range from clerks of shipping companies to boarding house masters.

The exploitation of the seamen which results from this situation is a reminder of the old days in American shipping when crimping was prevalent, before the rise of the American maritime unions. Payments for the right to work vary from a few dollars to, in some cases, as much as the whole first month's wages for a voyage.

This practice has been illegal on

British ships for some time but is still well established in Hong Kong. Officials report that "it has never been possible to prosecute any offender. No seaman has ever been willing to act as a witness." The inference here of course is that appearing as a witness against the crimpers who exploit him would spell the end of a seaman's shipping days in Hong Kong.

There are at least 13 crew-supplying organizations and about 40 seamen's boarding houses which also derive a major source of income from this trade.

Those profiting from the present system of exploitation of Hong Kong's seamen have defended the system as a commercially efficient method of providing crews. The committee studying the situation with an eye toward alleviating the situation is taking a different view however. It rejects the present system as "indefensible morally and socially in view of the exploitation of a particularly vulnerable section of the working population to which it inevitably gives rise."

Drop Proposed Foreign-Aid Cargo Charges

WASHINGTON — A proposed amendment to the foreign aid bill which would have placed all Government-aid cargoes aboard foreign-flag ships has been dropped by its sponsor, Sen. William Proxmire (D-Wis.).

The announcement that the proposed amendment would be dropped came out of Washington shortly after strongly-worded telegrams attacking the amendment were sent to President Johnson and the members of the Senate Foreign Relations and Commerce Committees by the SIU, the Maritime Trades Department and the American Maritime Association.

The telegrams charged that the amendment would favor the lower freight rates quoted by foreign-flag ships over the American-flag vessels on all Government-aid cargoes, and would lead to all Government-aid cargoes moving on foreign-flag ships.

The present Cargo Preference Act provides that at least one-half of all Government-financed cargoes must move on American-flag bottoms.

In ordering the Maritime Administration to examine freight rates for all such cargoes and if they are higher on U.S.-flag ships, put the cargoes aboard foreign-flag ships, it was felt that the move would actually tend to place all such cargoes aboard foreign-flag ships because of the higher standard of living in the U.S.

Foreign Fish Flood U.S. As Local Industry Declines

WASHINGTON — While the American fishing industry continues on a downward path, foreign fishery products—to the tune of more than 500 million dollars a year—have been flooding into our country.

That means that "every second fish reaching American tables today is imported from abroad," according to Chairman Warren G. Magnuson of the Sen-

ate Commerce Committee. The Washington state lawmaker made the comment as his committee reported out a resolution to the full Senate that would authorize a comprehensive survey of American fishing grounds, methods, markets and prospects for improvement.

Magnuson said the survey, if linked with an international conference on fisheries could "go far in improving our fisheries program."

The SIU has long called for a thorough appraisal and improvement of the world position of the American fishing industry, and for a program that would reverse the declining trend.

U. S. fisherman had their best year in 1950 when production of edible fish reached a peak of 3,307 million pounds. In recent years the total has fallen below two-and-one-half million pounds annually.

Meanwhile, the consumption of fish has increased in the U. S., and in many products, including tuna, groundfish, ocean fish blocks, fillets and shrimp, the rise has been more than spectacular. The growing demand has been filled by foreign producers who, after catching fish off our coast, process it with cheap labor in their own countries and then export it to America.

During the past ten years the deficit resulting from the decline of U. S. fish exports and the increase of foreign fish imports into the U. S. has meant a three billion dollar drain on the nation's finances.

The fact that foreign fishermen have been flocking to the traditionally American fishing grounds off our coast proves the grounds are among the "richest in the world," Magnuson pointed out. A expert program for the languishing domestic fleet would "enable the U. S. to enjoy its rightful share" in the grounds now being worked by a dozen nations.

Antipoverty Bill Youth Training Set To Start

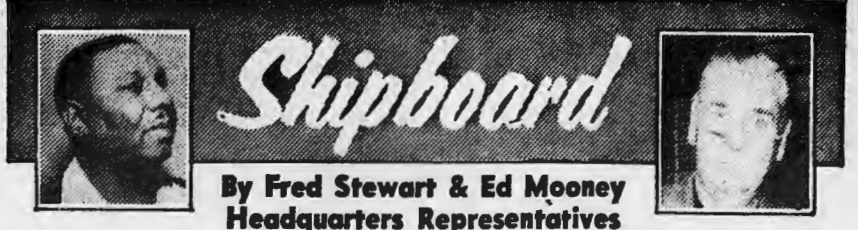
WASHINGTON—A plan to enroll 100,000 to 150,000 youths in work training programs within two to three months was announced recently by Labor Secretary W. Willard Wirtz. The Labor Secretary said that the enactment of the program depends on the cooperation of local authorities.

The administration of the work training section of the administrations antipoverty program is the Labor Department's responsibility.

The program is geared so that in the first year of the program 200,000 teen-agers and poor families are to be given work at Federal expense with state, local or private non-profit agencies.

The purpose of the program is to help some remain in school, to enable others to return to school and to provide still others with work experience to fit them for later job training.

The Secretary of Labor said that there were between 1.2 million and 1.5 million teenagers in this country who "were seriously in need of work training for one kind or another and who need this kind of second chance very much. He added that work training projects and other programs under the anti-poverty act will reach 500,000 of the youths in the next twelve months.



By Fred Stewart & Ed Mooney
Headquarters Representatives

How To Conduct A Meeting (Part III)

This is the third and final part in the series we have been carrying in this column on the proper methods of conducting a meeting either aboard ship or ashore. The do's and don't listed here and in the first two parts of the series are important to every Seafarer, who may be called upon to conduct a meeting at one time or another. They are of special importance to ship's delegates who may want to clip out the entire series to keep it on hand for a useful guide.

Up to this point, we have dealt with such problems as the rules of order, the quorum, meetings on ship, time of meeting, masters at arms, the agenda, election of officers, the right to speak, making a motion, the chair's authority, discussion, amendments and substitutions. In concluding, we will deal with:

Limits

On points of sharp debate where the matter is liable to consume the entire meeting if unhampered, a motion can be made to limit the number of speakers and the time allowed to each.

To Table —

A motion to "table" means simply that you do not desire to take action at that time on the subject being discussed. It may be because information is inadequate or because it is not an immediate issue. This should never be used to kill action or discussion on any matter but merely to postpone it for later consideration. It can be moved to table temporarily or to table until the next meeting.

To Refer

Another way of stopping too much tonsil bursting on any subject is to move to refer it to a committee. The committee is elected and reports on the entire matter at a later time.

Point of Order —

This is the headache of the chairman—the most misused privilege of all meetings anywhere. A "point of order" can never be used as a pretext to gain the floor. It is simply what it calls for. A "point of order" is a question on procedure. For example, a motion is under discussion and a speaker starts to discuss something else. A "point of order" can and should be called for to have the chairman clarify the rules of order so that the business in issue can be handled. This holds good in all matters where there is a question as to whether or not proper procedure is being followed.

To Postpone —

If something comes before the meeting which you think is unwise to have brought up, you can make a motion to postpone the matter indefinitely.

Special Privilege —

"Privilege" is the right of any Union member but must never be used except where it benefits the members as a whole. If the room is too hot, a point of "privilege" can be called for to have the fans turned on or the portholes opened. If some drunk has slipped past the doorman, then it is in order to call for a point of "privilege" to have him removed from the meeting. In plain words, "special privilege" is a point to be used in any event where the entire assemblage can be aided and never used as a pretext to stifle any point of business.

Good and Welfare.

Good and welfare is that part of the meeting where you can get up and talk about what you think should be done by the Union and in the Union, and for the benefit of the Union.

This is a good place for the oldtimers to clarify issues and give the score to the newcomers.

No motions can be made or action taken during good and welfare. It is strictly a discussion period where the membership can clear the air, and give and get information.

Prepare Your Talk —

An old and wise philosopher once wrote: "It is not enough to know what we are to say. We must say it the right way."

In other words, all of Roberts Rules of Order will not put your point across to the membership. The rules will only provide for an orderly meeting so that you can be heard. How effective you are when given the floor—depends upon yourself.

And Remember —

- Keep to the point.
- Convince with facts.
- Don't become personal.
- Keep it short.
- A pint of tact is worth more than a case of scotch.

Matson Floats Mammoth Inkwell

SAN FRANCISCO — The SIU Pacific District contracted Hawaiian Citizen (Matson Navigation) has been turned into the "world's largest inkwell," according to Matson.

The Citizen recently initiated a new, specialized service to Hawaii with a 5,000-gallon ink container capable of supplying all the newsprint ink for Honolulu's "Advertiser" and "Star Bulletin" in three shipments every two months.

Previously such shipments were hauled in 55-gallon drums.

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

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SIUNA W.C. Sugar Workers Win New Pact

CROCKETT, Calif.—Forced to strike despite efforts to reach an early agreement, members of SIUNA-affiliated Sugar Workers Union No. 1 at the California and Hawaiian Sugar Refining Corporation here have won improvements in several major contract areas as part of a new three-year agreement with the company.

More Money

According to a report on the conclusion of the C&H negotiations by Alvin L. Silva, president of Local No. 1, the Sugar Workers received an increase in wages plus an increase in company payments to the health and welfare plan and various improvements in the pension-retirement program for local members.

The increase in company payments to the health and welfare plan lowers the cost to employees of this important protection.

In addition, the contract package included a mechanization option plan which enables employees to elect early retirement benefits under certain conditions.

Pension Plan

Silva said the contract settlement also provided for an improved pension plan, which has always been a tough bargaining issue on both sides. He pointed out that great strides have been made in the pension plan, as compared to pensions that were paid years ago, although the union is constantly seeking improvements in this area of negotiations.

Other gains under the new contract involve the negotiation of several vital fringe benefits, along with changes in contractual language that are expected to produce additional benefits for local members.

The union's negotiations with C&H were started last year in June, although the contract did not expire until February 1, 1964, in an effort to produce a settlement by the time the contract expired. This did not prove to the case, Silva stated, as both sides were still far apart when the agreement expired.

However, a strike was authorized by the membership after a recommendation by the executive board, he noted, and had the desired result.

Shore Time



Seafarer Jay Cohen took a bit of time out while ashore in Houston recently to catch up on his reading and letter writing at the SIU hall there.

Propose Ship Route Through Lake Champlain

WASHINGTON.—A waterway enabling ocean-going vessels to go from New York harbor to the Great Lakes via the Hudson River through Lake Champlain, thus saving 1,400 miles in transporting goods from Atlantic seaports to Great Lakes states has been proposed.

The waterway plan would provide for deepening and widening the Richelieu River in Canada, dredging a deep channel through the length of Lake Champlain and deepening and improving the barge canal connecting the lake to the Hudson River.

Strongly favored by the Vermont dairy and poultry industry because it would mean savings in the cost of shipping Midwest feed grains to that state and lower costs for shipping marble and stone to Florida and other markets from Vermont, the proposal also has the support of New York and New England businessmen.

A strong voice opposing the plan, however, has come from conservationists who contend that bringing ocean-going vessels through Lake Champlain would convert the lake into a "giant cesspool."

An \$80,000 feasibility study by the U.S. Corps of Engineers is expected to be completed late this year.

SIU Scholarship Winners

(Continued from page 24)

"me," Larry hopes, "I can complete a PhD and qualify for a professorship. I might have never reached that goal. With the scholarship of \$8,000, my chances are very good.

Two primary interests have stood side by side through the life of SIU scholarship winner Christine Kalke, daughter of Seafarer William Kalke of Detroit, who sails in the deck department. These interests are music and teaching, and one of these interests—teaching—is slated to play an important role in her future.

Way back in elementary school, Christine began to study the violin as part of the public school program. Her interest in teaching came later when she became active in the Future Teachers of America. It was as an FTA member that she got her first practical experience in working with children in the kindergarten and primary grades. In high school, although keeping up her keen interest in music by playing in the chamber and symphony orchestras, teaching

gradually became her primary interest.

When a third interest was added to the first two by her success and interest in the study of high school Latin, the two—teaching and Latin—were welded together into the shape she hopes her future will take. Her goal finally became clear—the teaching of languages. Toward this end Christine continued her activities in the Future Teachers of America group and joined their Cadet Teaching Program in which she served as leader of a special interest group consisting of children from a local elementary school. Later Christine taught creative writing at the school.

2-Time President

Twice elected president of the FTA, Christine's activities also included teaching a class in music appreciation. After graduating from high school, she worked as a paid student assistant and part time volunteer in the summer program at the school, combining her busy schedule with both summer and winter sports, doing some sightseeing in New York City and attending some concerts.

Entering the college of liberal arts at Wayne State University in Detroit will bring Christine's teaching goal another step closer. Foreign languages are to be her major subjects, always with an eye toward teaching these languages either here or abroad, or possibly in a career in the foreign service of the United States. "Without the aid that the SIU scholarship has provided," she says, "this could not have been realized."

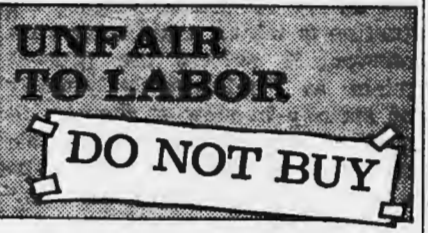
Last, but by no means least among the 1964 SIU scholarship winners is Timothy T. Mosseau, better known to his fellow ham ra-

dio operators perhaps by the call letters K5UZZ. The son of Seafarer Kenneth Mosseau who has sailed as an oiler with the SIU since 1949.

Timothy 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 went on to successfully complete his senior year at Alpena High School, and then went on to begin his higher education at the University of Michigan where he is taking an electrical engineering program.

An enthusiastic athlete before his accident, with a letter in school football, a member of the track and baseball teams and active in Little League, baseball, he continued his interest in gymnastics even after his accident. In his sophomore year at high school Timothy became State AAU Champion on the parallel bars in the junior division, and went on to win the State High School Championship on the parallel bars and still rings. Active in the student council at high school, and maintaining his interest in "ham" radio, he graduated with honors in 1963. At Michigan State College it didn't take him long to get on the freshman gymnastics team where he competed regularly.

Timothy is enthusiastic about his SIU scholarship. "This scholarship has enabled me to devote myself entirely to my studies without the financial worries I have had, and enabled my parents to devote more attention to my younger brother and sister, who are freshman and junior high school students respectively. Each is planning a college career."



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

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

- "Lee" brand tires
(United Rubber, Cork, Linoleum & Plastic Workers)
- Eastern Air Lines
(Flight Engineers)
- H. I. Siegel
"HIS" brand men's clothes
(Amalgamated Clothing Workers)
- "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)

AFL-CIO Helps Argentina Build Homes For Workers

Construction on a \$10,000,000, 2,000-unit housing project for Argentine workers is scheduled to begin. The project is being financed by a loan from AFL-CIO welfare and pension funds of affiliated unions, which has been guaranteed by the Agency for International Development (AID) and also by the Argentine Government.

On April 10 President Arturo Illia met with the leaders of four Argentine unions (Postal and Telegraph Workers Federation, Light and Power Workers, Railroad Workers and the Municipal Workers), officials of the National Mortgage Bank, and regional SPD director Eduardo Baranano.

President Illia promised to expedite the project and remarked that "one of the remarkable facts of this program is that the North American worker is helping his brother worker in Argentina by means provided by the American Institute for Free Labor Development."

The AFL-CIO funds are loaned at 5.25% interest; the AID investment guaranty charge is 1%; the National Mortgage Bank charge for guaranty and fiduciary services comes to some 2%. Thus a worker can purchase a home with a 10% down payment and the balance financed over a 20-year period at approximately 8.5% interest.

Approximately 2,000 units will be built on 17 sites, 12 in Buenos Aires and five in other cities. Three types of housing will be built; single family units; three and four-floor garden apartments;

and 10-16 floor elevator apartments will range from \$3,620-\$5,017.

Baranano handled the negotiations and prepared all of the documents for the consideration of AID, the Argentine Government, the National Mortgage Bank and the local unions.

The housing shortage in Argentina is extremely acute and construction activity for low-income groups has been very limited in recent years, due primarily to the lack of public and private resources for long-term financing. Many of the workers of the four unions listed above are now living in slums or overcrowded dwellings.

Use Only One Mail Address

Seafarers with beefs regarding slow payment of monies due from various operators in back wages and disputed overtime should first check whether they have a proper mailing address on file with the company. SIU headquarters officials point out that reports received from several operators show checks have been mailed to one address while a beef on the same score is sent from another, thus creating much difficulty in keeping accounts straight.

SIU Welfare, Vacation Plans

Cash Benefits Paid—June, 1964

	CLAIMS	AMOUNT PAID
Hospital Benefits	5,270	\$ 72,857.19
Death Benefits	34	94,323.19
Pension-Disability Benefits	601	90,150.00
Maternity Benefits	61	10,126.60
Dependent Benefits	881	100,553.93
Optical Benefits	449	7,048.07
Out-Patient Benefits	6,556	42,130.00
SUMMARY	13,852	417,188.98
Vacation Benefits	1,746	586,222.41

TOTAL WELFARE, VACATION BENEFITS PAID THIS PERIOD... 15,598 1,003,411.39

SEAFARERS LOG

Leap Year Specials

In the true SIU tradition, veteran seafarers aboard the Norfolk (Cities Services) have passed a resolution to help the newcomers to learn their duties and to learn the traditions of the sea. The resolution was passed during the good and welfare portion of a recent ship-board meeting, according to **John W. Altstatt**, meeting chairman. The new man is always appreciative of any help an old-timer gives which enables him to learn the duties of a seafarer better.

The chief cook aboard the **Blenville** (Sea-Land) is all smiles these days because the galley is much cooler. He recently got his wish and a port fan was installed, according to ship's delegate **Martin Sierra**.

The Chief Engineer aboard the **Transhatteras** (Hudson Waterways) was seen by some of the crewmembers shooting at birds, turtles and porpises and wounding them according to **J. J. Flanagan** ship's delegate. It seems the crew is upset about this, and calls the chief, 1st and 2d engineers the



Altstatt Cayton

"Great White Hunters," The crew has observed that it is a shame the animals can not shoot back.

Louis J. Cayton, the meeting chairman aboard the **City of Alma** (Waterman) reports that everything is A-ok. All the beefs have been squared away, the crew is happy about its new washing machine, and the sailing has been really smooth, he says.

Well-fed crewmembers aboard the **Santa Emila** (Liberty Nav.) during the good and welfare section of a recent ship's meeting gave a vote of thanks to the steward department for a fine job of cooking and service, and then put special emphasis behind a vote of thanks to give the crew good service, says meeting secretary **George E. Hair**.

The crew of the **Chilore** (Venore) were walking around long-faced for a while when they found out the ship had been ordered to **Kendla** instead of **Bombay**. Seems they had their hearts set on seeing this Indian port, according to **Robert Meadowcroft**, the meeting chairman. They were happy later, though, when the thought occurred to them that any port is better than no port.

Seems the stewards of the **Chatham** (Waterman) want to keep the manners of the crewmen at a high standard. The galley gang has

asked the crew to wear the proper clothing when in the mess room and to take proper care of the lineup, according to meeting chairman **Tom Liller**.

Seafarers aboard the **Zephyrhills** (Marine Carriers) have given the ships delegate a vote of confidence for the outstanding job he has been doing in settling the crews beefs with the Chief Mate. The delegate answered with his compliments to everyone for sticking behind him on all Union business, food, good cooks and service and just generally being an outstanding crew, says **O. P. Oakley**, meeting chairman.

At a recent safety meeting aboard the **Choctaw** (Waterman), the safety committee reported that everything was okay "safety wise." Their inspection revealed that everything was satisfactory and everything that might be unsafe had been taken care of.

At another safety meeting the safety committee aboard the **Hastings** (Waterman), said the good housekeeping rules were being observed, all safety markings were in order, and all the ladders and steps had been properly marked. The Captain in return thanked the department heads and the crew for the low accident rate aboard the ship, and said that it reflected the good cooperation of everyone involved.

South and East African ports have different custom laws and



Hair Oakley

the crewmembers of the **Robin Sherwood** (Robin Lines) were reminded recently that when the ship docked in any of these ports, if the laws were not carefully observed, they could get a whopping big fine. They were reminded that they have to have their shore pass with them at all times, according to **David Smith**, meeting chairman.

When the culinary arts of the galley gang is of extra fine quality, and when the crew gets exceptionally fine service from the messman, they are quick to give notice of the fact. Crews which have given their steward departments special votes of thanks include those aboard the **John B. Waterman** (Waterman; Fairland

(Sea-Land); **Elizabeth Port** (Sea-Land); **Del Aires** (Delta); **Seatrain New York** (Seatrain); **Penn Exporter** (Penn Shipping); **Norberto Capay** (Liberty Nav.); and the **Steel Executive** (Isthmian).

R. G. Harlitt, ship's delegate aboard the **Aldina** (Wall Street Traders) reports that the galley gang has just about given up on the icebox they have. The last time it went out of order, it took over ten days to get it fixed. The chief steward says he wants a new one.

The galley gang offered an exchange proposition to the crew of the **La Salle** (Waterman) which was quickly taken up. The stewards promised to turn out improved night lunches if the crew would promise to wrap up the bread loaves when they were used, reports **James Abrams**, ship's delegate.

DAVID P. THOMPSON (Boland & Cornelius), June 23—Chairman, **Paul Schneider**; Secretary, **Garry Lee**. Brother **Arnold Heatherby** was elected to serve as ship's delegate. Motion made that each crewmember donate fifty cents to ship's fund each month.

HALCYON PANTHER (Halcyon), July 23—Chairman, **Charles Locke**, Secretary, **Frank Kastura**. Brother **Wilbur Taylor** was elected to serve as ship's delegate. No beefs reported by department delegates. Vote of thanks extended to two electricians for building recreation room. Vote of thanks to the steward department.

CANTIGNY (Cities Service), July 24—Chairman, **J. Talbot**; Secretary, **F. E. Nelson**. Some disputed OT in deck department. Brother **T. Faulkner** was elected to serve as ship's delegate.

HERCULES VICTORY (Marine Managers), July 5—Chairman, **Paul L. Whitlow**; Secretary, **Wilfred J. Moore**. Crew requested to conserve water so that none will have to be bought in Saigon. All men to cooperate in dumping garbage on the stern and not by midship house. Also to keep stevedores etc. out of crew's quarters and midship house. Disputed OT in deck and engine departments.

CHOCTAW (Waterman), July 14—Chairman, **Lewis Smith**; Secretary, **Robert Hommel**. No beefs reported by department delegates. Motion made that the baker be allotted a one-man foc'le. Motion made that cargo crew passes are issued. Vote of thanks extended to the ship's delegate, Brother **S. B. Woodell**.

SUMMIT (Sea-Land), July 19—Chairman, **F. T. DiCarlo**; Secretary, **R. Huret**. Most of the repairs have been completed. No beefs reported by department delegates.

YOUNG AMERICA (Waterman), June 28—Chairman, **John Der**; Secretary, **Ralph Smith**. Penalty meal hour disputed in deck department. Captain instructed the ship's delegate that five packs of cigarettes are allowed to each crewmember in Bangkok. Ship's delegate resigned and Brother **J. Hoggie** was elected to serve. \$63.50 in ship's fund. No beefs reported by department delegates. Vote of thanks to the steward department for good work.

SEATRAN TEXAS (Seatrain), July 23—Chairman, **R. Lipari**; Secretary, **H. Kupler**. Money collected on board for Brother **Serrand** whose mother



Leap Year has special significance for Seafarer **Phil Jordan**. All three of his children have been born in a leap year. The picture above shows **Mary Ann**, the oldest, who was born in 1956, and is now 8 years old; **Phillip**, who was born in 1960 and is 4 years old; and in case you've forgotten this year is a Leap Year, **Joyce** who is only 5 months old. **Jordan**, who sails in the Steward Department, lives with his wife, **Mary Ann**, and three children in **Jersey City, N.J.**

passed away, was handed over to Brother **Campbell** in San Juan. \$26.00 in Coca-Cola fund. No beefs reported.

ROBIN KIRK (Robin Lines), July 24—Chairman, **E. A. Fahy**; Secretary, **E. S. Batcho**. One man hospitalized in Okinawa. \$23.00 in ship's fund. Chief engineer donated \$5.00 to this fund from arrival pool which he won. Few hours disputed OT in steward department.

STEEL MAKER (Isthmian), July 25—Chairman, **Fred Tampoli**; Secretary, **V. Szymanski**. \$30.00 in ship's fund. \$25.00 was given to the bereaved family of Brother **Jerry Muckelrath**.

John Turnbull, \$14.50 in ship's fund. Food beef settled. Electrical wiring in deckhand's room to be checked.

PENN CHALLENGER (Penn Navigation), July 26—Chairman, **B. A. Baa**; Secretary, **S. Zygarowski**. \$10.00 in ship's fund. Vote of thanks extended to the ship's delegate. Members living in Japan would like to have agent in Japan.

SEA PIONEER (Pioneer Tankers), July 11—Chairman, **Herbert Skyles**; Secretary, **None**. Discussion on having the medicine chest checked on this vessel by some medical authority as there seems to be insufficient supply of medicines and drugs to treat the sick or injured men.

DEL AIRES (Delta), August 9—Chairman, **Ralph Collier**; Secretary, **James Juzang**. Ship's delegate reported that everything is running smoothly. Some disputed OT in engine department to be brought to the attention of boarding patrolman. Vote of thanks to the steward department for a very good job.

SPITFIRE (General Cargo Corp.), July 26—Chairman, **J. Giller**; Secretary, **J. Zhemeck**. Some disputed OT in deck department to be taken up at payoff. Fans needed in hospital. To see patrolman about getting LOGS to the ship, also to see about having money aboard for more than one draw.

ELIZABETHPORT (Sea-Land), August 14—Chairman, **F. Nilsen**; Secretary, **W. W. Bickford**. Ship's delegate reported that everything is running smoothly. Discussion about getting sea chest aboard ship. Vote of thanks to the steward department for good food and service.

WILD RANGER (Waterman), August 16—Chairman, **Luke Ciamboli**; Secretary, **W. C. Sink**. \$62.00 in ship's fund. Some disputed OT in each department.

DEL SUD (Delta), August 8—Chairman, **H. Crane**; Secretary, **E. Rihn**. \$300.41 in ship's fund and \$278.70 in movie fund. Few hours disputed OT in deck department otherwise everything is O.K. Motion was made to draw money from ship's fund for spare parts for movie machine. Vote of thanks to the steward department.

SEATRAN NEW YORK (Seatrain), August 17—Chairman, **Eugene R. Cecato**; Secretary, **Kenneth E. Gainey**. Some disputed OT in deck department. Motion made to have company install phone on ship or at crew's gate so that those crewmembers who live in San Juan can call ship to get accurate sailing time. Discussion on having all unlicensed personnel's quarters painted. Vote of thanks to the steward department.

DIGEST of SIU SHIP MEETINGS

Few hours disputed OT in each department. Vote of thanks to Brother **Duffy** and Brother **Sepeta**, messmen, for job well done. Motion made that the welded plugs on the main deck passageway outside be removed so that the stagnant water can run off overboard.

COLUMBIA (U.S. Steel), July 18—Chairman, **W. Brightwell**; Secretary, **M. B. Sospina**. Ship's delegate reported that everything is going along very smoothly with no beefs. Brother **William Brightwell** was elected to serve as new ship's delegate. Vote of thanks to the steward department for a job well done.

TRANSHATTERAS (Hudson Waterways), June 28—Chairman, **John J. Flanagan**; Secretary, **M. E. Greenwood**. \$42.96 in ship's fund. No beefs reported by department delegates. Some disputed OT in deck department to be taken up with patrolman. Vote of thanks to the steward and entire steward department. Steward thanked the crew for being one of the best crews sailing SIU ships.

PRODUCER (Marine Carriers), July 11—Chairman, **M. P. Cox**; Secretary, **B. Williams**. Brother **Penton** was elected to serve as ship's delegate. Repair lists submitted. No beefs were reported by department delegates.

JOHN P. REISS (Reiss), July 4—Chairman, **Harold Neal**; Secretary,



Model Shipbuilding Hobby Draws Comments From Crewmembers

When fellow crewmembers of Seafarer Jim Adams stop by his foc'sle to chat for a while, one of the questions that usually pops up is, "How is your ship coming?" And Jim takes them over to his desk and shows them.

Jim Adams spends part of his off hours scaling, carving, and putting together exact replica models of famous sailing vessels.

Jim says it is not very difficult to build a model ship, but stresses that there is no use in even trying it if you don't have much patience. And Jim has plenty of patience, because since he started building them as a child many years ago. In fact he has built more ships than he can remember.

Jim is scornful of the various model ship kits put out by various companies, labeling them as "amateur." "They don't have a real challenge in them," he says.

Jim goes about it in a different way. First, he locates the blueprints for the vessel he intends to build, scales them down to a convenient size, and then spends many arduous hours carving and shaping the basic hull design, the figurehead, and the other intricate scroll work and details of the old-time sailing vessels.

Jim has models he has built in his home in Tacoma, Wash., of such famous sailing ships as the Constitution and the Bounty, as well as other sailing vessels, fishing boats, schooners, tug boats and barks.

"I have stuck pretty much to sailing vessels in the past," he reports, "but one of these days I'm going to get the blueprints for a modern ship and build a model of it." Since Jim has never sailed a passenger liner, he wants to build a model cargo vessel. Also, the more detail, the better Jim likes it. "I go for the fine detail," he states. "All the equipment on the cargo ship should make some interesting work."

Since Jim does most of his shipbuilding while at sea, most of the crew gets a chance to see the models under construction, and they always draw some kind of comment from the crewmembers.

"I don't see where you get the patience to do all that small work," is a typical comment. Also admiration is evidenced by crewmembers who feel they have little talent for such type labors. "I sure wish I could do something like that," they say.

Jim builds the hulls of his models from balsa wood, and the masts, spars, and other wooden parts are constructed from a good

grade white pine. "The hardest part is the rigging," Jim says. "I have to steal my wife's tweezers to tie some of the finishing knots and to do some of the more intricate work." Jim usually works on a scale of one-sixteenth or one-thirty-second of an inch to one foot for most of his models.

Finding the blueprints in the first place is a burdensome chore. Sometimes it requires much correspondence and a long waiting time until he can find the right source for the prints and purchase them. Then comes the task of scaling the blueprints down to size.

Jim stressed the point that he built the models only as a hobby. "There are more manhours put into the models than they are really worth," he says. "The only reason I build them is as a hobby and for show pieces."

And it can sometimes be a very

expensive hobby also. Jim estimates he has about \$2,000 invested in carving tools and other precision jewelers instruments.

Since the bulk of the work is done at sea, in order to keep the replicas from being damaged when the ship is riding a high sea, Jim fastens the hull of the model he is working on to a plate by means of two screws through the plate into the bottom of the hull. Then the plate is easily clamped to the desk in his room. This way it is also quite easy to remove.

Jim was building model sailing ships long before he went to sea in 1938, and has seen no reason to quit so far. He joined the SIU in 1943, and has recently been sailing as bosun. His last ship was the Flomar (Calmar) and he paid off in New York. As soon as he catches another ship, he will be headed back to his home on the West Coast.

Time Out On The Arizpa



Two Seafarers of the galley gang aboard the Arizpa (Waterman) take some time off from their cooking duties in the galley to relax for a chat and to pose for the camera. Pictured above on the left is Florencio (Chop Chop) Suarez, pantryman aboard the Arizpa who is receiving some of the finer points of being a steward from Cleveland Wolfe, who was the steward aboard the Arizpa.

SANTORE (Venore Transportation), August 9—Chairman, J. Rivadulla; Secretary, C. Wright. Brother Edward McNamar was elected to serve as ship's delegate. No beefs were reported by department delegates. Patrolman to see about fans in rooms.

BETHFLOR (Bethlehem Steel), August 16—Chairman, None; Secretary, James Johnson. No beefs reported by department delegates. Everything is running smoothly. Motion made to have three fans put in rooms where there are three men living. Also to have larger fans placed in messhalls. Crewmembers would like patrolman to see captain about putting out larger draw.

TADDEI VICTORY (Consolidated Mariners), July 15—Chairman, George Alexander; Secretary, R. Ferebee. Some disputed OT from last payroll in engine department. Motion made

DIGEST of SIU SHIP MEETINGS

that the company provide individual dust respirators to all hands doing hold cleaning or other work involving heavy dust. Motion made to have ice machine installed on the ship.

NORBERTO CAPAY (Liberty Navigation), August 16—Chairman, None; Secretary, None. \$10.10 in ship's fund. No beefs reported by department delegate. Vote of thanks extended to the steward department.

PENN EXPORTER (Penn Shipping), August 14—Chairman, None; Secretary, Z. A. Markris. Everything is going along smoothly with no beefs. Vote of thanks to former ship's delegate, Charles Scott, for a job well done. Brother Wesley Leonard was elected to serve as new ship's delegate for this trip. Motion made to see patrolman about having air conditioner installed in messhall. Vote of thanks to the steward department for a job well done.

ALCOA RUNNER (Alcoa), August 19—Chairman, Edward Morris; Secretary, Charles E. Turner. Few hours disputed OT in deck department. Brother Mercer resigned as ship's delegate and Brother George Pierre was elected to serve in his place. Vote of thanks to the steward department for a job well done.

DEL SUD (Delta), June 7—Chairman, H. Crane; Secretary, E. Rihm. Brother Deale was elected to serve as ship's delegate. \$223.43 in ship's fund and \$38.70 in movie fund. No beefs reported by department delegates. Discussion about getting washers and dryers for crew.

DEL SOL (Delta), August 2—Chairman, L. J. Bollinger; Secretary, R. E. Stough, Jr. \$30.00 in ship's fund. Brother Tom Saunders was elected to serve as ship's delegate. Suggestion made to try and keep peddlers and other shore side people out of crew's quarters in foreign ports. No beefs reported by department delegates.

RIDGEFIELD VICTORY (Columbia), July 29—Chairman, Wm. H. Thompson; Secretary, R. Sherman. No beefs and no disputed OT reported.

TAMARA GILDEN (Transport Commercial), August 2—Chairman, F. F. Reid; Secretary, R. Viloria. \$12.35 in ship's fund. Captain agreed to have ship sprayed for roaches. Matter of Cadets doing unlicensed men's work to be discussed with patrolman. Vote of thanks to the steward department for good food.

NORTHWESTERN VICTORY (Victory Carriers), August 9—Chairman, D. DiSel; Secretary, Edward J. Wright. \$3.71 in ship's fund. No beefs reported. Motion made to have clock installed in crew's lounge.

HASTINGS (Waterman), August 8—Chairman, O. Lightfoot; Secretary, John E. Wells. A new ship's delegate was elected. Crewmembers requested to keep messroom and pantry clean. No beefs reported by department delegates.

FAIRLAND (Sea-Land), July 9—Chairman, Peter A. Serano; Secretary, Joseph Moody. Brother Peter Serano was elected to serve as new ship's delegate. No beefs were reported by department delegates. Steward requested that all cots be taken in off deck when not being used. Vote of thanks to the steward department and special thanks to the baker.

LONGVIEW VICTORY (Victory Carriers), July 24—Chairman, Carl Lawson; Secretary, R. W. Ferrandis. Most of the repairs have been completed. Crew requested to keep library locked while in port. No beefs were reported.

DEL VALLE (Delta), August 9—Chairman, Joseph N. McLaren; Secretary, Zee Young. Disputed OT reported in deck and engine departments. Motion was made to have three sinks in pantry; two for dishes and one for food. Ship needs fumigation for roaches.

LOS ANGELES (Sea-Land), July 32—Chairman, Torsten Lundkvist; Secretary, Al Whitmer. Brother John McHale was elected to serve as ship's delegate. \$2.42 in ship's fund. Beef in deck department concerning delayed sailing in Long Beach, California, and beef about chipping after 8:00 P.M. near quarters.

CHILORE (Venore), June 28—Chairman, F. J. Smith; Secretary, Steve Kolina. Ship's delegate reported that everything is running smoothly. Crew requested to keep natives out of the passageways when in port. Brother F. J. Smith was elected to serve as new ship's delegate. Vote of thanks was extended to all delegates.

RAPHAEL SEMMES (Sea-Land), July 21—Chairman, H. Waller; Secretary, Guy Walter. \$7.22 in ship's fund. Donations accepted. No beefs were reported by department delegates. Brother Angelo Romero was elected to serve as ship's delegate. Discussion about keeping decks clean around the gangways.

EAGLE VOYAGER (United Maritime), August 10—Chairman, V. Genco; Secretary, None. Ship to pay off in Norfolk. Repairs and painting will be done as soon as possible. Few hours disputed OT in each department. Patrolman to be contacted about unsafe working conditions. Vote of thanks to the steward department.

STEEL ADVOCATE (Isthmian), August 9—Chairman, Walter Nash; Secretary, A. Case. Brother Walter Nash was elected to serve as ship's delegate. No beefs were reported. One man hospitalized in Panama Canal and one in Honolulu. One man paid off in New Orleans.

FLORIDA (Everglades), August 9—Chairman, Luther Roberts; Secretary, Alfred Kastenhuber. Brother Tony Dominguez was elected to serve as ship's delegate. Discussion on shortage of milk. This matter to be taken up with patrolman.

BELOIT VICTORY (Marine Managers), July 12—Chairman, H. M. Karlson; Secretary, A. W. Morales. Second electrician was elected to serve as ship's delegate. No beefs were reported by department delegates. One man was hospitalized in Yokohama. Discussion on keeping recreation room clean.

JOHN B. WATERMAN (Waterman), July 24—Chairman, J. Morris; Secretary, C. Garner. Ship's delegate reported that everything is running smoothly. Some disputed OT will be taken up with boarding patrolman. Vote of thanks extended to the steward department.

PENN SAILOR (Penn Shipping), August 1—Chairman, Herbert Gray; Secretary, John P. Bailday. Some disputed OT in each department. Everything else is running smoothly.

Says SIU Son Sets Example

To the Editor:

I just got a copy of the LOG from my son, Carl Amundsen, Jr., and I really think it's a great paper. Carl ships out of the SIU hall in Houston, and I am very proud to know that he is a member of such a fine Union.

My greatest hope is that my husband, who has been sailing for eight years, would follow Carl's example and take out an SIU card. When the SIU was conducting an organizing drive in Port Arthur, we let them use our Hi Hat Bar to meet seamen.

There are four sisters in my family, but I am the only one who knows what the SIU stands for, and I'm willing to go out of my way at any time to help it out.

I hope I can keep getting copies of your newspaper. I really do love to keep up with

what is happening to seamen all over the world, even if I do live on a farm, far away from the nearest port. Your paper is one of the best I've ever read. Keep up the good work, and maybe someday I can tell all my friends that my family is 100 percent SIU.

Mrs. Pauline Johansen

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Condolences Bring Thanks

To the Editor:

I would like to express my deepest appreciation for the countless expressions of sympathy and kindness which I have received from SIU members and officials after the recent death of my husband, Howard Guinier.

SIU members from all over have written hundreds of letters to tell me of their sense of loss at Howard's passing. It seems impossible that I ever

will be able to answer everyone personally, so I am taking this opportunity to express my gratitude to them through the LOG.

The grief and concern, ex-

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.

pressed by those he knew and worked with in the more than 25 years he was in the Union, justifies his faith in the SIU and its membership. I am grateful for this wonderful tribute to Howard by his brothers of the sea.

Madeline Guinier.

Father Located Through SIU

To the Editor:

I am writing this letter to tell all the SIU members how much I owe to the Delta Steamship Lines and everyone connected with the SIU for helping me locate my father, C. W. Gabriel. He has been a member of your wonderful organization for many years, and, through the efforts of the Union, we were reunited after a period of sixteen years. Thank you again for your kindness and your help. Nancy Elizabeth Gabriel Deason

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Welfare Plan Gets Highest Praise

To the Editor:

I would like to express my sincere appreciation to the Seafarers Welfare Plan for the prompt and courteous way all the doctor and hospital bills

were paid recently and in the past, and for the Welfare checks which came through every month while I was laid up last summer and the past spring.

I would like to give my special thanks to the SIU officials in Norfolk for their time and help in the face of my difficulties. I am proud to belong to an organization such as the SIU.

Sammy C. Creef.

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Welfare Benefits Aid SIU Widow

To the Editor:

I want to thank the SIU for the death benefit I received for my husband Renne Albusun Purainen. Ray was sent to the Hospital in 1963 and spent some time there. I and his two brothers will miss him, and we thank the Union for the sympathy they have extended to us in our grief.

Mrs. Vienu Purainen

He Or She? Seafarers Seek Source Of Ships' Femininity

It is the habit and the custom of Seafarers to refer to their ships as "she" or "her." Sometimes, when especially good memories are associated with a particular ship, the vessel is referred to as "that grand old girl"; and when the memories are not so good, the terms used to describe the ship, while not printable, are always in the feminine gender.

Last week, Seafarers J. D. Reyes and Edward Boggness were chatting in the New York hall when the subject turned to the question of: Why a ship is always mentioned in the feminine sense?

A few opinions were immediately presented. Boggness, who sails in the deck department as dayman, said that it was because of the similarity in the tempera-

had been aroused and some research was in order. They discovered that the question had been asked of newspaper editors all over the U.S. and the answers that came back were startling. Especially when evidence was produced to show that a ship has not always been referred to in feminine terms.

Here are some of the answers the editors received:

Some of the reasons for calling a vessel a "she" is based on her "dressings," common female apparel, that a ship also wears. A ship has a waist (amidship section); bonnets (the engine cover on a boat or added strips of canvas on a sail); laces (rigging fastenings); stays (ropes); combing (the edge of a hatch) jewels (small blocks on signal yard); and earrings (short pieces of sail rope).

Somebody said it was because of the great deal of "bustle" around a large vessel and that while in port, the agent handling her business is called a "husband." One captain said the feminine was added because of the sails. The sails represented the vessel as dressed like a woman.

A student with a mother complex felt the reason was that while at sea, the sailor felt his ship was the "woman . . . the seaman . . . saw her as home; He found in her his protection and the representation of female warmth and

love, such as given by a mother, or wife."

A Texan felt it was because, "first, there is always a gang of men around her, and second, it takes a lot of paint to keep her looking good, and third, she's cranky unpredictable, and hard to get along with. Those are three good reasons."

Yet, with all this evidence to the feminine side, the masculine points must be brought up. Some of the facts supporting the 'He' argument include the fact that:

The prow of ancient Egyptian and Phoenician ships were decorated with male animals, not feminine figure heads. The word "ship" is masculine in gender in French, Italian, Spanish and Portuguese. The word has no sex in the Teutonic languages, German, and English.

During the 17th and 18th centuries, vessels were called "man-of-wars," Merchantmen, Indiamen, and the like.

And to make the masculine side more convincing, consider this evidence: An account of the Battle of Agincourt, written in 1426, includes the line, "Every ship wayed his anker."

A treatise published 150 years later stated that, "in a shyppe, the rudder ought to be no lesse than may suffice to direct hys course."

Most men who sail the great ships, agree, however, that it could only be referred to as a woman. "They're tempermental, unpredictable, hard to keep up, hard to live with, and we can't do without them," just about sums it up.



Boggness



Reyes

ments of women and ships. They are both the "most perverse, well cared for, demanding objects in the world. Women and ships are so much alike, it is only natural to associate them in this manner, he said.

Other seafarers offered to the discussion that ships matched the different moods of women. "One minute they erupt into action, one remarked; while another said that "you dress a woman up to show her off, and you do the same for a ship."

But by this time their curiosity

DUVAL (Suwannee, June 27—Chairman, Troy Savage; Secretary, E. Mooney. Ship's delegate resigned and was given a vote of thanks. Brother E. M. Bryant was elected to serve in his place. No beefs were reported by department delegates.

Robin Hood (Robin Line) July 30—Chairman, R. L. O'Brien; Secretary, C. C. Sypher. \$42.23 in ship's fund. Ship's delegate reported no beefs and extended a vote of thanks to all hands for their cooperation. Vote of thanks was extended to the steward department. Water from domestic tanks is still very rusty. Poor mail delivery by the company.

ANTINOUS (Waterman), August 2—Chairman, F. Paskowski; Secretary,

DIGEST of SIU SHIP MEETINGS

F. White, \$2.40 in ship's fund. Brother Steve Thayer was elected to serve as ship's delegate. Former ship's delegate, Brother C. Mehl, was extended a vote of thanks. No beefs reported by department delegates.

YORKMAR (Calmar), August 2—Chairman, Cliff Bellamy; Secretary, Charles L. Fisher. Brother James Corder was elected to serve as ship's delegate. No beefs reported. Vote of thanks extended to the steward department.

WILTON (Marine Carriers), August 2—Chairman, J. Nicholson; Secretary, V. Harding. Ship's delegate reported that the draw will be made in traveler's checks. The master will issue a slip to each man for the benefit of unemployment should this ship be sold. There will also be statements of wages and OT issued to each man before leaving Japan. Department delegates reported that everything is running smoothly. Vote of thanks was extended to the chief steward and his men for good service and fine meals.

MANKATO VICTORY (Victory Carriers), June 26—Chairman, R. F. Ransome; Secretary, B. Slaid. No beefs were reported by department dele-

gates. Some disputed OT in deck department. Ship badly in need of fumigation. Vote of thanks extended to the ship's delegate and the steward department.

STEEL ROVER (Isthmian), May 18—Chairman, W. M. Hand; Secretary, W. L. Hammock. Brother Yates was elected to serve as ship's delegate. \$41.00 in ship's fund. Ship sailed short one AB from New York. No beefs were reported by department delegates.

PENN TRADER (Penn Shipping), August 8—Chairman, Arthur Bendheim; Secretary, David E. Edwards. Majority of repairs have been completed and the rest will be done during voyage. No beefs were reported. Ship's delegate resigned and Brother Arthur Bendheim was elected to serve. \$4.45 in ship's fund.

FANWOOD (Waterman), August 2—Chairman, Karl A. Hellman; Secretary, Sidney A. Garner. Brother Robert Statham was elected to serve as ship's delegate. No beefs and no disputed OT reported. Vote of thanks to the steward and entire steward department for a job well done.

ALCOA RUNNER (Alcoa), July 28—Chairman, James W. Barnett; Secretary, C. E. Turner. Brother Mercer was elected to serve as ship's delegate. No beefs were reported by department delegates. Motion made to ask captain to post new list of prices for slop chest items. Ship's delegate to see patrolman about having ship fumigated. Vote of thanks to the steward department for a job well done.

SEAMAR (Calmar), April 26—Chairman, L. Barch; Secretary, T. A. Jackson. No beefs were reported by department delegates. Brother L. Barch was elected to serve as ship's delegate. Each man requested to donate \$1.00 towards cost of TV repair.

SEATRAN NEW JERSEY (Seatrains), August 31—Chairman, F. Bonfont; Secretary, E. Bonfont. Ship's delegate reported that everything is running fine. No beefs were reported by department delegates. Few hours disputed OT to be taken up with boarding patrolman.

PUERTO RICO (Motorships Inc.), August 27—Chairman, Dimas Mendoza; Secretary, A. Aragon. Brother Richard Delaney was elected to serve as new ship's delegate. It was suggested that crewmembers donate at least fifty cents to the ship's fund.

Seafarers Lauds USPHS Hospital As World's Best

NEW YORK—The United States Public Health Service Hospital in Staten Island, has been receiving some high praise lately, particularly from Seafarer Phil Frank, who is presently an out-patient at the hospital.

Seafarer Frank entered the hospital on June 15 to have some surgery performed and since his release to an out-patient status he has been praising the hospital as the finest he has ever been in.

"I have been in different hospitals throughout the world," he said, "and that includes two other USPHS hospital facilities, and I found that the USPHS hospitals were head and shoulders above them all."

Frank commended the hospital staff for its kindness in treating the patients and he said that "it did more for me than any medicine in the world could do." He paid a special tribute to the doctors that treated him. "They were kind and considerate to me at all times," Frank said.

Lauds Doctors

Seafarer Frank lauded the unflinching loyalty of the doctors toward their duties. He cited an instance where a SUP member who was a patient at the hospital suffered a sudden heart attack. The doctors at the hospital rushed from their meal to treat the ailing patient and with the aid of heart massage saved his life. Unfortunately he died several days later.

Seafarer Frank is a naturalized citizen of the United States having come to this country from Lithuania. "I am very proud to be an

American and to live in a democracy," he said. "This is the greatest country in the world and my greatest hope is that it will continue to grow and prosper. I am very proud to pay taxes in this country. This is my contribution to the country that has done so much for me."

Groups with vested interests have recently been applying pressure in Congress in an effort to put an end to the issuance of fit-for-duty slips by US Public Health Service Hospitals. Although plans to drop the service have been postponed, the SIU is engaged in blocking the efforts of "selfish parties" that would eliminate this important function that the USPHS hospitals provide for seamen.

The SIU has traditionally fought any attempt to alter, modify, or reduce the services performed by the USPHS in the best interests of American seamen. Periodically, attempts are made to curtail services that are essential to the well-being of Seafarers and other American seamen, and the union has kept up a running fight in opposition to such moves.

Sign Name On LOG Letters

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



Frank

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the SEACHEST

LOG-A-RHYTHM:

Must I Keep Silent

By Henri Perelkew

Must I keep silent walking among young men

Who through the seasons have been driven

On to Calvary to be crucified— For whom, for what?

How can I keep silent when treading on dew drops

Among fields strewn with white crosses

That tell of youth cut down Of still-born dreams and faith dissolved—

For whom, for what?

How can I stroll through lover's lane

and be deaf to the whispering vows of love

That ache to germinate life— For whom, for what?

How can I watch silently the unfledged

That live rejected and brutalized

Pray for tomorrow's death— For whom, for what?

How can I remain silent When your children, my children

Clustered on the tree of life May be gathered and consumed—

For whom, for what?

SIU ARRIVALS DEPARTURES

Following SIU families have received maternity benefits plus a \$25 bond from the Union in the baby's name.

born June 10,
am S. Rudds,

James Paul Barnette, Jr., born March 31, 1964, to the James P. Barnettes, New Orleans, La.

May 30, 1964,
gs, San Fran-

James William Anderson, born June 21, 1964, to the William T. Andersons, Broomall, Pa.

born June 9,
Reynas, Gal-

Mary Lou Aszteborski, born June 3, 1964, to the Wladyslaw Aszteborskis, Erie, Pa.

born February
rles LaTours,

Miriam Prado, born July 10, 1964, to the Victor Prados, Flushing, New York.

born June 11,
Lopers, Jr.,

Melody Lynn Werns, born May 30, 1964, to the Harold G. Werns', Milwaukee, Wisc.

May 5, 1964,
Mobile, Ala-

Rebecca Ayala, born February 27, 1964, to the Jesus Ayalas, Bronx, New York.

born June 3,
R. Schultzs,

Thomas Le Maire, born July 16, 1964, to the George T. Le Maires, Elkridge, Md.

uthard, born
he John E.
Park, New

June 26, 1964,
s, Baltimore,

Edwards and
wards, born
e David E.
bama.

ghten, born
Thomas H.
Kentucky.

born July
J. Pentons,

born July
M. Herberts,

Poole, born
Milton A.
exas.

July 23, 1964,
's, Wenonah,

born July
s Cambron-

ine 1, 1964,
ew Orleans,

born July 25,
E. Reeves',

born June 9,
es', New Or-

r, born July
Kakrigers,

rn July 26,
elseys, Daly

ay 30, 1964,
rims, Jersey

inez, born
he Santo E.
s, Lousiana.

une 1, 1964,
dis', Jersey

azalis, born
he Robert
Jersey.

The deaths of the following Seafarers to the Seafarers Welfare Plan (any of claims is normally due to late card or necessary litigation for the

Theodore Edward Shupick, 59: Brother Shupick died April 29, 1964, in the St. Marys Hospital, Supreme, Wisc., the victim of a liver ailment. He was a member of the SIU Great Lakes District, sailing in the galley department. He is survived by his sister, Mrs. Linda Randolph. Burial was in Forest Lawn Cemetery, Detroit, Mich.



Brother Shupick died April 29, 1964, in the St. Marys Hospital, Supreme, Wisc., the victim of a liver ailment. He was a member of the SIU Great Lakes District, sailing in the galley department. He is survived by his sister, Mrs. Linda Randolph. Burial was in Forest Lawn Cemetery, Detroit, Mich.

Harold Lee Smith, 40: Brother Smith died Nov. 14, 1963, of natural causes while in the Hancock General Hospital, Bay St. Louis, Miss. After joining the IBU in 1957, he sailed in both the deck and stewart departments. He is survived by his brother R. V. Smith, Jr. Burial was in the Bethlehem Cemetery, Notasulga, Ala.



Brother Smith died Nov. 14, 1963, of natural causes while in the Hancock General Hospital, Bay St. Louis, Miss. After joining the IBU in 1957, he sailed in both the deck and stewart departments. He is survived by his brother R. V. Smith, Jr. Burial was in the Bethlehem Cemetery, Notasulga, Ala.

Frank Jacob Sutliff, 66: Brother Sutliff died Dec. 4, 1963, in the Pelham Bay General Hospital, Bronx, N.Y., of natural causes. He joined the SIU as a member of the RMR in 1960, and sailed as a deckhand. He is survived by his wife, Mrs. Elizabeth Sutliff. Burial was in Evergreen Cemetery, Brooklyn.



Brother Sutliff died Dec. 4, 1963, in the Pelham Bay General Hospital, Bronx, N.Y., of natural causes. He joined the SIU as a member of the RMR in 1960, and sailed as a deckhand. He is survived by his wife, Mrs. Elizabeth Sutliff. Burial was in Evergreen Cemetery, Brooklyn.

Lloyd Perry Sheffield, 50: Brother Sheffield died Aug. 26, 1964, in the Memorial Hospital at Sarasota, Fla., of a Myocardial Infarction. He sailed in the Engine Department after joining the Union in Dec., 1938, in Tampa, Fla. He is survived by his mother, Mrs. Isabelle L. Sheffield. Burial was in the Manasota Memorial Park Cemetery, Manatee County, Fla.



Brother Sheffield died Aug. 26, 1964, in the Memorial Hospital at Sarasota, Fla., of a Myocardial Infarction. He sailed in the Engine Department after joining the Union in Dec., 1938, in Tampa, Fla. He is survived by his mother, Mrs. Isabelle L. Sheffield. Burial was in the Manasota Memorial Park Cemetery, Manatee County, Fla.

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All of the folk benefits from the Seafarers Welfare Plan, name:

Thelma Rudd, b. Forrest Patrick Cryderman, born 1964, to the William C. Cryderman, Sault Ste. Marie, Mich.

Linda Long, born Joe Alan Shell, born June 27, 1964, to the Horace C. Long, Jr., Houston, Texas.

Margot Reyna, b. Marrie Rhea Toups, born June 1964, to the Ruben H. Toups, Jr., Houston, Texas.

Kenneth LaTour, b. Eugene Emil Milanese, born 18, 1964, to the Charles H. Milanese, New Orleans, La.

Jacqueline Loper, b. Mary Suterland, born March 22, 1964, to the Collier Suterland, Mobile, Alabama.

Claudette Orr, born Michael Earl Longfellow, July 3, 1964, to the Charlie Orr, Houston, Texas.

Edward Shultz, b. Eannie Marie Salis, born February 29, 1964, to the Louis Tiffin, Jacksonville, Fla.

Jeffrey Joseph Souter, b. Seafarers have been reported June 24, 1964, to the apparent delay in payment Southards, Edgewater, Jersey.

William Fox, born Thomas W. Carmichael, Sr., 43: to the Warren F. Fox, Md.

Katheryn Reenee Edwards, b. Kenneth Andre Edwards, June 28, 1964, to the Kenneth Andre Edwards, Mobile, Ala.

Michael Todd Knights, b. Michael Todd Knights, July 4, 1964, to the Michael Todd Knights, Paducah, Ky.

Jenny Sue Penton, b. Michael, Jr., son, and Barbara Harahan, daughter. Burial was in Harahan, La.

David John Hebert, b. Leo Raymond Clary, 58: Brother to the Paul Clary, New Orleans, La.

Christopher Alan Poole, b. Christopher Alan Poole, July 20, 1964, to the Christopher Alan Poole, Texas City, Tex.

Cheryl Gibbs, b. Cheryl Gibbs, 1953, Brother to the Siegfried Gibbs, New Jersey.

Annette Cambronero, b. Annette Cambronero, 24, 1964, to the Isaias Cambronero, New Orleans, La.

Elinor Roll, born Elinor Roll, to the Joseph Rolls, New Orleans, La.

Lisa Ann Reeves, b. Lisa Ann Reeves, June 5, 1964, in the Sinal Hospital, Baltimore, Md., of heart disease. He sailed in the steward department after joining the SIU in 1948. He is survived by his wife, Mrs. Elvira C. Davis. Burial was in Beda Cemetery, Baltimore, Md.

Glen James, Jr., b. Glen James, Jr., 1964, to the Glen James, New Orleans, La.

John Bruno Kakrige, b. John Bruno Kakrige, 19, 1964, to the John Bruno Kakrige, Phila, Pa.

Richard Kelsey, b. Richard Kelsey, 1964, to the Tom E. Kelsey, Auburn City, Calif.

Nancy Grim, born Maquin C. Bamio, 50: Brother to the Vincent G. Bamio, died Dec. 6, 1963, in Houston, Texas, of heart disease.

Otto Steven Martinez, b. Otto Steven Martinez, October 25, 1963, to the Otto Steven Martinez, New Orleans, La.

April Scardis, born April Scardis, to the John R. Scardis, New Jersey.

Michael Stephen Wilal, b. Michael Stephen Wilal, June 17, 1964, to the Michael Stephen Wilal, Wazalis', Hilltop, New Jersey.



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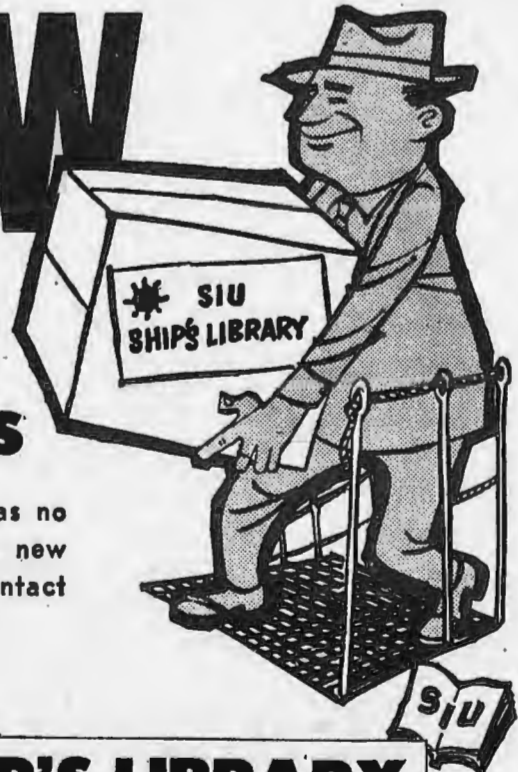
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YOUR SIU SHIP'S LIBRARY



WHAT are the characteristics of an SIU scholarship winner? In general they are the same traits which mark successful men and women everywhere. Studying past and present SIU scholarship winners shows up these traits clearly.

- They share a determination to get ahead in the world and to be of service to their community and their nation.

- They share a thirst for knowledge and curiosity enough to probe for a deeper understanding of the world around them.

- They are not afraid of hard work to achieve the high goals which they have set for themselves.

- Their interests are not confined to narrow, conventional tracks but range far and wide. They are definitely not afraid of a new thought or a new idea.

- They are good citizens of their own community and of the nation. They are active in civic affairs and are always ready to pitch in and help when help is needed.

The winners of the 1964 SIU \$6,000 college scholarships share all of these characteristics with past SIU scholarship winners.

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.

Of the 58 SIU scholarships which have been awarded in the past 11 years, 36 have gone to the children of SIU members and SIU men themselves have received 22 of the college scholarships.

An example of a Seafarer who went "from AB to MD" with the aid of an SIU scholarship award is former Seafarer, now Doctor Seymour Wallace, who was one of the 1954 scholarship award winners. Other former Seafarers are now engaged in professions ranging from medicine to engineering to teaching, thanks to SIU college scholarship awards.

Bruce Carroll, son of Seafarer Edward F. Carroll, of Jersey City, N. J. is one of the five 1964 SIU scholarship winners who displays the many familiar characteristics of all of the past and present winners.

Bruce Carroll graduated from public school and high school in Jersey City, N. J., where he was born and where his father has worked as deckhand

1964 SCHOLARSHIP WINNERS



Elaine Smith, daughter of Seafarer Stanford A. Smith.



Lawrence Carleton, son of Seafarer Monroe R. Carleton.



Christine Kalke, daughter of Seafarer William Kalke.

aboard Erie-Lackawanna rail tugs for the past 37 years. One of six children, Bruce was active in school and community activities. He served on the executive council of the National Honor Society and was sports editor of his high school year book, the Gnome. In his junior and senior years at high school he acted as class representative for student participation and served as treasurer of the Math Club, in which he was active.

Bruce served standby duty as an alternate of the TV show "It's Academic," for which he was well qualified with a rating of sixth in a class of 530 with a four year high school average of 93 percent. During his senior year Bruce attended City College of N. Y. one day a week on a National Science Foundation grant in higher mathematics, with which he took courses in analytic geometry. His

interest and ability in mathematics and languages won for him the Camille A. Toussaint Memorial Prize in Mathematics and the Barbara Czarecki Memorial Prize in Latin. These are awards given to the student who receives the highest marks for four years in each subject.

Also active in sports, Bruce enjoys playing basketball and his interest and ability in the sport raises his hopes of being able to make the team in college.

With the aid of his \$6,000 SIU scholarship award, Bruce will enter Stevens Institute of Technology in Hoboken, N. J. this fall where he intends to study engineering. Grateful for the big boost which the SIU scholarship is giving to his academic studies and to his future, Bruce writes "The generous scholarship which has been awarded to me will make it possible to devote my efforts toward maintaining good scholastic grades without financial worries. Whatever success I may have in the future my parents and I shall always be grateful for this award and wish to thank the Seafarer's International Union."

Already well started on her college career with the aid of her \$6,000 SIU scholarship award, Elaine Smith, daughter of Seafarer Stanford A. Smith, Jr., of Metairie, La. is presently attending Louisiana State University. Elaine's goal is to teach English on the junior high school level in the future, and toward that end she is presently majoring in Secondary Education and including as many courses as she can carry in Library Science.

Active in college activities, Elaine is a member of the Newman Club chorus, which reflects her long-standing interest in music and singing. This fall she is slated to become a Freshman Advisor, in which capacity, as an "old timer" at the college she will help with counseling and orientation of new students just entering the University.

Service to her fellow students and to her community is nothing new to Elaine. In high school at Metairie, La., she was an active member of the Future Homemakers of America, Newman Club, the Science Club and the vocal club and chorus. During her junior and senior years at high school she participated in the Junior Achievement Program and actively pursued her hobbies of reading, sewing and singing. Somehow she also managed to find time to do a good deal of dancing, which she enjoys, and some

sightseeing with her parents throughout the states of Alabama, Mississippi and Texas as well as her native Louisiana. Her interest in many parts of the world has been whetted by the many stories her father, Seafarer Stanford A. Smith Jr., who has sailed with the SIU in the steward department since 1938, brings home from his many voyages.

Although already well started on her college career, Elaine expects the SIU scholarship award to be of great help in helping her to further her education and achieve her goals. "It has eliminated the financial worry and has set a goal of maintaining a B average which I must achieve. Without the scholarship I would have had to borrow money to finish college and the worry of being able to pay it back would have been a burden to both myself and my parents. Please let me take this opportunity to thank all the members of the SIU for making this wonderful scholarship program possible," she writes.

High scholastic standing, athletic excellence, community service, wide range of interests—these are applicable to all SIU scholarship winners and Larry R. Carleton, son of Seafarer Monroe R. Carleton, of St. Clair, Mich., is no exception.

With the intention of someday being able to teach mathematics on the college level, Larry started early to prepare himself with a wide range of interests and activities, all of which would help in some way to make his dream a reality. Interested in athletics, he played ball in the Little League and was on his high



Former Seafarer Seymour Wallace, became Doctor Wallace with the aid of his 1954 SIU scholarship award.

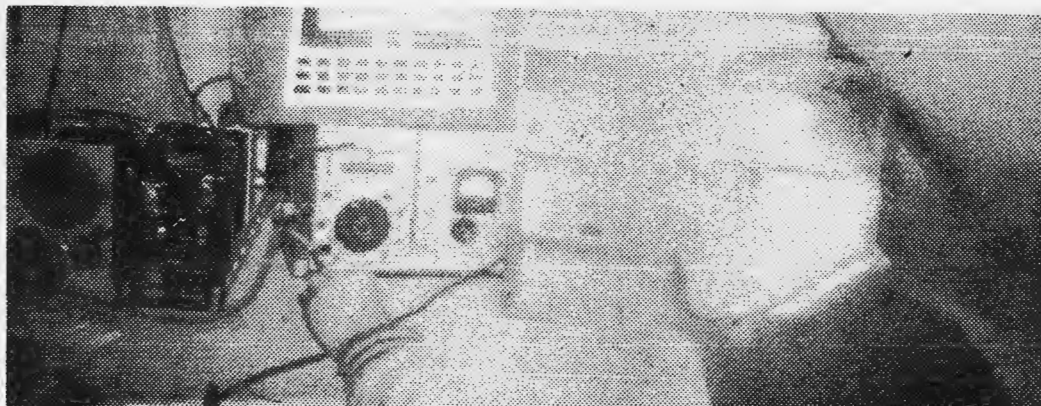
school baseball team. Track was another of his high school sports achievements, with a little football thrown in on the side.

Co-editor of the "student page" of his local, home town newspaper, the St. Clair Independent-Press, he contributed articles on a regular basis and even had several original poems printed. He also found time to play the trumpet in his school band. The Boy Scout movement is a long-time interest of his and Larry is presently junior assistant scoutmaster of Troop 59 in St. Clair. Church activities rounded out his busy schedule of activity as it did for many of the past and present scholarship winners. In the academic field he showed his skill by ranking near the top in the Michigan Math Prize competition and by winning honors in scholarship competitions.

Larry also learned something about our country during trips to Washington, D.C., Georgia, Wyoming, South Dakota and ranged as far north as Ontario.

For the future, Larry Carleton plans to attend the California Institute of Technology where he can study mathematics toward his goal of instructing future college students in math subjects. He has high hopes, with the aid of his SIU scholarship, to earn his Bachelor of Science as soon as he can and then go on eventually to earn a PhD. as well. "With the scholarship the SIU awarded

(Continued on page 18)



SIU scholarship winner Timothy Mosseau, son of Seafarer Kenneth Mosseau, has a long-standing interest in ham radio operation.



Scholarship winner Bruce Carroll, another ham radio hobbyist, is shown above with his father, Seafarer Edward F. Carroll.