



## SIU TELLS MARAD TO ENFORCE 'SHIP AMERICAN' PROVISIO

Story On Page 3

**SIU Rescue.** Heavy smoke billows from the yacht Sea Saw IV which caught fire and burned to the waterline on her maiden voyage in Chesapeake Bay. Passing Ames Victory (Victory Carriers) crewmembers launched lifeboat and rescued five members of the yacht's party. Small figure off bow of boat is one of the party, abandoning the yacht, a total loss. Value of the new 60-footer was \$150,000. Seafarers said rescue took less than thirty minutes. (See Page 3.)

## AFL-CIO Council Cites Key National Problems

Story On Page 3



James



Arnold



Wilson



**Clearing Away Debris.** Scorched wreckage remaining in the 'tween decks area after a fire destroyed the cargo in number 3 hold of the Steel Fabricator shortly after she arrived in Norfolk, is cleared away by a crew of longshoremen. A party of 16 SIU crewmembers volunteered to remove the smouldering cargo in the area pictured above while the fire was still burning. The successful completion of their danger-filled job allowed Norfolk firemen to reach the hatch to the hold where the core of the fire burned. Three of the SIU volunteers (left) played an outstanding part in the unloading operation in which smouldering rolls of Hessian cloth (in background) were hoisted out of the smoke-filled area. (See Page 2.)





Stevedores clear out bales of burned fiber from number 3 hold of the *Steel Fabricator* (Isthmian) following fire which occurred shortly after she docked in Norfolk. The fire burned over the weekend of May 15-17, and destroyed most of the cargo in the hold. A group of 16 Seafarers played a heroic role during the firefighting operation when they volunteered to remove smoldering rolls of cloth from the 'tween decks area above the hold.

### Steel Fabricator Fire

## SIU Crewmen Volunteers Unload Smoke-Filled Hold

NORFOLK—Sixteen Seafarers were involved recently in a heroic act, when they volunteered to unload smoldering cargo from the *Steel Fabricator* (Isthmian) as she lay burning at Lamberts Point Pier here on Saturday, May 16th.

The 16 SIU members were part of the *Steel Fabricator's* crew who courageously volunteered to unload rolls of Hessian cloth from the tween decks area to allow firemen to uncover a hatch where the core of the fire burned.

Isthmian Line officials, who witnessed the unloading operation, reported they were impressed with both the spirit the Seafarers displayed as well as the teamwork and skill with which they performed the difficult, risky task, one which is normally handled by stevedore crews.

The high value of the SIU training programs was illustrated time and again during the time the volunteer crew performed their dangerous work. Firefighters and other officials on the scene all admired the way the Seafarers caught on to the operation, especially since they were doing work which they were not accustomed to at considerable personal risk.

The fire began Friday night,



Moffett Rydland

May 15 during the start of cargo unloading operations in number 3 hold. The ship's crew took immediate steps to fight the blaze, but the situation grew worse and the Norfolk fire department was called in.

As the fire spread through the hold, it produced thick clouds of smoke which hindered fire-fighting operations. The heat produced was so great that paint on the gangway actually melted off in streams. When Norfolk firemen managed to get the flames under control, they found that the cargo of jute, sisal and Hessian cloth continued to smoulder.

As a precautionary device, water was poured into the hold to saturate the cargo bales. As wa-

ter began to collect in the hold, an eight-degree list developed and fire fighting officials were forced to deal with the possibility of the vessel capsizing.

Holes were burned with acetylene torches to permit the water in the hold to drain out. Two tugs



Johnson Pryor

from the SIU-contracted McAllister Towing Company also stood by in case further assistance was necessary.

The problem of the smoldering cargo continued to plague the fire fighters, and as a preliminary move to unload the rolls and bales, McAllister Brothers tugs moved the Isthmian ship from the north to the south side of Lamberts Point Pier N. This meant that a shore crane could reach the *Fabricator's* cargo, since the disaster had knocked out the ship's electrically-operated cranes.

It was at this point that Isthmian Line officials asked for volunteers from the Seafarers in the crew to empty the tween decks area to allow city firemen clearance into the hold below which still continued to burn.

Observers were especially impressed with the role that deck department member Charles E. James played in assembling the volunteer crew. With the help of ship's bosun Alfred Handvedt, a group of 16 SIU members offered to perform the dangerous job.

Making every effort to protect the crewmembers' safety, the volunteers were provided with gas masks and oxygen breathing apparatus. Working in two separate shifts, a party of men would go into the hold and hook two rolls of Hessian cloth to the crane.

The men would then retreat to the ladders leading up to the deck

to await removal of the rolls. After a headcount was made to make sure everyone was accounted for, the rolls would be hoisted out and dropped into a gondola car where they would be unhooked by riggers from a stevedore crew.

When smoke from the smoldering rolls of cloth got too bad, the men would evacuate the hold, and firemen would wet the cargo down until it became safe to work again. At this point, the second shift would take over and work until conditions became impossible again. As the SIU members became more familiar with the operation, they began to remove four rolls at a time, causing the riggers in the gondola car to

(Continued on page 16)

## President's Report



By Paul Hall

A nation can only be completely healthy and thriving if all of its component parts are in sound condition. Weaknesses or deficiencies in any one area jeopardize the health of the entire structure of our society.

In the United States today, despite the fact that our economy is booming in some areas, and many of our citizens are enjoying increasing comforts of life, there is widespread unemployment, large poverty-stricken areas and other disparities that should not be.

In fact, at the recent quarterly meeting of the AFL-CIO Executive Council, the American labor pointed out that the persistent high level of unemployment remains America's No. 1 problem during the current year. And this unemployment threatens to increase as a result of the introduction of automation into all types of occupations.

In dealing with this aspect of the American economy, the Council said that we cannot reach healthy expansion and full employment until existing disparities are eliminated, and that balance is required between our ability to produce and our ability to buy the products of the increasingly automated industries.

The Council pointed out that this nation must have four million new job opportunities every year throughout the rest of the 1960s if unemployment is to be reduced to a minimum. This is essential if the American economy is to be sufficiently strong and stable to enable the nation to carry out its domestic and international obligations.

While the problem of unemployment hits a worker first, there are other disparities which have considerable impact on his ability to enjoy a decent way of life. Besides employment, he must have decent housing in which to rear his family, the availability of proper and adequate educational facilities for his children, and he must have the same equal opportunities in all areas of our national life that other citizens enjoy.

There are events and developments abroad which have similar impact and effect on the security of every American worker. For example, the Executive Council pointed to the situation in Brazil, where the recent revolution overthrew the communist and corrupt elements in the government. The Council pledged its full support to revitalize the Brazilian democratic labor movement and enable it to participate in establishing the badly-needed labor and social reforms.

The Council also pointed to the communist actions in the Middle East, Asia, Africa and Latin-America, and to the need for forceful and realistic vigilance in dealing with them.

Without an understanding of the problems, and a positive program for dealing with them, the security of our nation could be jeopardized. This is why the American labor movement speaks out on these issues, just as it does on those domestic issues which are of direct concern to American workers.

Seafarers, because of their contact with peoples throughout the world, by virtue of their calling, can readily understand that in the final analysis their security, their freedoms are linked to those of people everywhere.

### Norfolk COPE Meeting



A recent meeting of the AFL-CIO's Committee on Political Action (COPE) at the Norfolk SIU Hall brought out this gathering of the areas union members who heard the arguments of three independent candidates for the Norfolk City Council. Speaking at the rostrum is one of the candidates Robert D. Robertson. Another candidate is Robert E. Summers, who is seated at the left on the rostrum, and the third candidate is Jack R. Wilkins, right. The three men are all running on a platform to stop a projected sales tax in Norfolk. The AFL-CIO Committee on Political Action was initiated by the Federation to inform union members of important legislative matters and to fight for the passage of legislation beneficial both to the American working man and to the nation at large. COPE represents just one facet of the legislative information program of the AFL-CIO and its member unions.



## Court Upholds ILA Boycott Of Tulse Hill

RICHMOND, Va.—A Federal Court ruled here last week that longshoremen may refuse to work on Cuban blacklisted ships without having to face unfair labor practices charges by the National Labor Relations Board.

The 4th Circuit Appeals Court handed down the 2-to-1 decision which denied the NLRB a cease-and-desist order requiring Baltimore Local 1355 of the International Longshoremen's Association to end their refusal to work the British freighter Tulse Hill. The hearing on the case arose when the State Department lifted a blacklist against the vessel in December, 1963, when the vessel's owners promised to end their trade with Cuba after the existing charters expired.

### MTD Protests

The Government's decision to lift the ban on ships in the Cuban trade brought a strong protest from the Maritime Trades Department, AFL-CIO. The MTD sent a telegram to the State Department saying that the new policies "are among the greatest threats to the security of the American seaman and to the future of the American-flag fleet."

In March of this year, Chief Judge Roszel C. Thomsen of the Federal District Court in Baltimore signed a temporary order restraining the ILA and ILA Local 1355 from failing to work or refusing to work on the Tulse Hill. Thomsen however, stayed the injunction for ten days and added that the order did not stop individual members of the ILA from refusing to work the ship. The injunction was finally stayed pending the outcome of the Circuit Court hearing. Hence, the ship has remained at her berth in Baltimore.

In the majority decision, Judge Simon E. Sobeloff of Baltimore wrote that if the union members wish to "voice their moral revulsion against Castro by

refusing to assist a vessel that trades with him, they are at liberty to do so. Nothing in our labor laws speaks to the contrary," he wrote, adding, "It is not within our province or that of the Board (NLRB) to require the men to engage in work they find obnoxious because the ship has trafficked with a political regime they consider loathsome."

The majority decision said that the "ILA action pertains to a general political question in which the ILA shares an interest with all citizens." Such boycotts by workers or buyers are not uncommon, it continued. "Similar demonstrations have been made against other Communist governments and against Hitler's Nazi system, but this is a recognized part of the freedom constitutionally guaranteed in our country."

### Constitutional Right

"The First Amendment affords protection not merely to the voicing of abstract opinion upon public issues, it also protects implementing conduct which is in the nature of advocacy."

The case was originally brought to the NLRB by the Maryland Ship Ceiling Company after the ILA refused to send carpenters to prepare the Tulse Hill for the grain shipment. The vessel's owners, Ocean Shipping Service, Ltd. of Bermuda had been unsuccessful in obtaining an injunction against the union in Baltimore Federal Court.

In the only dissenting opinion by the court, Judge Albert V. Bryan of Alexandria, Va., wrote that the case fell "snugly" within the National Labor Relations Act.

The majority decision, however, said the NLRB did not even have jurisdiction in the case, because the finding was not a "labor dispute" as the case did not concern working conditions.

## SIU Insists Marad Enforce 'Ship American' Provision

NEW YORK—The Seafarers International Union has informed Maritime Administrator Nicholas Johnson of its insistence on strict adherence to the terms of Public Resolution 17, which provides that 100 percent of cargoes financed by a lending agency of the US Government must be shipped in American bottoms.

The SIU communication urged the MA to reject a request from an Italian Government agency which asked that the MA waive the Public Resolution 17 requirement and allow Italian-flag vessels to carry half

of \$100 million worth of cargoes for which credit to Italy has been extended by the Export-Import Bank.

The Italian request, last month, drew a prompt response from the Joint Maritime Committee, which called upon the Maritime Administrator to reject the waiver bid. The Joint Maritime Committee is composed of the SIU, ILA, NMU, MEBA and MM&P.

The matter was scheduled for discussion at the first meeting of the newly-formed Cargo Preference Grievance Committee, which was held in Washington on May 13, but was not resolved at that time.

On May 15, the Maritime Administrator solicited all segments of the maritime industry for their opinions on the Italian waiver request.

### No Legal Waivers

"We have reexamined the Public Resolution," the SIU answered, "and we find in it no authority by which the Maritime Administration, or any other agency, can legally grant general waivers."

Public Resolution 17 enumerates certain specific instances, regarding the availability of US ships, under which MA can grant statutory waivers of the 100 percent requirement. Since the end of World War II, however, MA has been following a policy of issuing so-called "general waivers" which are not provided for by the law and which make no reference to the availability of US ships for the cargoes involved.

The SIU also asserted that, since the Italian request for a waiver was illegal, the matter was not even a subject of proper discussion by the grievance committee, which was established as a result of the agreement reached between President Johnson and

AFL-CIO President George Meany during the course of the recent dispute over the shipment of grain to Russia and other communist nations.

"Like the Maritime Administrator himself, the grievance committee has no authority to amend or nullify an act of Congress," the SIU stated.

Taking note of the MA's general waiver policy over the years, the SIU added: "We do not believe that repeated violation either repeals a law or justifies

continued violation. And we do not think it is the function of the grievance committee to consider the propriety of continuing a violation of the law.

"Furthermore," the SIU said, "we are concerned to discover that the protection of the American merchant marine would become an item of grievance."

The SIU message said it was ironic that the unions and management found it necessary to urge that the government agency carry out the intent of the law.

## AFL-CIO Council Sets Union Goals

WASHINGTON—The AFL-CIO Executive Council, meeting here for their quarterly session last week, mapped out labor's position on the major domestic and international issues confronting the United States today.

The Council called for immediate action in such areas as civil rights, free collective bargaining for better wages, shorter hours, improved working conditions, and a unified free world alliance. They also adopted policy statements on such matters as housing legislation and educational television.

Internal matters within the Council were also discussed and a report on the success of handling disputes under the internal disputes plan was delivered.

### More Public Works

The Council rebuffed a government proposal to use a productivity yardstick as the sole means for measuring wage increases. AFL-CIO President George Meany cited the need for an extension and expansion of the accelerated public works program, as one

among many measures the government can take, to cope with the current high levels of unemployment.

The AFL-CIO President also said that he was opposed to easing barriers on trade with the Communists unless the United States gets something in return. He said that those who believe that more trade and extended credits will convert the Communists from their goal of world domination are living in a "fools paradise."

### Policy Decisions

The following decisions on domestic policy were taken by the Executive Council. (Detailed statements of Executive Council positions can be found on page 18.)

- The Executive Council called on the Senate to "stop talking and start voting on civil rights legislation.

- The Council rejected "completely" the concept that the national productivity rate is the only factor in collectively bargained wage levels and assailed wage restraints without similar restraints on prices and profits.

- The Council warned that "a distinct and dangerous lack of balance in the economy" is becoming evident as workers' buying power lags while business and industry become top-heavy with "booming profits, soaring dividends and capital gains."

- The Executive Council urged passage of the Administration housing and community development bill.

- Low cost loans to Alaskan businessmen seeking to recover from the earthquake were urged by the Council.

- The Executive Council called on unions to participate in the development of educational television as a major means of adult education and communication.

In the area of international affairs, the Council:

- Warned that neither the changing situations in the Communist world nor the "tactical changes they have forced on Moscow should serve as a basis for the West to relax its (Continued on page 23)

## SIU Crew Pulls 6 From Burning Yacht

BALTIMORE—THE SIU-contracted Ames Victory (Victory Carriers) rescued five persons from Chesapeake Bay recently when a \$150,000 yacht on her maiden voyage burned to the waterline. A sixth member of the yacht party was pulled from the Bay by a speedboat, also in the area at the time.

The rescue of the survivors took less than thirty minutes, from the lowering of the lifeboat to the time it was hoisted up again, lifeboat crewmember Tony Petrillo, OS, told the LOG. The survivors never actually came aboard the freighter. When the lifeboat came back alongside the Ames Victory, the party decided to board a Department of Tidewater Fisheries patrol vessel which had also come alongside in the meantime. The patrol boat then put them ashore.

During the rescue operation the Seafarer-manned lifeboat was constantly in danger because the blazing yacht, with no one at the helm, kept circling around the lifeboat and survivors. Meanwhile the lifeboat crewmembers feared the yacht might blow sky-high at any minute. Actually,

there was little danger of explosion because the yacht was equipped with diesel engines. The lifeboat crew did not know this, of course, and really sweated it out.

### Lifeboat Crew Listed

The lifeboat crew included Seafarers Petrillo, Gilbert Delgado, AB; John Lundborg, AB and Ernesto Raimerez, OS.

Vernon M. Starry, 49, owner of the yacht, the Sea Saw IV, received minor burns which did not require medical attention. None of the other passengers were injured in the destruction of the 60-foot craft.

The blaze broke out shortly before 2 PM last May 13, apparently in some electrical equipment behind the pilot house. The Coast Guard reported receiving a distress signal from the vessel, while

J. N. Shore, radio officer aboard the Ames Victory, said that he sent a message reporting the fire at the same time. The Ames Vic-

tory was returning to Baltimore from Bone, Algeria.

### Returning Home

The yacht was on a trip from Miami, Florida to the Maryland Yacht Club here when the fire broke out while the vessel was about 20 miles south of Annapolis.

A Navy helicopter was dispatched to the scene from the Patuxent Naval Air Station, the Coast Guard reported. Crewmen on the freighter also reported seeing a second helicopter on the scene.

The Ames Victory docked at Dundalk Marine Terminal about 5:30 PM of the same day, only about one half-hour late.

The yacht, described as a total loss, was beached near Poplar Island by the Army Corps of Engineers, the Coast Guard reported.

## SEAFARERS LOG

May 29, 1964 Vol. XXVI, No. 11



PAUL HALL, President

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

Published biweekly at the headquarters of the Seafarers International Union, Atlantic, Gulf, Lakes and Inland Waters District, AFL-CIO, 675 Fourth Avenue, Brooklyn, NY, 11222. Tel. NYacInth 9-6600. Second class postage paid at the Post Office in Brooklyn, NY, under the Act of Aug. 24, 1912.





## SIU Tugs Support Balt. Unions' Beef

BALTIMORE—A tugboat manned by the SIU Inland Boatmen's Union refused to pass the picket boat of the Baltimore Building and Construction Trades Council while aiding in the docking of the luxury ship Argentina at the Dundalk Terminal here on May 13.

The Council picket boat was part of a campaign to get the Maryland Port Authority, the owners of Dundalk, to require that contractors doing work for the authority pay the prevailing wage rate.

The Council has been picketing at Dundalk and at the Locust Point Marine Terminal, operated by the Port Authority in a 40-year lease from the Baltimore and Ohio Railroad.

Picketing began after the Maryland Attorney General's Office told the Port Authority that it does not have the legal authority to write the prevailing wage clause into construction contracts.

A spokesman for the Building Trades Council explained the picketing by exclaiming that "we wanted the Governor to get the message that we are unhappy that they (Port Authority) are bringing out-of-town people from depressed areas and exploiting

them." Maryland Governor Milford Tawes was on the Argentina returning from a vacation. As a result of the picketing, the Curtis Bay tug, Kings Point, docked at Dundalk Terminal. The Curtis Bay Towing Co. is under contract to the SIU-IBU.

Another vessel, the SIU-contracted Ames Victory docked at Dundalk the day before the Argentina arrived due to the fact that the Victory had military cargo aboard. At first the Curtis Bay tug Kings Point, who also escorted the Ames Victory to her berth, refused to pass a picket boat patrolling at Dundalk, but did so after they were advised that the Victory had military cargo in her holds.

The SIU is a member of the Baltimore Port Council, Maritime Trades Council, (AFL-CIO) which has worked closely with the Building and Construction Trades Council on the prevailing wage clause issue in the past. At the present time, the Port Council is not actively engaged in the picketing at Dundalk or Locust Point.



By Cal Tanner, Executive Vice-President



## Gov't Chartering Abuses Discussed

If the Government wants to really help tramp shipowners, it should sweep out its own barn first. This is the blunt, but obvious answer to the Maritime Administration's recent question of how the Federal Government can assist the ship operators. Instead of watching the Maritime Administration waste time by going through the motions of reviewing shipping rates, it's about time Government officials started considering abuses in chartering practices and assignments for foreign ports.

Last month the MA asked for comments from tramp operators on a review it proposed to make of American-flag tramp ship ceiling rates which the operators must contend with when their ships carry Government-financed foreign aid cargo.

The major problem the tramp owners face is that overseas supply missions have been given the authority to establish the terms and conditions for the chartering parties. By employing this power, these missions govern the use of American ships. It is these terms and conditions that have a direct impact upon the income of these ships, rather than the ceiling rates whose significance is mainly theoretical.

The crucial situation faced by American-flag tramps is that they must depend to a great extent on Government aid cargo. This means that the owners must yield when the pressure is put on by foreign supply missions. The owners must follow this unfortunate course of action even when the charter provisions imposed are blatantly unfair and unreasonable.

These rates are actually used to set up a ceiling over which American-flag vessels are considered unavailable at "fair and reasonable rates," even though they are physically present for use. The rates are determined under the Cargo Preference Act, or the law which requires at least 50 percent of Government-generated cargo be shipped in American bottoms.

Tramp owners have charged that although the rates were set up to guarantee a fair and reasonable return, owners received the maximum only about four percent of the time during the last seven years. Taking this into consideration, it is obvious that chartering practices must be revised to insure that owners actually get the required rates, since manipulation of these rates would not automatically affect their income.

What actually determines the rate structure is charter party conditions and practices of the recipient nations. It is these that must be revised, stabilized and made more uniform if shipping conditions are to be improved.

If charter party conditions could be corrected, present ceiling rates would be compensatory. Rates which are noncompensatory demand immediate adjustment. Adjustments should be applied to rates to Korea, Taiwan and the east coast of India and Pakistan. The shipping patterns used to set up the original 1957 rates have become outmoded. Complaints by the tramp owners are the ones that require specific adjustment, rather than having the MA start on a complete rate revision.

The Government's policy of keeping rate ceilings of 20 percent or more below the general ceiling for large American-flag ships also must be revised. The industry agreed on this policy as a temporary one, only until the grain shipments to Russia were completed.

Of course, if the Government would implement these wise recommendations, the job picture would undergo a considerable change for the better. The number of tramps on these routes would increase, and a healthy boost in the number of job possibilities would open up for we Seafarers.

## Called 'Hell Ship'

## Liberian Docks With Murder, Suicide Aboard

HONOLULU—A fantastic tale of murder, suicide, unruliness, dissatisfaction and near-mutiny was unfolded when the Brazilian-owned, Liberian-registered vessel Ponomo, described by the ship's Argentinian radioman as "a hell ship," docked at Honolulu recently.

When the ship docked, the Norwegian skipper was dead, a victim of murder on the high seas. Shortly thereafter, a Norwegian crewmember attempted suicide and was removed to Queen's hospital.

Thus far the governments of three countries are displaying anything but effective control over the situation. The US, Brazil and Norway are wrangling over who will begin a formal investigation of the events aboard the Ponomo.

With the multi-lingual crew restricted to the ship, the Honolulu police are carrying out a tentative investigation. What they have uncovered so far is a story of unruliness, dissatisfaction and near-mutiny on the vessel during the last eight months which would make the wildest events of a grade Z pirate movie seem quiet and law abiding by comparison.

At one time, the story goes, a group of seamen pulled knives on the ship's officers and threatened them. Later the crew refused to work. Then one man climbed the main mast and threatened to jump, but was saved.

"The captain did not show up on the bridge Thursday and by noon Friday we were wondering about it. After lunch, I went to check," the mate reported.

"There were never any fights but it was getting so the men would refuse to obey work orders, saying they had worked enough and were tired." The ship had sailed short handed and long hours were the order of the day. "I can't blame them," said the mate. "Under former owners, this ship had 35 men. Now we have 25."

While aboard the ship, the steward was confined to the ship's hospital, "which has only three beds and no medicine or equipment."

## US Seen Losing Shipping Position

LOS ANGELES—Representative Herbert C. Bonner warned last week that America is losing a race in the world of maritime economics, and that the US is not in a position to rise to a situation similar

to the Korean War when the National Defense Reserve Fleet was capable of transporting 85 percent of the needed war material.

The Democrat from North Carolina, chairman of the House Committee on Merchant Marine and Fisheries, was critical of the Defense and Commerce Departments and the Maritime Administration. He said that although Congress authorized in 1958 the construction of a passenger vessel to replace the America, nothing had been done, and that in 1951 construction subsidies for shipowners in bulk transportation—which constitutes almost 80 percent of the nation's imports and exports—had been approved by Congress. The Maritime Administration, he said, had so far failed to authorize a single subsidy for such building.

Bonner predicted that the nation "will inevitably be left at the mercy of its competitors in world trading" if present trends continue. He said that it had taken "cataclysmic events" to force the nation into "crash shipbuilding programs in order to survive."

In referring to the time of the outbreak of the Korean War he said, "Let us pray that we are not confronted with a similar emergency anytime soon. With our privately-owned fleet operating at a median age level of 18 to 19 years, and our existing reserve fleet consisting largely of war built Libertys and Victories, 90 percent of which border on 20 years of age, it is extremely unlikely that we could so quickly and effectively rise to a similar occasion today."

The nation's fleet has increased since then only about two percent in terms of capability to move cargo, the Congressman said.

However, he noted, the nation's gross national product has doubled; the nation's dry cargo waterborne trade has increased from 103 million tons to more than 150 million tons annually; the United States' participation in overseas commerce has dropped from 42 percent to 10 or 11 percent, and

while the world fleet has increased 44 percent, the privately-owned fleet of the US has decreased 22 percent.

He said that although shipping ranked as the nation's third export industry, it was being neglected at a time the Soviet Union was placing heavy stress on its transportation capabilities.

"The Soviet Union is pursuing expansion of its fleet in deadly earnest, in realization of a fact we may have forgotten—that when trading with the world, market accessibility is reliant in a very large degree upon a nation's merchant marine," he said.

## Bill Passed To Protect US Fishing

WASHINGTON—A bill was signed last week which provides for fines up to \$10,000, imprisonment of up to a year and confiscation of offending fishing boats of other nations caught fishing for resources of the United States continental shelf.

President Johnson signed the bill into law May 20, and said at the time that "efforts will be made to work out in advance with foreign countries procedures for enforcement there." Japan had strongly opposed the bill which also provides punishment for foreign fishing boats caught in the US's territorial waters.

Johnson said that "the United States has assured Japan that in such consultations with Japan full consideration will be given to Japan's long-established king crab fishery."

Previous to the signing of the bill, the Federal Government was powerless to prosecute boats entering US waters or fishing off the continental shelf.

Such vessels could only be escorted to the high seas by the Coast Guard, or in some cases, prosecuted under similar state laws.

## 'Chep' Morrison Dies In Plane Crash



deLesseps Morrison, speaking at the SIUNA Convention in 1963.

NEW ORLEANS—Former Mayor of New Orleans and US Ambassador to the Organization of American States, deLesseps (Chep) Morrison was killed last week in a tragic crash of a chartered plane in Mexico.

Morrison was a speaker at the 1963 SIUNA convention in Washington. He was well known personally to many Seafarers and had visited the SIU hall in New Orleans on several occasions.

Killed with Morrison in the crash was his youngest son Randy, 7, and five others. He had chartered the plane in Texas to fly to Mexico on a business trip.

A native of Louisiana and an attorney, Morrison first became Mayor of New Orleans in 1946 and he remained at the post for 15 years.

He was twice an unsuccessful candidate for Governor of the state, and in 1961 was appointed by President Kennedy as the US Ambassador to the Organization of American States. He resigned the post last September.

Funeral services for the former Ambassador and his young son were held in New Orleans on May 26 and were attended by SIU Gulf area vice-president, Lindsay Williams. Morrison's wife, Corinne, died in 1959. Besides Randy, he had two other children, deLesseps, Jr., 20, a student at LSU and Corinne Ann, 16.



# MA Blasted For Changes In Ship Trade-In Policy

WASHINGTON—Independent shipowners who recently got a jolt when they discovered that a group of 18 C-4 type vessels which the Government is offering for sale would cost them about \$250,000 more than they had anticipated, have blasted Maritime Administrator Nicholas Johnson and the Maritime Administration for undermining the law designed to aid non-subsidized lines.

"The Maritime Administrator has applied an unsupportable interpretation of that act, contrary to the statutory language, contrary to the Administration's still stand-

ing interpretation and contrary to the full substantiated intent of Congress," the American Maritime Association charged.

Of the 18 C-4's released by the Navy from the reserve fleet last year, the MA allocated 13 to SIU-contracted companies. Of these, Waterman is slated for 6, Calmar 5, Oceanic Petroleum and Pen-trans, 1 each.

After the bids for the vessels were in and the allocations announced, the MA dropped a bombshell by announcing that it had changed the manner in which the value of the C-4s was to be judged. The new system could add an estimated \$250,000 to the cost of each of the ships.

### Exchange Called 'Sale'

Under the MA's new interpretation, the ship exchanges under the Ship Exchange Act is considered a "sale" in which the traded out ship must be assigned a value "at least equal to the value of the ship to be traded-in." This, the ship owners charge, is subverting the entire program which Congress intended as a means to upgrade the non-subsidized US fleet.

What particularly galls the shipping men is the fact that the MA changed its mind in mid-stream, after the bids were in and the ships allocated and with the bidders still believing that the old rules would apply.

Under the old interpretation of the Vessel Exchange Act, a shipowner could receive a ship virtually free if the cost of converting the vessel amounted to more than \$1.2 million. Under the new interpretation, the MA has set a fixed price ranging from \$400,000 to \$500,000 on the C-4s on an "as is, where is" basis. Credit is given on any ship turned in under the provisions of the plan, but the shipowner must pay the difference.

### Wants Old Policy

The shipowner's association is seeking to make the government rescind the new policy and revert to the older formula which was used in the past, and should certainly not be permitted to change the rules for the program after bids have been tendered on the old policy.

Countering a statement by the MA that some shipowners would gain a windfall because the C-4s are worth more than the vessels they are trading in, the AMA pointed out "it is entirely consistent with the policy of the act that shipowners be encouraged to trade-in vessels of least value," if the fleet upgrading aspect of the program is to fulfill its purpose.

"The act is merely doing what it is supposed to do," the AMA pointed out, "giving the US a more worthwhile merchant marine and the Department of Defense the potential use of an operating fleet of the best vessels currently available."

### Calmar Accepts

The only others of the SIU-contracted lines to accept the trade-in agreement under the new rules are Calmar Steamship, which has already begun conversion of one of the C-4s at Baltimore and SIU Pacific District-contracted Matson Navigation. The rules change by the MA did not affect Calmar and Matson because the value of the traded-in vessels was equal to the price of the C-4s.

Calmar was allocated five of the newer type vessels, for which it plans to trade-in the Pennmar, Marymar, Yorkmar and Portmar.

## New Pensioner On The Roster



Seafarer veteran Pedro Ibardolasa (right) receives the first of many \$150 disability pension checks from SIU Headquarters Rep. John Dwyer. Ibardolasa has been sailing with the SIU in the steward department since World War II. His last ship was the Steel Advocate (Isthmian).

Your Union Benefits

By Al Kerr, Secretary-Treasurer

## Blood Bank Operation Is Outlined

One of the newer benefits the Seafarers International Union has established for its membership is one which is, virtually, free of charge. Not one penny of dues or assessments go directly to the continuance of the Union's blood banks in all ports. But Seafarers in every port are constantly urged to donate a pint of blood to their bank.

Since its inception in the port of New York in January of 1959, the blood bank has taken in a total of 3,910 pints of blood, all given voluntarily by Seafarers. Although the clinic here does not maintain its own bank on the Union premises, the donated pints are "deposited" in the Brooklyn Blood Bank.

The depository at the local Blood Bank is used largely as replacement service for hospitals. This means that when a Seafarer or his dependent needs blood, the hospital where he is confined supplies the necessary blood, then "bills" the Union Bank for a replacement of the number of pints actually used.

Sometimes, however, as in the case of an ill Seafarer who needs a continuing supply of blood, or the set-up in advance for something like an open heart operation, the blood goes directly from the Union account at the Brooklyn Blood Bank to the place of need. Blood is often shipped from the SIU account directly to the USPHS Hospital at Staten Island.

In 1961, a dire emergency arose in Houston when little Ralph Wright, the son of Seafarer Norman R. Wright needed 62 pints of blood to live. The New York bank was able to supply 48 pints of blood, and Seafarer Wright's shipmates came through in true SIU style to supply the remainder. It was decided then that more banks were needed for just such emergencies as the case of the Wright child.

Hence, banks were set up in all ports where the SIU maintained a port agent. As in New York, the out ports use commercial blood banks or setups like the Red Cross to handle the donation of blood by Seafarers, and the drawing on the outports' balance of blood in each area. It has been set up and the machinery oiled to such an extent that any Seafarer or his dependent can get the blood necessary in an emergency and not a second is wasted.

At the present time, New York has a total of 108 pints of blood on deposit. Other ports have varying amounts, some very little, and some, like Baltimore with 56, a sufficient amount for most emergencies. This does not mean, however, that a Seafarer or his dependent would not be able to get blood if the need arose, and the balance in the port nearest to the confinement facility was exhausted. Working together, again with machinery

geared for any emergency, any port can replace the depleted balance, and the person needing the blood does not lose a second at a time when every second counts.

Three Seafarers are real heroes of this very important Union benefit. They are Alvin C. Carpenter, Arthur C. Sankovit and Torsten K. Lundkvist, who have given, respectively, nine, nine and eight pints of blood over the years to the SIU Blood Bank plan. At the present time, the Union trustees are weighing several possible awards for the yeoman service of any Seafarer who gives eight or more pints of blood to the benefit.

As in anything else in the Union, however, there is a certain responsibility for Seafarers to give blood if they are physically able, so as to keep the balance of the bank high enough to be able to hold off any emergency. A man, between the ages of 18 and 60 years, who is physically able to give blood, can do so every eight weeks with no harm to his own physical well-being. The physical requirements are based on certain standards of blood pressure, weight, and past medical history.

In the port of New York alone, an average of about 60 Seafarers come in each month to give blood to the bank, and even at that, there is only 108 pints in reserve. Blood is always needed.

## SIU Welfare, Vacation Plans

Cash Benefits Paid — February, 1964

	CLAIMS	AMOUNT PAID
Hospital Benefits .....	9,212	\$ 78,606.78
Death Benefits .....	22	69,257.64
Pension-Disability Benefits .....	546	81,900.00
Maternity Benefits .....	77	15,245.50
Dependent Benefits .....	810	93,075.37
Optical Benefits .....	740	9,308.33
Out-Patient Benefits .....	6,044	34,067.16
<b>SUMMARY (Welfare) .....</b>	<b>17,451</b>	<b>381,460.78</b>
Vacation Benefits (Avg. \$323.35)	1,126	364,087.04

**TOTAL WELFARE, VACATION BENEFITS PAID THIS PERIOD... 18,577 \$745,547.82**

## SIU Company Seeks Atom Powered Ships

NEW YORK—The SIU-Pacific District contracted-American Mail Line has expressed to the Maritime Administration and to the Atomic Energy Commission a positive interest in the construction of two and possibly three nuclear-powered cargo ships.

The vessels would be employed in the firm's service between the Pacific Coast and ports in India, Pakistan, the Persian Gulf and the Gulf of Aden, the company said.

The ships, if constructed, would be part of the company's fleet replacement program, under which the line is committed under subsidy contract to build two or three cargo ships for its India route by 1965.

Company officials believe the long distances involved would make the service especially suitable for the world's first maritime application of nuclear power. Atomic-powered ships built or under construction are neither for military or government use, while the NS Savannah is part of a government research project.

The project has progressed to the point that the Maritime Administration has awarded a \$35,000 contract to New York naval architects to make a feasibility study by the end of September to determine whether nuclear powered ships would be practical in the route.

Announcing the study, Maritime Administrator Nicholas Johnson said, "We want to learn whether it is economically and technically feasible to use some of the maritime nuclear reactors now available or under development for cargo ships operating in trades where cargo is heavy or where harbors restrict ship dimensions."

The study is to cover every phase of ship operation, including the possible saving to operators and to the government through reduced fuel weight of nuclear power, higher ship speeds, reduction in the number of ships required to serve in the route, and acceptance of nuclear-powered ships by foreign ports.

Consideration also will be given to manning estimates, estimated construction and operating costs and the possibility of automation.

Should the study show the construction of nuclear commercial ships to be practical, the government and American Mail will be

faced with the problem of negotiating a construction subsidy.

Such subsidies are based on the difference in costs of constructing the same type of ship in the United States and abroad. No nuclear-power foreign commercial ship has ever been built.

## Lakes ILA Honors Banks

BUFFALO — At a testimonial dinner here last Sunday night, the Great Lakes District of the International Longshoremen's Association presented an award for "outstanding service to maritime labor" to Hal C. Banks, Vice-President of the Seafarers International Union of North America.

The presentation was made at the seventh annual Owen Kavanaugh Award Dinner, sponsored by the Buffalo Joint Council of Longshoremen.

The award was presented by ILA Vice President Dave Connors, of Buffalo. SIU President Paul Hall accepted the award in behalf of Banks.

Some 300 trade unionists, representing union and allied crafts, participated in the awards dinner.

## Moving? Notify SIU, Welfare

Seafarers and SIU families who apply for maternity, hospital or surgical benefits from the Welfare Plan are urged to keep the Union or the Welfare Plan advised of any changes of address while their applications are being processed. Although payments are often made by return mail, changes of address (or illegible return addresses) delay them when checks or "baby bonds" are returned. Those who are moving are advised to notify SIU headquarters or the Welfare Plan, at 17 Battery Place, New York 4, NY.





# SEAFARERS ROTARY SHIPPING BOARD



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

April 9 - May 22

SIU members found an improved shipping situation since the last reporting period as a total of 1,319 jobs were filled as compared to 1,198 during the span covered by the previous report. The increased activity was paced by rises in the number of jobs dispatched in all three departments with the engine and steward categories showing the most significant improvements.

The increased activity during the past two weeks was especially reflected in Norfolk and Houston which both registered substantial gains over the previous reporting period.

Although the number of men shipping out of Wilmington and Seattle declined, the job situation picked up in San Francisco, making it the only West Coast port to show an improvement. In addition to Houston, the only other Gulf port to report a sizable increase in the number of men shipping was Mobile. Job activity dropped off in Baltimore for this reporting period, al-

though this was the only East Coast port that experienced an appreciable change in the number of men shipped.

Registration statistics declined slightly during this reporting period, contrasting with a slight rise in the previous two-week period. Total registration figures began to slip behind the total of men shipped since the last report, as the job situation began to improve. The total number of Seafarers registered on the beach dropped to a new low of 3,351 compared to the 3,441 in the period covered by the last report.

Statistics showing the seniority situation show that there has been almost no change since last report appeared. The percentage of class A men shipping remained pegged at 53 percent where it was in the last two-week period. Class B shipping dropped by a single percentage point to 36 percent, while class C climbed a point to the 12 percent mark.

## Ship Activity

	Pay Offs	Sign On	In Trans.	TOTAL
Boston	2	0	4	6
New York	12	3	16	31
Philadelphia	4	4	6	14
Baltimore	4	4	11	19
Norfolk	2	2	9	13
Jacksonville	0	0	5	5
Tampa	0	0	3	3
Mobile	9	3	4	16
New Orleans	7	11	23	41
Houston	8	4	26	38
Wilmington	1	1	8	10
San Francisco	1	1	8	10
Seattle	3	3	4	10
<b>TOTALS</b>	<b>53</b>	<b>36</b>	<b>127</b>	<b>216</b>

## DECK DEPARTMENT

Port	Registered CLASS A				Registered CLASS B				Shipped CLASS A				Shipped CLASS B				Shipped CLASS C				TOTAL Shipped				Registered On The Beach CLASS A				CLASS B						
	GROUP				GROUP				GROUP				GROUP				GROUP				CLASS				GROUP				GROUP						
	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	A	B	C	ALL	1	2	3	ALL	1	2	3
Boston	3	1	2	6	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	18	8	32	0	3	5	8		
New York	12	34	9	55	5	14	17	36	16	33	8	57	3	11	12	26	0	10	5	15	57	26	15	98	62	92	21	175	7	44	56	107			
Philadelphia	2	8	4	14	1	4	8	13	1	5	2	8	0	3	3	6	8	15	6	29	11	13	6	30	1	2	12	15							
Baltimore	6	17	2	25	0	4	5	9	6	11	5	22	1	1	0	2	0	1	1	2	22	2	2	26	32	50	12	94	0	12	28	40			
Norfolk	2	4	2	8	1	1	2	4	3	6	2	11	1	1	2	4	1	2	1	4	11	4	4	19	15	7	2	24	0	3	7	10			
Jacksonville	1	4	2	7	0	2	1	3	0	2	0	2	0	0	1	1	0	0	1	1	2	1	1	4	6	16	3	25	1	6	7	14			
Tampa	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	11	2	15	0	4	3	7		
Mobile	9	10	1	20	1	2	4	7	11	12	4	27	1	4	5	10	1	3	4	8	27	10	8	45	24	21	2	47	0	3	12	15			
New Orleans	18	41	7	66	0	16	13	29	21	39	2	62	0	16	24	40	0	2	0	2	62	40	2	104	79	69	14	162	1	34	96	131			
Houston	25	26	9	60	1	10	13	24	27	49	8	84	9	12	14	35	1	8	5	14	84	35	14	133	53	71	11	135	0	34	37	71			
Wilmington	7	3	0	10	1	1	1	3	0	3	1	4	0	1	2	3	0	0	0	0	4	3	0	7	11	11	4	26	1	8	5	14			
San Francisco	7	15	1	23	0	4	3	7	2	2	1	5	3	5	3	11	0	6	0	6	5	11	6	22	16	29	5	50	3	15	17	35			
Seattle	4	10	2	16	2	9	6	17	3	8	3	14	1	5	4	10	0	0	0	0	14	10	0	24	27	23	5	55	5	18	11	34			
<b>TOTALS</b>	<b>96</b>	<b>173</b>	<b>41</b>	<b>310</b>	<b>12</b>	<b>68</b>	<b>74</b>	<b>154</b>	<b>90</b>	<b>170</b>	<b>36</b>	<b>296</b>	<b>19</b>	<b>65</b>	<b>73</b>	<b>157</b>	<b>3</b>	<b>35</b>	<b>20</b>	<b>58</b>	<b>296</b>	<b>157</b>	<b>58</b>	<b>511</b>	<b>344</b>	<b>431</b>	<b>95</b>	<b>870</b>	<b>19</b>	<b>186</b>	<b>296</b>	<b>501</b>			

## ENGINE DEPARTMENT

Port	Registered CLASS A				Registered CLASS B				Shipped CLASS A				Shipped CLASS B				Shipped CLASS C				TOTAL Shipped				Registered On The Beach CLASS A				CLASS B						
	GROUP				GROUP				GROUP				GROUP				GROUP				CLASS				GROUP				GROUP						
	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	A	B	C	ALL	1	2	3	ALL	1	2	3
Boston	1	1	0	2	0	1	1	2	0	1	0	1	0	0	0	0	0	0	0	0	1	0	0	1	4	5	2	11	1	3	3	7			
New York	11	33	5	49	7	15	17	39	12	29	3	44	7	17	10	34	3	9	7	19	44	34	19	97	40	75	11	126	12	41	43	101			
Philadelphia	0	13	3	16	1	4	5	10	0	10	3	13	0	3	4	7	0	2	2	4	13	7	4	24	1	14	5	20	1	5	6	12			
Baltimore	4	13	5	22	1	7	5	13	5	9	3	17	0	5	1	6	0	0	0	0	17	6	0	23	11	49	6	66	1	15	18	34			
Norfolk	1	3	1	5	2	2	4	8	1	8	1	10	0	2	3	5	0	1	0	1	10	5	1	16	4	14	2	20	2	8	9	19			
Jacksonville	1	2	0	3	0	1	0	1	0	0	0	0	0	0	0	0	0	1	0	1	0	0	1	1	2	12	0	14	3	11	6	20			
Tampa	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	1	1	1	3			
Mobile	5	13	0	18	1	10	6	17	3	15	1	19	1	9	9	19	0	3	2	5	19	19	5	43	8	24	1	33	0	10	8	18			
New Orleans	10	40	8	58	0	13	15	28	11	30	8	49	2	20	18	40	1	5	1	7	49	40	7	96	19	56	11	86	2	39	62	103			
Houston	8	23	4	35	2	20	20	42	9	25	1	35	6	25	24	55	0	5	2	7	35	55	7	97	11	53	8	72	3	29	33	65			
Wilmington	1	1	2	4	1	4	1	6	1	3	2	6	0	1	0	1	0	0	0	0	6	1	0	7	8	10	4	22	3	4	8	15			
San Francisco	1	3	1	5	0	4	1	5	4	4	1	9	0	1	1	2	0	0	1	1	9	2	1	12	12	37	4	53	3	9	14	26			
Seattle	0	7	1	8	0	7	1	8	2	10	1	13	0	8	7	15	0	1	0	1	13	15	1	29	9	18	3	30	3	12	6	21			
<b>TOTALS</b>	<b>43</b>	<b>157</b>	<b>30</b>	<b>230</b>	<b>15</b>	<b>89</b>	<b>76</b>	<b>180</b>	<b>48</b>	<b>144</b>	<b>24</b>	<b>216</b>	<b>16</b>	<b>92</b>	<b>77</b>	<b>185</b>	<b>4</b>	<b>27</b>	<b>15</b>	<b>46</b>	<b>216</b>	<b>185</b>	<b>46</b>	<b>447</b>	<b>130</b>	<b>368</b>	<b>57</b>	<b>555</b>	<b>35</b>	<b>187</b>	<b>222</b>	<b>444</b>			

## STEWARD DEPARTMENT

Port	Registered CLASS A				Registered CLASS B				Shipped CLASS A				Shipped CLASS B				Shipped CLASS C				TOTAL Shipped				Registered On The Beach CLASS A				CLASS B									
	GROUP				GROUP				GROUP				GROUP				GROUP				CLASS				GROUP				GROUP									
	1-s	1	2	3	ALL	1	2	3	ALL	1-s	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	A	B	C	ALL	1-s	1	2	3	ALL	1	2	3
Bos.	0	0	0	1	1	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	4	1	3	9	1	1	3	5					
NY	4	14	10	16	44	2	1	17	29	4	14	13	13	44	2	1	12	15	0	3	15	18	77	21	43	24	57	145	3	4	40	47						
Phil.	2	1	0	1	4	0	0	3	3	0	3	1	2	6	0	0	1	1	0	1	6	7	14	4	8	4	7	23	0	3	6	9						
Bal.	4	0	2	10	22	2	1	9	12	2	4	4	6	16	1	0	5	6	0	0	0	0	16	6	0	22	8	25	13	26	72	2	2	25	29			
Nor.	0	0	1	3	4	1	1	6	8	0	0	1	1	2	1	0	3	4	0	0	2	2	2	4	2	8	3	4	2	8	17	1	4	10	15			
Jac.	0	0	0	1	1	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	3	7	0	3	6	9				
Tam.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	3	5	1	0	0	1				
MOB.	3	9	2	3	17	0	0	3	3	0	4	1	4	9	1	2	10	13	0	0	1	1	9	13	1	23	7	14	5	12	38	0	0	9	9			
NO.	1	6	7	27	41	2	2	28	32	1	13	8	33	55	4	7	26	37	0	0	0	0	55	37	0	92	17	31	18	72	138	5	3	119	127			
Hou.	3	6	4	11	24	1	3	21	25	4	8	6	14	32	1	0	24	25	0	0	17	17	32	25	17	74	15	31	9	20	75	5	3	31	39			
Wil.	1	0	1	0	2	0	0	5	5	1	1	0	1	3	0	1	5	6	0	0	1	1	3	6	1	10	4	1	6	4	15	1	1	6	8			
SF	2	6	2	4	14	0	0	6	6	1	5	2	9	17	0	0	4	4	0	0	0	0	17	4	0	21	9	17	7	28	61	0	3	14	17			
Sea	2	1	1	3	7	2	0	9	11	0	0	1	3	4	1	0	8	9	1</																			





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

### East Coast Shipping On Even Keel

Since the last issue of the LOG, the shipping picture has remained about the same with shipping just as good, if not a little better, in the port of New York. There were three sign-ons, 12 payoffs with 16 ships in transit, and there was one more man shipped in the total of A,B, and C men. The total for the period was up from 271 to 272.

**Begis McKenzie**, recently off the *Steel Fabricator* is now looking for another. He was cook and baker on the *Fabricator*, and when he left the crew gave him a rousing vote of thanks for his fine baking. He is now registered for another ship, and ready to satisfy another crew. **John Norgaard** was in to see us and to make application to study for his harbor-pilots license. Good to see you John and good luck on the test. Another cook and baker, **Major Reid**, formerly aboard the *Robin Gray*, stopped in to say hello and to talk about the wonderful trip he had to South Africa. He just returned from there and is ready to get underway again. Also in to say hello, and presently recuperating from a broken wing was **Nathan Dixon**. Others around the New York beach are **Walter Billy Joe**, off the *Seatrain New York*, **Raymond Bunce**, who got off the *Hercules Victory* in Oakland, California and flew to New York to be with old buddies and make the scene at the "Big Aqueduct" race track. **Frank Fernandez** got out of drydock for the weekend and dropped by the Hall. **Walter Fitch**, off the *Robin Gray*, was in. **J. Hamot** just got back from his first trip on his brand new A book, and **Richard Green** has just shipped as AB on the *Steel King* after being laid up for seven months. Good luck to you, Dick.

Shipping has been a little slow in Boston recently, but a few more payoffs are expected this month, so we may be seeing an improvement soon up that way. But this period saw only three payoffs in Beantown, with no sign-ons, so it should certainly improve in the coming weeks.

**Joseph Wescott**, a 20-year man, was last off the *Council Grove* on a trip to Russia and says he is looking to stay coastwise so he will have more time to spend with the family. Also fresh off the *Council Grove* is **George Blackmore**. George is planning to take it easy for awhile and then get a ship running coastwise or to Europe. **Raymond Davis**, whose last ship was the *Achilles*, says he was really sorry to see that ship laid up. He is up on his farm in New Hampshire, getting some work taken care of, and says he is about just ready for another ship. **Gilbert (Bubber) Edwards** has signed off the *Mount Washington*, but was sorry to see it go. Bubber says the ship is like a hotel. He is in the Marine Hospital in Boston getting a checkup right now, but he says he is going to try to make this ship back when he gets out of drydock.

#### Baltimore Outlook Good

Shipping down in Baltimore is off a little from a good last period. However, the outlook is good, and it seems as though Baltimore should pick up again very soon. That port shipped a total of 71 men in the last period. There were four sign-ons, four pay-offs and 11 ships were in transit.

While sailing aboard the *Raphael L. Semmes*, **Charles E. Shaw** found her to be about the best ship he has sailed in quite some time. He rates the deck department as tops, and hopes they all get a chance to ship out together again real soon.

After sailing for over 20 years from Atlantic ports, **Thomas (Red) Clough** is back after a sojourn in the Gulf. Red says that shipping from the Gulf was okay, but he is glad to get back to his old home port. Red was the boson on the *Jian* his last two trips.

Shipping in Philadelphia fell off a little last period, but the shipping picture is still all right with some 56 shipped out of that port. **Bernardo Tapia** reports that he really had a great time re-visiting the country from which he comes, Mexico. His last ship was the *Alcoa Pilgrim*, and, on the trip, he was afforded the opportunity to visit Veracruz. Bernardo says that everyone had a wonderful time there. He says the crew was very lucky because there was a rodeo in nearby Orizaba, where they saw several Mexican movie stars. He is looking for a chance to get back. Last off the *Hastings*, **Carl Biscup**, enjoyed the trip to Europe and hopes to sail there more often in the future. He says the girls are especially pretty on the Continent.

On the beach in Philly is **Manuel G. Madargang**, a real old-timer. He's looking for a stewards department slot, either as a chief steward, chief cook or baker.

**Lewis Hertzog**, who last signed off the *Alcoa Explorer*, is just out of the hospital up in Staten Island, and says the Welfare Department up there is really on the ball. They do a great job for the boys there, Lewis said.

Shipping has been fair down in Norfolk, and the outlook for the future looks to be about the same. A fire broke out in the number three hold of the *Steel Fabricator* down there a few weeks ago, and the SIU crew aboard her has drawn high praise from the Coast Guard and the ship's officers for the fine job they did in assisting to put out the fire. The vessel burned for two-and-one-half days before the fire was finally extinguished, and she is expected to be laid up for approximately six days for repairs before proceeding to the Gulf.

**Horace Willshire** signed off the *Hurricane* recently to check on a boat of which he is a part owner. And **Julian Sawyer**, who broke his hand on his last ship, the *Morning Star*, is now fit-for-duty and looking for a ship.

On the beach down in Puerto Rico is **Harold McVay**, who, after a few weeks of leisure is all set to fire or oil some good ship that will bring him back to the area. **Jose (Pepe) Garcia** is working aboard one of the local tugs. Pepe was aboard the *Detroit* for about six months and was content with everything except the quick turn around.

**Bo Karlson** is in town for a little fun, sport and enjoyment. Bo says he had a fine stay aboard his last ship, the *Theotis*. And, although **Ramon Ayala** has picked up his tugboat license, he is still interested in a fireman's job heading for New York. **Frank Mateo** is at home in Ponce taking it easy for a while after spending about five months on the *Florida State*. And **Jose Jaheco** is back in town after about four months at the Marine Hospital in Staten Island. We all hope Jose will be all right and ready to ship in the very near future.

# Six Seafarer Oldtimers Draw Lifetime Pensions

NEW YORK—Trustees of the SIU pension plan have added the names of six Seafarers to the growing list of Union members who can count on spending their retirement years supported by a regular monthly pension check. The action of the trustees brings the number of Seafarers who have retired on \$150 pensions to a total of 29.

Five of the six SIU oldtimers who were approved by the joint Union - shipowner trustee panel are receiving disability pensions, while one is retiring on a normal pension. The pensioners are **Julian S. Mineses**, 65; **Lloyd Short**, 58; **Elon Bruce**, 73; **Ralph Subat**, 60; **Hubert R. Cantwell**, 62, all of whom shipped deep-sea. The



Mineses



Wheeler

## Sen. Urges Boost To US Fleet

WASHINGTON — The broadening of the ship exchange program has helped shipping companies to obtain better C-4 type vessels, but "offers no long term solution" for the plight of US shipping, according to **Sen. E. L. Bartlett (D-Ala.)**.

In a speech to a large Propeller Club audience here last week, Bartlett made a plea for a stronger US flag merchant marine, particularly for the tramps, coastwise and intercoastal segments of the fleet. Domestic operators have been "largely ignored," he said, and left to function mainly with obsolete ships. He mentioned the ship exchange program, but declared that "this can offer no long-term solution and even for the short run will not encourage the use of the most modern vessel design advantages."

#### Must Have Service

Bartlett, who, since the illness of **Sen. Clair Engle** of California, has become the virtual chairman of the Senate Merchant Marine Subcommittee, said that apart from any national defense argument for beefing up the domestic operators, he had a strong conviction that the American shipper needs to have available the most efficient type of water service to offer effective competition with other modes of transportation.

#### 'Special' Aid Needed

Unless something "special and fairly immediate" is done for the tramp fleet—which is basically equipped with World War II ships — it "may not survive another decade," he added. A possible area of such help, he indicated, may lie in the various cargo preference statutes and "even more significant" in their "administration" by various government agencies. However, he was not more specific.

In conclusion, Bartlett also warned of the Russian maritime buildup, in contrast to the US downgrade. To meet the threat and be certain that US interests are served in "any contingency" requires a fully supported public policy.

sixth pensioner is **Melvin L. Wheeler**, 66, who sailed as a member of the SIU-Great Lakes District.

Mineses has been a member of the SIU since 1947 and is the only oldtimer receiving a regular \$150 pension. Joining in Baltimore, he sailed as a member of the steward department. A native of the Philippine Islands, Mineses makes his home in Philadelphia, although he has a brother who lives in Manila. His last ship was the *Columbia (US Steel)*.

Sailing with long years of experience in the engine department, Short has been an SIU member since 1941 when he joined up in Baltimore. He ended his sailing days with a voyage on the *Globe Carrier (Overseas Carrier)*. Short is a resident of Baltimore where he lives with his wife, Alma.

A veteran member of the SIU since 1947, Bruce took out his first Union card in New York. Sailing in the steward department, his last ship was the *Del Rio (Delta)*. A native of Jamaica, British West Indies, Bruce now makes his home in New Orleans with his wife, Sarah.

Cantwell, who joined the Union in New York in 1942, has piled up years of experience in the steward department. A native of Trenton, NJ, he plans to spend his retirement there, close to his family. Cantwell ended his shipping career with a trip on the *Robin Hood (Robin Lines)*.

A veteran steward department member, **Subat** first took out membership in the SIU in 1940 in New Orleans. He ended his sailing days with a voyage on the *Seatrain New Jersey*, his last ship. A native of Mississippi, Subat now lives with his wife, Irene, in New Orleans.

Wheeler, the only Great Lakes



Bruce



Short

district member to retire this month, has been a Union member since he joined in New York in 1943. He has many years of experience in the engine depart-



Subat



Cantwell

ment and made his last trip as a Seafarer on the *Chief Wawatam*. Wheeler and his wife, Grace, make their home in Mackinaw City, Mich.

## ICC OKs Rail Rate Cuts On Wheat to Gulf Ports

WASHINGTON—The Interstate Commerce Commission has approved a series of rate reductions proposed by the Gulf rail lines in 1963 to apply to carload export wheat traffic drawn from **Arkansas, Colorado, Iowa, Kansas, Nebraska, Oklahoma, Missouri, and East St. Louis, Ill.**

The reductions, initially suspended by ICC and subsequently held from operation by the railroads pending the decision, amount to a uniform 10 percent decrease from rates in operation in June, 1962.

The ICC's action marks for the Gulf ports and railroads a winning round in their running competitive fight with Great Lakes ports and carriers for the export wheat business.

It gives the Gulf ports a substantial advantage over their Lakes competitors in terms of rail freight charges for the much-contested wheat trade.

While the ICC sanctioned the wheat rate cuts, it refused to permit similar reductions on export flour and bulgur from the same origins to the Gulf outlets, with one exception. That was a Burlington Railroad tariff which offered the flour reductions to Chicago, the only Lakes port city served by Burlington.

The ICC ruling was the latest of a long list of rail rate changes considered in the past few years as an outgrowth of sharpened competition between the Lakes and Gulf ports for export agricultural business.

More recently the West Coast

has entered into the picture as railroads serving Pacific ports have embarked on rate-making programs intended to generate more traffic in that direction.

Exemplary of the carload wheat rates approved by the ICC was one of 58 cents from Greeley, Colo., to the Gulf ports, compared to an existing rate of 78 cents. No comparison was provided with the present rate from that point to Lakes ports.

#### Rejects Lakes' Arguments

The commission rejected arguments by the Lakes ports and railroads that the proposed Gulf reductions would create "noncompensatory" rates or would prejudice the Lakes and prefer the Gulf.

The chief support for approval for the Gulf rates was a finding that substantial truck and water competition faces railroads moving wheat to the Gulf but that little such competition exists for Lakes-bound traffic.

A variation on this finding prompted the commission to reject the flour reductions other than for Burlington. ICC ruled that as only minimal competition by other modes is available on flour traffic to both the Lakes and the Gulf ports, each port group should be given equal rate treatment on the traffic.



# RR Rate Cut Hits Seatrain

NEW ORLEANS—SIU-contracted Seatrain Lines has announced it will discontinue sailings between New Orleans and New York in mid-June. A company spokesman cited recent heavy losses suffered from discriminatory rate-cutting by the railroads as the primary reason for dropping the service.

"The Interstate Commerce Commission has been disinclined to enforce the provisions of the law prohibiting discrimination in rail rates against coastwise water carriers," he said. "In recent months particularly, the commission majority almost seems to be embarked on a deliberate campaign to bring about the end of coastwise service."

The action by Seatrain in dropping the New Orleans service parallels similar action taken several years ago by SIU-contracted Sea Land Service, which was then the only other general cargo coastwise steamship line.

Seatrain, which operates six specially designed ships to carry railroad freight cars and highway containers, came to its decision in spite of protests by New Orleans port and shipping groups. The company pointed out that as a result of rail rate discrimination by the railroads, Seatrain's revenue per ton on freight car traffic between New Orleans and its Edgewater, NJ terminal declined an average of 28.8 percent between 1958 and 1964.

"Seatrain is unable to continue the financial drains involved in the (Interstate Commerce) commission's unwillingness to act," a company representative said. "In May of last year we were forced to terminate our Savannah serv-

ice, and we can no longer support New Orleans. For the year 1963 Seatrain suffered a net loss of \$1,735,279. Approximately \$745,000 was incurred at New Orleans."

Discriminatory rate cutting by railroads involves reducing tariffs on those items which are the backbone of steamship traffic. Such reductions are possible because the railroads make up the difference by applying higher rates to other commodities on which they have no competition from water carriers. The usual outcome is that after shipping competition is eliminated by the discriminatory rates, all rates go up sharply.

The major traffic affected by the shutdown of New Orleans service by Seatrain will be the movement of rice, rock salt, plastics, chemicals and petrochemicals northbound and iron and steel products and miscellaneous manufactured products southbound.

Seatrain service between Edgewater and Texas City and Puerto Rico will continue as usual.

## Delta Line Gets Award For Trade

NEW ORLEANS — A Presidential "E" award for excellence in export promotion has been awarded to SIU-contracted Delta Steamship Lines by Under Secretary of Commerce Franklin D. Roosevelt, Jr., at ceremonies here recently.

The presentation was made at a banquet of the Mississippi Valley World Trade Council. According to the citation, Delta, "Through an aggressive program of trade development, has increased its export shipments to more than 50 percent of cargo tonnage."

In a separate announcement, Delta was lauded for successfully promoting American products and tourism in Latin America and Africa, aiding US manufacturers to sell abroad and developing the first floating exhibition in the Mobile Trade Fairs program.

The floating exhibition mentioned in the announcement is the SIU-manned Delta Line vessel *Del Sud*, which is now on a tour of key ports in Brazil, Argentina and Uruguay carrying exhibits of US industrial and consumer products to spur US exports to South America.

About 70 US exhibitors are displaying their wares aboard the *Del Sud*, which will make stops at the ports of Rio de Janeiro, Santos and Parangua, Brazil; Montevideo, Uruguay; Buenos Aires, Argentina, and the Curacao port of Willemstad. The exhibitors are accompanying their products on the voyage to explain the usefulness of their wares and, hopefully, to take orders.

Open house was held aboard the *Del Sud* on May 13 for delegates and guests to the Mississippi Valley Trade Conference while the vessel was docked at New Orleans.

Chief value of the floating exhibition is that of offering US firms an opportunity to display their products to a select audience of government and business leaders in the three Latin American countries.



SIU-IBU rank and file negotiating committee is shown here with representatives of Gulf Atlantic Towing Company at contract signing ceremonies at the Norfolk hall. They are (l-r, seated) Norfolk port agent Gordon Spencer, L. M. Winslow, GATCO vice-president, and J. R. Kenney, GATCO district manager. Back row includes GATCO crewmembers Ronald Wilkins, George Tate, Dave Tillett, William Tingle and James Marks.



By Lindsey Williams, Vice-President, Gulf Area

## MA Chief Visits New Orleans Hall

Federal Maritime Administrator Nicholas Johnson paid a visit to the New Orleans Hall last week. He was accompanied by Captain Thomas A. King, Gulf Coast Director of the Federal Maritime Administration. They were visibly impressed by the beautiful New Orleans Hall and the comfortable facilities provided for the membership. They also were given a firsthand look at the training program and the Seafarers Clinic in the New Orleans building.

Earlier in the week, we attended a testimonial dinner in Lake Charles for Congressman T. A. Thompson, U.S. representative from the Louisiana 7th District. Congressman Thompson is the fourth ranking member of the House Committee on Merchant Marine and Fisheries and he is the ranking member of the sub-committee on the Merchant Marine and is one of the most influential members of Congress on legislative matters affecting Seafarers and their jobs. This meeting was addressed by Secretary of the Interior Stewart Udall, who praised the Congressman for his active and constructive interest in the conservation of U.S. Wildlife and Water resources. Veteran Congressman Jimmy Morrison, of the Sixth Louisiana District, was master of ceremonies for the occasion.

Organizationally, the Union is moving ahead along the Gulf Coast. Favorable new contracts have

been negotiated with two towing companies, D. M. Picton in Port Arthur and Mobil Towing and Wrecking. As soon as the IBU is certified as the collective bargaining representative for the employees of Slade and Southern Towing Company (formerly known as Higman Towing), company representatives will be asked to meet with the Union to begin negotiating a contract to cover the nearly 150 employees involved.

Red Leonard stopped by the Hall with his wife and his daughter, Melinda, and son, Gene. They seemed to enjoy themselves in the Seafarers dining room, especially young Gene, who was moving through a plate of fried shrimp in fine style. Charlie Dixon, rested up and ready to ship again after a vacation, made the chief electrician's job on the *Steel Vendor* last week. "Hungry Henry" Gerdes paid off as chief steward on the *Del Oro* and is registered in Group 1-S. For the time being, he is taking it easy on the beach.

As predicted in our last report, shipping remained good all through the Gulf. Mobile had one of the busiest shipping periods it has had in some time and by the end of last week had the shortest manpower supply the Alabama Port has had in months. The Council Grove, however, laid up after paying off at the end of a Russian grain voyage and the *Fort Hoskins* was expected to do likewise after coming in from a Russian trip. These are both Cities Service jumbo T-2s and indications are that they will re-crew in a couple of weeks in connection with other grain move-

ments. The shipping outlook is not too good for Mobile in the immediate future but it is still exceptionally bright in New Orleans and Houston. Rated engine department men are particularly scarce. C. C. "Honeybee" Morris paid off the *Aldina* in Houston after a trip to Karachi. He hopes to catch something going to Japan soon. Edward R. Davidson, who is noted as a baker of fancy pastries, paid off the *Penn Exporter* in Houston and is now on the lookout for a trip to India.

Some of the oldtimers on the beach in Mobile are K. G. Huller, who has been an SIU member since 1938 and has been sailing out of the Gulf all that time. He is enjoying a vacation with his family but is trying to get back out in a Group 2 engine job on a bulk carrier. Ray Henderson, who just got off the *Claiborne*, is happy to be back with his family at Fairhope, Ala., and is working ashore as a carpenter while building some time on his registration card. George Dean dropped by at the Mobile Hall on the way to his home in Robertsville, Ala., to register. He is a real oldtimer who has been sailing out of Mobile and New Orleans since 1936. He says he plans to sail a few more years before putting in for his retirement benefits. C. E. Martin of Silver Creek, Mississippi, who has been sailing as chief cook and baker since 1938, registered in Mobile after his last ship, the *Overseas Joyce*, laid up in New Orleans. C. R. Wolfe is vacationing after paying off as chief steward on the *Arizpa*.

## Gulf IBU Signs Two New Pacts

NORFOLK—The SIU Inland Boatmen's Union has successfully negotiated new three-year contracts here with the Gulf Atlantic Towing Company (GATCO) and the Marine Oil Service Company.

The new agreement with GATCO covers approximately 75 men and went into effect on May 1. The new pact calls for a wage increase, an additional paid holiday, improvements in working conditions, and an increase in welfare contributions by the company to the SIU-IBU Welfare Plan. SIU-IBU members at GATCO ratified the new pact by a 50-8 count.

The new three-year contract signed by the SIU-IBU at the Marine Oil Service Company will go into effect on July 1. The new pact calls for an immediate wage increase, an improvement in working conditions and an increase in employer contributions to the SIU-IBU Welfare Plan. The Union members at Marine Oil Service voted unanimously to accept the new contract. The Company operates a fleet of small harbor tankers and ship supply vessels in the Hampton Roads area.

## Action Taken On Bloomfield Subsidy Bid

WASHINGTON—A notice concerning the application of the SIU-contracted Bloomfield Steamship Company for a 20-year operating differential subsidy on trade route 21 is being published in the Federal Register by the Maritime Register. It was announced recently by Maritime Administrator Nicholas Johnson.

Johnson said that the publication of the notice would give an opportunity for interested persons to comment on the application in conformity with a decision of the Maritime Subsidy Board, affirmed by the Secretary of Commerce, that all applications for operating differential subsidies should be subject to public notice.

Bloomfield had requested the Secretary of Commerce to review and reverse the Subsidy Board decision handed down in December, 1963, which extended Bloomfield's subsidy operation on Trade Route 21 for only one year. Bloomfield had sought a 20-year-pact for operations on the US Gulf-United Kingdom/European Continent route. At the time of its decision, the Subsidy Board had stated that the subsidy extension was granted so that the Board could study in greater detail its present subsidy contract with Bloomfield.

The Subsidy Board action was the first time that the board had deferred a decision on renewal of a subsidy contract in order to grant an opportunity for public notice and comment on the application. Comments on the application are to be submitted to the Maritime Subsidy Board by today, May 29, 1964.

Bloomfield has already advised the Maritime Administration that it wishes to withdraw its application for an operating differential subsidy to operate on TR 13, which covers an operation from the US Gulf to the Mediterranean, and on TR 22 from the US Gulf to the Far East.

## IBU Veteran Gets Pension

MOBILE—Another tugboat veteran has been added to the growing list of SIU-Inland Boatmen's Union members who have been placed on pension by the Joint Union-shipowner trustee panel of the SIU Pension Plan.

Jonathan W. Grizzel, an IBU oldtimer who has been sailing out of this port since 1929, is the latest addition to the ever-increasing number of tug veterans who can look forward to a comfortable retired life made possible by a regular \$150 monthly pension check.

Grizzel, who is 66, became a member of the IBU here in 1956. He has sailed on tugs of the Pilots Service Corporation of Mobile since 1958. Prior to 1958 he worked for the Mobile Bar Pilots Association for 29 years.

Born in Little Cayman, British West Indies, Grizzel now has a home in Mobile where he lives with his wife, Daisy. He served with the US Coast Guard during World War II.



Grizzel

## Type Minutes When Possible

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



**Await Action By House Committee**

# Construction Subsidies Bill For Fishing Vessels Pending

**BOSTON**—Revival of the Massachusetts and New England fishing industry is tied directly to a bill pending in Congress that provides a 55 per cent "differential" government subsidy in connection with the construction of fishing vessels in this country.

James Ackert, president of the SIU-affiliated Atlantic Fishermen's Union, noted that the entire fish industry is anxiously awaiting for US Rep. Herbert Bonner's committee in Washington to report on the bill, possibly within two weeks.

**Boats To Be Built**

"If the legislation goes through, I know of six fishing boats to be built for Gloucester, three for Boston, plus others in New Bedford," Ackert reported.

Under the pending legislation, the government would pay up to 55 percent subsidy for new fish boats built in the US—the difference between the construction cost in this country compared with building such vessels in foreign nations, such as Denmark, West Germany and Japan.

Ackert described as the "best news in years" from a legislative standpoint, the Senate's recent action in approving a \$25 million program for developing state fishery resources in the US and its decision to put teeth in controls to keep foreign fishing vessels out of US territorial waters.

Under the \$25 million program, Massachusetts stands to receive \$300,000 in each of the next five years to stimulate local fishery resources. In turn, the Commonwealth of Massachusetts must participate on a matching basis.

**Commercial Purposes Only**

"This money would be spent on commercial fishing purposes only, for such items as new weighing machines for the boats at the Boston fish pier and for any other research projects the industry wants to put into effect," Ackert said.

The Union president said the new legislation could not come at a better time, noting that for the first time Americans are eating more foreign-caught imported fish

than that landed by US fishermen and imports also matched US production of scallops for the first time in the first quarter of 1964.

In another development, the US Tariff Commission has filed a favorable report for the New England ground fish industry, asking tariff negotiators in Geneva to let the current duty stand in regard to imports of fresh and ground fish filets.

## P.L. 480 Food Sold To Brazil

**WASHINGTON** — The US has decided to finance purchase of \$93 million worth of agricultural commodities by Brazil under an amended Title I, Public Law 480 agreement. The value includes ocean transportation of an estimated \$11.3 million.

The program provides that 20 percent of the total payment received from Brazil for the sales will be set aside for US use. Of the remaining 80 percent, 60 percent will be available for economic development loans and 20 percent for economic development grants.

The composition of the commodities to be sent to Brazil under the agreement breaks down to about 40 million bushels of wheat valued at \$70.5 million, about 44.1 million pounds of edible vegetable oil valued at \$5.7 million, about 344,000 bushels of grain sorghums valued at \$800,000, about 22 million pounds of lard valued at \$3 million, about 1.1 million pounds of butter valued at \$400,000, about 176,000 hundredweight of dried peas valued at \$900,000 and about 22,000 hundredweight of lentils valued at \$200,000.

## Laying Groundwork For Biggest Union Label Show Ever

Right in the thick of the planning for this year's AFL-CIO Union Industries Show was Maritime Trades Department executive secretary-treasurer Pete McGavin (second from left). The Seafarers International Union had three booths at the six-day show which ended yesterday in Louisville, Kentucky, displaying many of its consumer items, such as Cal-Pack products and Breast-O-Chicken tuna, both from the West Coast. The MTD set up its display in a fourth booth. With McGavin in the picture are (l-r) John S. Lutz, the show's assistant director; McGavin; Harold A. Schneider of the American



Federation of Grain Millers and show director Joseph Lewis. The title of this year's show was "Americans At Work." Sponsored and produced by the Union Label and Service Trades Department of the AFL-CIO and offered to the general public admission free, the multi-million dollar exhibition portrayed the "Americans At Work" theme to thousands of visitors during the show's run.

# Poverty Too Expensive To Ignore, US Warned

**WASHINGTON**—"The most expensive thing we can do is do nothing" about the poor, because "the number of persons who are potential members of the poverty group is increasing," Sargent Shriver, director of the President's task force in the anti-poverty program warned on a nation-wide radio

hookup sponsored by the AFL-CIO.

Speaking on the AFL-CIO public service program Washington Reports To The People, Shriver pointed out that "public welfare payments have increased over the last five years at three times the rate of national productivity." The 9 million on assistance, he said, "are a drag, like a weight on the back of the American economy."

**Increase Productivity**

"Every person we can take off the negative side, every person we can make productive who has been unproductive, makes it just that much easier for the whole economy to progress," he said. "We turn a person who is a consumer only into one who is a better consumer, one who is productive, who pays taxes instead of costing them—a full-fledged citizen in our economic life."

Shriver said first concentration in the Administration program is on youth, because "to save a person who is 16, 17 or 18 is to take that person out of poverty for the rest of his life." A proposed job corps, he said, is planned for these young persons "to make the illiterate literate, to make the unhealthy healthful, to teach skills, to show young people the importance of punctuality and reliability in holding a job."

**Special Programs**

"Some would be given part-time work," he continued, "to prepare for holding a job or advancing within a certain type of employment or even to college. We also plan to have a special program for those who are now in college, but who would otherwise have to leave for financial reasons. We propose to give them part-time work so they can pay their own way. We hope to reach about 400,000 young men and women with these programs."

He said that if approved by Congress, the jobs corps would be tied in with the proposal by Sec. of Labor W. Willard Wirtz to use

the Selective Service program to call up young men at 18 or younger, not for immediate mili-

tary service, but to determine those who need educational or health assistance.

## Seek More Gov't Work For Private Shipyards

**WASHINGTON**—This country's private shipyard industry could employ an additional 100,000 persons at a savings to the government of millions of dollars, if sufficient work were available, according to Edwin M. Hood, president of the Shipbuilders Council of America.

The council, which has been fighting to have the Navy curtail work at its own yards and channel it to private yards, claims that there would be no mass unemployment from the closing of Navy yards.

In a letter to Secretary of Defense Robert S. McNamara, Mr. Hood said the additional workers that could be employed by private yards were more than the total employed by all Navy yards combined. Private shipyard facilities last year were 58 percent idle, he said.

"Two separate and independent cost studies have shown that costs in private yards are lower than costs in the naval yards," Mr. Hood declared. Figures which he used in his letter showed that work in private yards is up to 33 per cent cheaper than the comparable work in Navy yards.

"Availability of more shipwork for private yards would undoubtedly lead to more stability and provide operating efficiencies that may reduce the cost of doing shipwork below present levels which are lower than those in naval shipyards," he continued.

"Personal excess to requirements, in large measure, account for the higher cost in naval ship-

yards," he said, whereas "private yards shrink or expand employment immediately and in a much more direct ratio to the work in hand."

This is facilitated, he said, by the pool of workers in various crafts in each port area who shift their employment frequently from yard to yard, depending upon the location of available work.

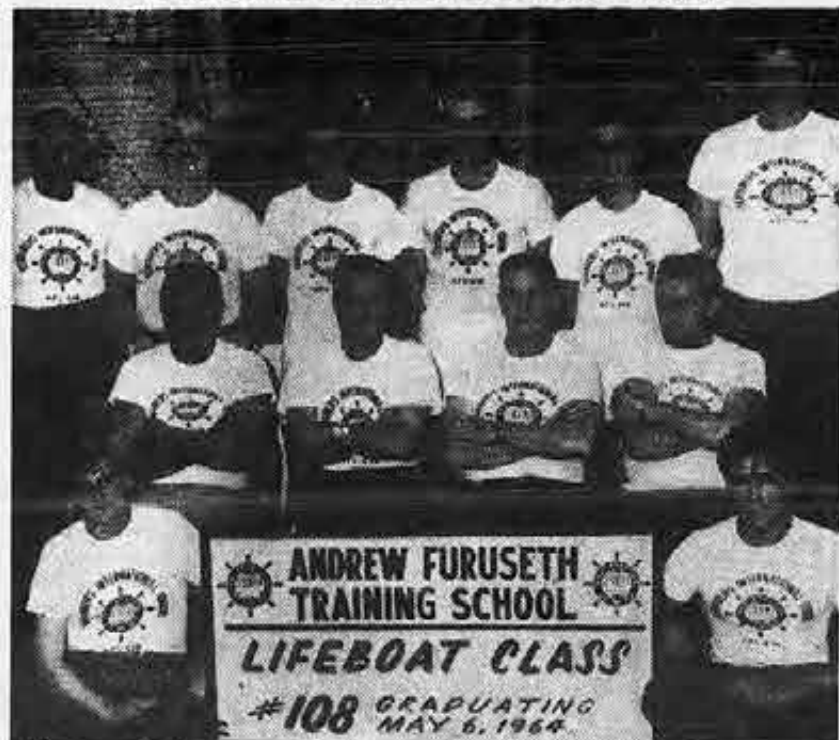
Mr. Hood asserted that employment levels in private yards last year "ranged from 30 per cent above to 30 per cent below the annual average," while the levels in Navy yards were thought to be more than 5 per cent from the annual average.

"The range of employment in private yards also is greater than normally expected in private industry," he said.

Noting that private shipyards absorb the cost of extensive facilities on a limited volume of business, Mr. Hood told the Defense Secretary that "higher activity levels would provide lower unit costs as fixed shipyard costs would be absorbed by a greater number of units of production."

He also said that private shipyards "coming within the scope" of the study "indicated a willingness to provide all the messing and berthing facilities desired by the Navy, provided a constant workload of naval shipwork justified the investment.

## Lifeboat Class 108 On View



The spotlight is on Class No. 108 in the SIU lifeboatmen's school at headquarters in the photo above, taken after all hands in the class successfully completed Coast Guard course and earned lifeboat tickets. They are (front, l-r) Frank Staples, Martin Spears; middle, Jan Bonfont, Ignatius Saierno, John Williams, Thomas Strafford; rear, instructor Dan Butts, Pete Rivero, Percy Parks, John L. Serigue, Michael Feldstein and instructor Arni Bjornsson.



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

By Sidney Margollus

### A Look At Educational Loans

With college costs soaring, borrowing has become the fastest-growing method of financing post-high school education. Some finance companies and insurance firms especially are pushing the idea of borrowing to go to college. Deveraux Josephs, Chairman of the New York Life Insurance Company and recently chairman of a Government committee on higher education, even recommended that colleges should raise fees to charge the student "the full cost of his education, and what the student or parents cannot pay from past savings and current savings and current earnings, they should borrow."

But President Eldon Johnson of the University of New Hampshire, has warned that over-reliance on borrowing may create a new form of "indentured service, in which the poor pay for twenty years while the better-off start life debt-free."

One of the most shocking practices this writer has encountered is the large number of well-known colleges that recommend high-cost loan companies to students in their catalogs, either in ignorance or disregard of the true costs of such loans. Ironically, some colleges who may also give the same students part scholarships, unwittingly may be using some of their limited scholarship funds to subsidize interest payments to commercial loan companies.

Recently Senator Vance Hartke (D-Ind.) has been criticizing education loans offered by finance companies which charge parents the equivalent of true per-annum interest of 26 per cent and more, and in two cases, 54-60 per cent. These examples were based on a survey by the magazine of the Credit Union National Association.

First of all, parents and students need to understand that a so-called "\$4,000 plan" offered by a bank or finance company operating a "tuition" or "education plan" is not really a \$4,000 loan. As this department previously has pointed out, the money is advanced only for \$500 at a time on a "\$4,000 plan." This is a \$500 loan, not a \$4,000 loan.

In the case of the very high rates cited by the credit union researchers and Senate Hartke, the true per-annum cost is especially steep because the borrower really prepays part of the loan. For example, for a \$1,000-a-year tuition plan for four years, on which the lender really advances \$500 at a time, the borrower repays \$106 a month for 40 months. The \$240 of finance charge is only somewhat higher than the typical \$150 to \$200 charged for similar four-year plans by banks and other lenders. But in this case, the payments are completed in 40 months, instead of the usual 48 months. Thus, during the last few months, the borrower has prepaid some of the money he supposedly is borrowing.

In the finance-company plans we ourselves have studied, the true per-annum rates, after allowing for the value of the life insurance provided, often do run from 13 to 37 percent. For example, an \$800 one-year "plan" offered by one company advances \$400 a semester, repaid in eight installments of \$104. The borrower pays back in four monthly payments at a finance charge of \$16. This is the equivalent of a per-annum interest rate of approximately 37 per cent, after allowing for the insurance, since the average debt during those four months is only \$125, and you have the use of the money for only one-third of a year.

There is no need to pay such rates. The AFL-CIO Education Department points out that the National Defense Education Act provides student loans at a true interest rate of 3 per cent. Nor does the interest charge begin until after the student graduates. You have ten years to repay (actually eleven years since you don't have to begin repayments until a year after graduation). Moreover, if you go into teaching, you will have ten percent of your loan cancelled for each year you teach, up to 50 per cent. For students interested in teaching, Defense Act loans actually can serve as a kind of partial scholarship.

The Defense Act gives preference to students intending to teach, and to students of the sciences, engineering, foreign languages and math.

If you can't get a Defense Act loan, or other loan directly from your college, here are other sources in order of increasing cost:

**State-sponsored college loans:** Among states that now have their own or semi-official programs of college loans, are Florida, Illinois, Louisiana, Maine, Massachusetts, Michigan, New Hampshire, New Jersey, New York, North Dakota, Ohio, Pennsylvania, Rhode Island, Virginia, Wisconsin and Wyoming. Usually these loans are guaranteed by a state or semi-public agency but made by local banks. Your state education department, student-aid office or high school guidance counselor can tell you which banks participate. In some cases, students attending post-high school vocational or nursing schools also are eligible.

Some states which do not have general loans for students, do provide for teacher education, nursing and other medical-service students. Often these are service loans, and can become, in effect, scholarships. In West Virginia, for example, for each \$500 a student receives, he is expected to teach one year. Each year of teaching cancels \$500 of notes.

**United States Aid Fund loans** now are available through more than 400 colleges in some 41 states, usually those that do not have their own state programs. The interest rate is a reasonable true 6 per cent per annum, including credit life insurance. No payments are required until after graduation. Unlike the National Defense Act loans, these loans do accrue interest while the student is still in school. The actual loans are made by cooperating home-town banks. Your college can give you additional information.

**Home-town, Religious, Nationality Organizations** have a larger number of student loan funds at low cost. These organizations include PTA's, high schools, women's clubs, churches, civic organizations as Rotarians and Elks, The Grange, fraternal organizations as Knights Templar, and many others. In some cases, loans are limited to members; in other cases, any applicant is eligible. Your high school can tell you about local loan funds.

**Production Credit Associations** may be a source of low-cost college loans for rural dwellers, including farmers and part-time farmers, advises L. Theodore Schoon, General Manager of the Hastings, Minnesota FCA. The PCA's are cooperative organizations providing credit for farmers.

### US-Foreign Nations Reach 'Tentative' Agreement

## FMC Regulatory Rights Raked Over Coals Again

WASHINGTON—A tentative agreement has been reached between the Federal Maritime Commission and 11 foreign nations over demands by the FMC that foreign shipping lines which belong to steamship conferences serving the US make their contracts with their shippers comply with FMC regulations; a right granted to the commission under the 1916 Shipping Act.

Unfortunately however, from what information was released concerning the recent discussions held here at the State Department, it appears that any agreement reached, however tentative, was basically on the terms of the foreign nations involved.

The FMC is seeking documents from the foreign shippers concerning freight rates in trade with the US. The documents are needed to enable Federal shipping agencies to review and pass on freight rates in US trade.

#### Outcry Raised

The requests for this information by the FMC created an immediate outcry from 10 leading European maritime nations and Japan, which accused the US of trying to regulate and control what was not its business, interfering with international affairs, and brought threats of retaliation against US ships calling at their ports.

The nations involved are Belgium, Holland, the United Kingdom, Italy Sweden, Norway, Denmark, West Germany, France, Greece and Japan.

A July 4 deadline was set by the FMC for filling new contracts between the steamship conferences and the shippers moving cargoes through US ports. These contracts cover shippers agreeing to use only steamship lines belonging to conferences, which are given a reduction in ocean freight rates as part of the agreement. A steamship conference is a voluntary association made up of American and foreign lines serving on the same trade route and interested in maintaining the same rates and practices.

Because not all shippers are conference members, a dual system of rates exists and it is these dual rates on which the FMC is attempting to fix its regulatory eye.

With the FMC still seeking "voluntary compliance" with its regulatory orders, the foreign shippers continue to drive a hard bargain. Consequently, under the recently reached "tentative agreement"

much language which stresses the control of the FMC and the 1916 Shipping Act, which protects US shipping, is to be eliminated completely from the dual rate contracts.

Even at this, it was made clear that the foreign steamship compa-

nies and shipowners may not accept the agreement once it is outlined to them by their government spokesmen that they still retain the right to object to any interference by the US with the freedom of their shipowners and shipping to do whatever they please.

#### Cite Alarming Cost Increase

## NY Labor Urges Blue Cross Probe

NEW YORK—The New York State AFL-CIO here has called on Gov. Nelson A. Rockefeller of New York to name a Moreland Commission to probe the operations of the Blue Cross Hospital Insurance set-

up, because of the "alarming rate of increase in the cost to subscribers of medical care benefits under health insurance plans."

#### Union Protest

In a telegram to the Governor, Raymond R. Corbett, head of the 2 million member union federation, said such a study is needed and would possibly point the way to legislation to assure continued availability of adequate hospital insurance at reasonable cost to persons with low fixed incomes.

The recent decision of State Insurance Superintendent Henry Root Stern, Jr. to grant Blue Cross Rate increases ranging from 24.6 to 40 percent placed this protection beyond the means of many subscribers.

The AFL-CIO chief added that suggestions to cut Blue Cross costs and improve its operation, made by many witnesses at the recent public hearings on the rate increase application, were all rejected as not being within the scope of the inquiry.

At the hearings, Corbett continued, Stern repeatedly told witnesses that he was limited by law at the hearing to consider only testimony on the subject matter of the rate application before him and that only legislation could put many of the suggestions into effect.

Corbett noted that in its own presentation, the state AFL-CIO has raised a number of points aimed at cutting or holding down Blue Cross costs which were ruled out of consideration. They included:

#### Cost Cutting Ideas

- New York's Blue Cross reserve requirement is far greater than that considered adequate for Blue Cross plans elsewhere.

- The formula under which hospitals are paid needs restudy and recasting to prevent overpayment.

- Stricter controls are needed in policing bills submitted by hospitals.

- Expensive hospital facilities are needlessly used because Blue Cross policies here do not provide out-patient diagnostic care and treatment.

- Blue Cross is controlled by a Board of Directors overloaded with members with direct or indirect hospital connections with the result that the same people occupy both sides of the negotiating table.

Corbett said that "many other areas of operation of New York's Blue Cross need inquiry and short of an all-out probe by a Moreland Commission, it appears that a bad situation will get worse with no step being taken to prevent it."

### SIU Alaska Fish Canneries Make Comeback

SEATTLE—A strong comeback is being made by Alaskan canneries, some of which were virtually leveled by the March 27 earthquake which struck the Alaskan coastline.

Shipments of the first food to be exported from the state since the disaster, an air shipment of 220 cases of canned salmon and reindeer sausage, destined for the World's Fair, has already arrived in New York. Now with the advent of the salmon canning season, some of the sea-food canneries are beginning to hum again.

During the quake, at least 27 members of SIUNA affiliates were confirmed as dead. The Cal-Pak Company of San Francisco, which is under contract to SIU-affiliated Cannery Workers of Union of the Pacific, estimated its losses at the time of the quake at between \$400,000 and \$500,000.

Other SIU-affiliated companies, although reporting no deaths, sus-



tained heavy plant losses. The Quinzin Packing Company, fish packers near Kodiak, was a total loss. In Kodiak, the Alaska Packers Association also reported a total loss, as did Alaska King Crab. Pan-American Fisheries was partially destroyed as was the

Alaska Ice and Storage Company. The tremendous destruction wrought by the earthquake and tidal waves which hit the coast of Alaska is evident in the picture above showing fishing boats left scattered high and dry and far inland.



**SPAD**

**Seafarers  
Political Activity  
Report**



**REPUBLICAN PUSH.** Ten major industrial areas have been pinpointed by the Republican party for an all-out drive to harvest votes among minority and low income groups. Together, the 10 big cities represent states which control 220 of the 270 electoral votes needed to elect a president. The cities are New York, Los Angeles, Detroit, Chicago, Baltimore, St. Louis, Philadelphia, Milwaukee, Newark, and Minneapolis-St. Paul. The drive will eat up a big portion of the \$12 million campaign kitty Republicans figure they will need to finance National Committee activities for the 1964 campaign. According to a memorandum circulated by the GOP, about \$9.5 million will be poured into the presidential contest; \$2 million to help GOP candidates for the House, and \$500,000 for senatorial candidates.

**MEDICAL CARE COSTS.** Since the third quarter of 1962, daily service charge in hospitals has soared 6.6 percent and the cost of hospital insurance by three percent, according to the Department of Health, Education and Welfare. Overall medical care prices have hit a record high of 117.2 (1957-1959 is base period of 100 percent), and hospital costs alone are 139.6, up nearly 40 percent from the base period. These orbiting costs hit America's millions of elderly hardest, but the American Medical Association continues to insist there is no need for President Johnson's proposed health care program under social security.

**CONSUMER PROTECTION.** Perhaps this year, perhaps next year—but surely someday—the American consumer will be protected against interest-gouging on loans or on goods purchased on time. When this happens, it could be that just one vote made it possible. The one vote decision came recently in a Senate Banking Committee subcommittee which had been sitting on Sen. Paul Douglas' (D-Ill.) truth-in-lending bill for two years. By a 5-4 margin the subcommittee sent the bill to the full Banking Committee. Voting for the consumer were five Democrats—Douglas, Clark (Pa.), Proxmire (Wisc.), Williams (N.J.), and Muskie (Me.). Against the bill were Dixiecrat A. Willis Robertson (Va.), and Republicans Bennet (Utah), Simpson (Wyo.) and Dominick (Colo.). The proposal would require all lenders to disclose the full cost of loans in dollars and cents as well as in terms of annual interest charges.

**FOOD STAMPS BURIED.** A solid phalanx of Republicans, abetted by five Democrats, recently killed President Johnson's proposed extension of the late President Kennedy's food stamp program in a 19-14 vote in the House Agriculture Committee. Pilot projects of the program in the past few years have helped feed thousands of poverty-ridden families. President Johnson had proposed a \$100 million increase to make the program nationwide in his assault on poverty. But all 14 Republican committee members, plus five Democrats, buried the proposal. Voting against it were: Democrats—Thomas G. Abernethy (Miss.), E. C. Gathings (Ark.), George M. Grant (Ala.), Watkins M. Abbitt (Va.), Paul C. Jones (Mo.). Republicans—Charles B. Hoeven (Iowa), Paul B. Dague (Pa.), Page Belcher (Okla.), Clifford McIntire (Me.), Charles M. Teague (Calif.), Albert H. Quie (Minn.), Don L. Short (N.D.), Cathrine May (Wash.), Delbert Latta (Ohio), Ralph Harvey (Ind.), Paul Findley (Ill.), Bob Dole (Kansas), Ralph Beermann (Nebr.), and Edward Hutchinson (Mich.).

**LABOR ROUND-UP**

**Orangeburg County, SC.,** has the first union in its history now, thanks to a group of workers who refused to yield a second time to intimidating tactics by the county's "most important" people Workers at the Kelsey-Hayes Co.'s Utica-Herbrand Tool Div., repudiating a powerful anti-union campaign by top management and community leaders, voted for the Machinists by an emphatic majority in an NLRB election. The score was 356 for the IAM, with 85 against. The union victory wiped out an earlier 171-245 loss, in a February election. That vote was set aside by the NLRB because massive community pressure "created an atmosphere of fear of reprisal and loss of job opportunity," the board found.

Forty members of the Meat Cutters are continuing their strike against Weis Markets, an independent chain of supermarkets scattered from the Pennsylvania Dutch territory to the coal regions. Meat department employees in six stores voted overwhelmingly last year for representation by Local 195 of the Meat Cutters, but talks on a first contract broke down over union security and the employees walked out on August 13. Two months after the strike began talks were resumed and a

settlement seemed in sight when Weis announced it would not reinstate any of the strikers. Replacement employees had been hired as strikebreakers, so the union appealed to central labor bodies in 13 Pennsylvania cities and launched a consumer boycott campaign, in addition to the strike.

Unionism scored an impressive victory in Detroit recently when the Detroit Federation of Teachers became the sole negotiating agent for the public school system's teachers. The Teachers defeated the unaffiliated Detroit Education Association by a decisive vote of 5,739 to 3,848. The representation election wiped out the Detroit Board of Education's proposal for proportional representation by the rival organizations, a plan endorsed by the DEA.

Some 50 members of the Fire Fighters Local 77, St. Joseph, Mo., staged a march on City Hall to protest low wages and poor working conditions. They distributed leaflets showing firemen here average \$75 to \$145 a month less than their counterparts in Kansas City, Springfield and Independence, and that they work longer hours than firemen in any other major city in the state.

**"To Your Health, Sir!"**



During all of the ceremonies heralding the annual bow to American merchant shipping last Friday—Maritime Day—all the typical speeches were heard proclaiming the importance of the US fleet.

At ceremonies throughout the nation, the participants got in their say, throwing verbal bouquets right and left to the merchant marine and its great importance to the US's economic and defense welfare.

All the talk, however, has a hollow ring when real-life figures are scrutinized.

It is hard fact that the US was in 10th place among the world's ship builders last year, and that our ships are reaching the end of their effective economic life.

Although the US has something more than twice the tonnage of the Soviet Union in actual service, our tonnage is gradually drifting downwards. The Soviets will double their fleet by 1965 and by 1970, it will have tripled.

At the rate the Russians are going, they expect to have 1,746 ships totaling 9,900,000 deadweight tons by next year. If the US keeps its present snail's pace, it will have 843 ships afloat, totaling 12,800,000 tons.

And, by 1975, the USSR should have 2,619 ships at 14,800,000 tons while the total US fleet will have shrunk to 644 ships—12,200,000 tons.

Over the last 10 years, the US active merchant fleet has been shrinking at the rate of 43 ships a year.

The answer is not in speechmaking, nor holidays and ceremonies, nor is it to be found in lip service to the fleet's importance.

A case in point is that on this Maritime Day, while Government agencies are among those professing their recognition of the importance of the American merchant marine, they are in actual fact doing everything pos-

sible to contribute to its decline. For example, right now the SIU, along with the other segments of the shipping industry, is fighting to have the laws which were designed to help shipping—such as the Cargo Preference Act—rigidly enforced.

It is rather ironic that the Union finds itself in the position of insisting to the Government agencies involved that they follow the strict intent of the law.

When, and only when, the Government agencies decide to give American shipping an even break, instead of showing preference to foreign shipping, will the US fleet again take on a healthy growth picture.

It is interesting to note that the apathy shown by America for the status of her active shipping fleet is not shared by all. A columnist for the Chicago Daily News, Norman Ross, wrote last week—with tongue in cheek—of the utter silliness of celebrating such things as National Pickle Week and Have a Bacon Ball Month.

Writer Ross said that "Despite all the festivities and hoopla that are bound to surround these observances, we should at least note in passing that tomorrow is Maritime Day."

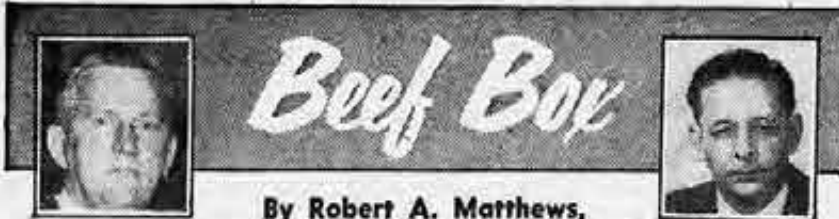
Then Ross went into detail about the real dangers facing US shipping—the same dangers of which every Seafarer is acutely aware.

In closing, Ross said that ship construction should be doubled, and subsidies more freely given, as just two ways to narrow the gap between the US and other seafaring countries. He added:

"Maritime Day is a good one on which to begin. It's even more important that we do so than having a bacon ball or saluting the pickle."

We could not agree more with Mr. Ross.





# Beef Box

By Robert A. Matthews,

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

## O.T. For Painting Engineers' Quarters

A couple of interesting questions were received recently from Edward E. Lyle, engine delegate abroad the Trans Orleans. One question has to do with which department is responsible for the painting out of the Engineer's quarters; the other concerns itself with whether or not the chief pumpman receives overtime for transferring fuel oil.

**Question No. 1:** Whose job is it to paint out the Engineers' Quarters? The Chief Engineer and Chief Mate say that it is the Deck Department's job. I've always had the impression that the Wipers were supposed to paint the Engineers' Quarters, and the Deck Department took care of the Mates and Stewards Department Quarters.

**Answer:** This work is considered the customary duties of the Deck Department. When members of the Deck Department perform this work, they are entitled to overtime either on or off watch.

**Reference:** Standard Tanker Agreement, Article III, Section 17. Using Paint Spray Guns. The licensed officers' quarters, washrooms, galley, Steward Department storerooms, hospital, slop chest and all enclosed passageways on the Captain's Deck when brush painted, shall be overtime for Deck Department Unlicensed Personnel whether on or off watch.

**Question:** Is it overtime for the Chief Pumpman to transfer fuel oil? The Chief Engineer says it is not, for the simple reason that the transfer pump is in the forward pumproom.

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

**Reference:** Standard Tanker Agreement II, Section 10: CUSTOMARY DUTIES. Members of all departments shall perform the necessary and customary duties of that department. Each member of all departments shall perform only the recognized and customary duties of his particular rating."

The Contract Department also received a series of questions on gangway watches for the carpenter, meal hour while working OT, and the equalization of overtime, all from J. A. Da Silva of the Steel Age.

**Question No. 1:** Does the Ship's Carpenter stand gangway watch?

**Answer:** No. This is not considered part of the customary duties of the Carpenter.

**Reference:** Standard Freight-ship Agreement, Article II, Section 10.

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

## Chip Ahoy



The man behind the chipping hammer in the photo above is Charlie Shalos, mate aboard the SIU Inland Boatmen's Union-contracted tug Theresa.

duties of his particular rating."

**Question No. 2:** Members of the Deck Department are working overtime. They knock off at 5:00 PM to eat and then return to work. They receive a penalty meal hour as they were not allowed a full hour for their meal. We would like to know if there is any specific amount of time allowed for the crewmembers involved to eat their meal and get back out to Deck.

**Answer:** The contract does not provide a specific amount of time in the case you have outlined. The crewmembers would, of course, be allowed a reasonable length of time to eat their meal. The purpose of the penalty meal hour is to compensate for their loss of their full meal hour.

### Order Of Watches

**Question No. 3:** The Deck Department joined the ship in 1963. Seven replacements were shipped March of 1964. When the ship signed on for a new foreign voyage in New York March 22nd, four more replacements joined the ship. What system is to be used in determining in what order the Deck Department shall stand gangway watches?

**Answer:** Regardless of the number of Deck Department members who stayed aboard the ship from the previous voyage, the customary practice throughout the years has been for the Deck Department to draw numbers in order to determine the order in which they shall stand gangway watches. In the event a crewmember should turn down a gangway watch, then, of course, he would not be entitled to make this up.

### Who Is Responsible?

**Question No. 4:** The day workers aboard ship are at the present time far ahead of the watch standers in overtime. The contract says that overtime shall be equalized. Who is responsible for seeing to it that the overtime is equalized?

**Answer:** Equalization of overtime refers to maintenance overtime such as painting, chipping, etc. It is the company's responsibility to see that the overtime is equalized as much as possible provided, of course, that crewmembers do not turn down overtime. In which case they would not be entitled to equalization.

**Reference:** Standard Freight-ship Agreement, Article III, Section 2. Division of Overtime. All overtime shall be divided as equally as possible among the members of the deck crew.

## 50,000 Pickets

# Shopping Bags Are New Strike Weapon

NEW YORK—The cat's out of the bag because the message is right on the bag—on about 3 million bags in fact—telling shoppers about the International Ladies Garment Workers beef with Judy Bond Blouses

and advising them in big, bold print "Don't Buy Judy Bond."

The Garment Workers dispute with Judy Bond began in 1961 when the company moved most of its manufacturing operations from New York and the Northeast area to the South. The union charges that Judy Bond is operating runaway plants to take advantage of low-wage employees.

The union hit on the shopping bag idea as the perfect way to get their message across to shoppers in the big stores in New York and other cities where Judy Bond products are sold. Most shoppers knew nothing about the beef until they were either given one of the free bags or saw the message bobbing

along the aisle of a department store at the end of a fellow shopper's arm.

"On any given weekday in New York City," said a union spokesman, "we probably have about 50,000 people helping us picket Judy Bond. They take our picket signs into the stores. You can't do much better than that." The shopping bag picket signs represent the widest campaign of its kind ever carried out, the union feels.

### Survey Made

With the campaign in full swing a reporter for a New York newspaper carried out a random sampling of persons carrying the shopping bags to determine just how successful the operation was turning out. His questioning established that some people were simply making use of the free shopping bags with no thoughts about Judy Bond or the dispute. Others, however, said now that they knew about the dispute they would definitely not buy the company's products.

A Bronx lady carrying one of the shopping bags through a store said that the bags had first drawn her attention to the dispute and that she would definitely not buy Judy Bond products as a result.

## Coast Labor Raps Low Pay At Yacht Club

SAN FRANCISCO — The San Francisco Labor Council has made it known to the city that it will oppose extension of a private yacht club's lease at the Marina Municipal Yacht Harbor unless the city insists that the club pay prevailing union wages and benefits for its workers.

Substandard wages and benefits are now being paid by the St. Francis Yacht Harbor, the Labor Council charged, which are undermining those of workers under union contract with other employers and are detrimental to the city's economic well-being.

### Supports Employees

By extension, the Labor Council's warning gives support to all employees of private concerns using city facilities.

The Council noted that San Francisco labor had halted picketing at the 1963 Lucky International golf tournament after a plea by the city that a non-union concessionaire had already been given a lease, with a promise that strong efforts would be made to prevent granting future leases without protection of employees.

The Joint Executive Board of Culinary Workers, which brought the matter before the Council, cited a ruling by the city attorney that such prevailing wages and benefits clauses were entirely legal and the city could insist on them.

## Money Due

The Contract Department has settled a long standing dispute on the Niagara, Voyage No. 4. The Department is holding checks for the following crewmembers of that ship and the checks can be had by dropping a letter to the Contract Department:

Christo T. Anastasiou, Richard Anderson, Robert C. Bujan, John W. Gigson, James L. Grant, Francis M. Greenwell, Richard Heckman, Herbert Mills, Jose A. Paz, Albin Samoska and John J. Wynne.

# The INQUIRING SEAFARER

Question: Do you feel that eighteen-year-olds are old enough to have the vote in this country?

Arne Boekman: No, I don't think they should. I don't think they have enough political experience by the time they are 18. They should be at least 21, and maybe even 25 before they should be allowed to vote in national elections. When a man is able to get a drink, he should be able to vote, not before.

John Murray: I feel that if a man is old enough to get drafted and shot for his country, he should be considered old enough to have a say in the Government. I think the age for voters should be moved down to 18. If you're old enough to fight, you're old enough to vote.

William Gibbons: I think a man should be 21. It is important that he should be able to make up his own mind by the time he is given the opportunity to vote in important elections. I am a retired serviceman, but I do feel that a man should be 21 or over to vote.

Clifford Herring: If a man has the responsibility to be out on his own, why shouldn't he be able to vote? And, I have known many men who were on their own and doing well before they were 21. Anyway, I feel that if he is old enough to be shot down in the Army, he is old enough to vote.

Walter Gustavson: If a man is old enough to be drafted, he is old enough to have a voice in his Government. I feel that most kids of that age have enough political knowledge, and they do have to be ready to fight for the country, so they should be able to vote.

Louis Perez: The kids of today are educated enough to know what they are doing, and certainly they have the knowledge to be able to vote at an earlier age than 21. I think any man with a basic education should be able to vote in national elections by the time he is 18.





# Marriage At Sea—Is It Legal?



Weddings performed on the high seas under the direction of the ship's captain made some pretty good footage in those pot-boiler Hollywood epics of yore, but for those of us who do our marrying off-screen, the ocean-bound wedding may be more romantic than binding to the couple involved.

Lovestruck couples involved in such an at-sea idyll would do well to check the laws of the nation whose flag the ship flies and also take a look at the laws of the state of the vessel's port of registry before they decide to ask the ship's captain to tie the knot.

Contrary to popular belief, the captain of a ship has no special authority to merge ocean-bound lovers who prefer the spray of salt to the spray of rice.

If you happen to be married on a ship that belongs to a company incorporated in the State of New York, then state law might well consider the marriage to be null and void and either party would be free to go their own ways without the threat of criminal punishment hanging over their heads.

However, if the prevailing state law empowers the ship's captain with the right to perform marriages, then the merger is on a firm foundation, and the marriage is solid.

Now another legal entanglement called "common law marriage" enters the picture. A common law marriage, where recognized, is consummated when a man and woman mutually consent to enter a relationship as man and wife and agree to assume the responsibilities entailed in such a relationship, which includes living under the same roof.

Let's assume that Joe and Jane succumb to the romantic allures of a moonlit sea and decide to be married by the captain of a ship that was registered in a state that did not recognize the captain's authority to perform such a ceremony. Now the question arises: does the marriage have a legal foundation.

Well, if the captain is not authorized, but the country or the state in question recognizes common law marriages, then a legal marriage has taken place.

No special ceremony, or any ceremony is required to consummate a common law marriage, as long as the participants share the elements of mutual consent.

However, each state has a different judicial disposition toward common law marriage with some recognizing them as binding and others, void.

The State of New York, for instance, has abolished common law marriages and considers such as having no legal basis. The laws of other states direct that marriages be performed by certified officials, but they do not necessarily invalidate those that are not so performed.

New York State Law specifically excludes the ship's captain as a legal matchmaker.

The marriage of Harry and Aedita Fisher by a ship's captain during the 1920's drew the attention of many legal pundits because of the jurisdictional issues involved.

The Fisher's, bound for Southampton on the steamship Leviathan, were married by the ship's captain when the vessel was out-bound some 40 miles from the port of New York.

As NY State Law recognized common law marriages at the time, the New York Court of Appeals declared that the marriage was valid. However, since the Leviathan was registered in the District of Columbia, the New York Court looked to the District of Columbia to see whether any of their laws barred the marriage. It found none.

The New York Court in rendering its final decision found that NY State Law had no application

concerning the validity of the marriage.

The court grudgingly admitted that in this case Federal Law overruled state law, when it pointed to a provision of the US code covering Log Book entries which requires every master of a vessel making voyages between US and foreign ports to make an entry in the official log of "every marriage taking place on board, with the names and the ages of the parties."

However this point of law has been refuted by US Coast Guard Captain Frederick Arzt, the author of "Marine Laws" and a man who

is considered to be an authority on marine legislation.

Arzt states in his book that the US code proclamation on at-sea marriages has "resulted in an erroneous widespread belief that it authorizes the masters of vessels to perform marriage ceremonies. Supporting Arzt's point of view that such a provision carries no authorization, is the fact that the state of New York, which emphatically prohibits ship's captains from performing ceremonies, nevertheless also requires by law that the master, or certain other crewmembers connected with a vessel, report to the city clerk all

marriages that occur while the vessel is at sea. Now having explored the vagaries of weddings performed by the ship's captain, we turn to another area in question: whether an alleged common law wife of a seaman can recover damages under the Jones Act as his widow.

The case in point involves John Ware Bell, a seaman who died in 1959. A claim filed by one Mary Virginia Bell, who asserted that she was the widow of the deceased, and therefore entitled to damages under the Jones Act, held up settlement of his estate. John took a bride, Mary at Mathews, Va. in 1956 while still married to another woman. A year after John's marriage to Mary, Catherine, his legal wife, decided to sever her ties with John, and divorced him. John was then free to enter into a legal marriage with Mary, but the marriage never took place, and John and Mary lived together as husband and wife in Mathews, Va., until his death in 1959.

The Court in Virginia rejected Mary's plea that she was ignorant of John's marriage to Catherine, and that Mary's marriage to John did not constitute a "putative marriage," one which is defined in law as a marriage contracted in good faith and in ignorance on one or both sides.

The fact that Mary and John did not see fit to be married again after he was legally free from Catherine, also served as a detriment to Mary's plea for benefits. The Court ruled that the fact that a divorce decree was eventually granted does not relate back as to

validate Mary's illegal marriage to John.

However, the principal weight in Mary's case lay in her contention that there was no rival claimant widow; that admiralty law seeks uniformity in application and that it was unconstitutional for Congress to allow Virginia statutes the power to declare and control the rights and liabilities of parties arising out of negligently caused deaths on navigable waters.

Although Mary's point was well taken, a ruling in her favor would mean a reversal of many cases decided to the contrary by the United States Supreme Court.

The Virginia Court, in summing up, stated that "Federal courts making a determination of the requisite legal status necessary to effect recovery under a number of federal statutes have consistently considered a valid marriage under state law essential, and have turned to the domestic relations laws of the states for definition of such familial status."

Relating this point of law to Mary's argument, the Court maintained that since she was not within the class of persons whom Congress intended should be entitled to benefits for the negligently caused death of a seaman, the fact that she was the only widow claiming benefits did not mean that she became a member of the eligible group and so, in the end, she lost her case.



NAME	AMOUNT DUE	NAME	AMOUNT DUE	NAME	AMOUNT DUE	NAME	AMOUNT DUE	NAME	AMOUNT DUE	NAME	AMOUNT DUE
Wood, D.	6.14	Strand, C. W.	2.08	Crabb, H. H.	4.85	Hegarty, J. G.	14.15	Bechantis, N.	14.25	Desplant, L. E.	3.42
Scardelis, J. T.	4.16	Baldwin, B. R.	5.08	High, L.	5.01	Hill, L.	38.19	Benton, T.	6.29	Garza, M. B.	2.09
Johnson, S. J.	7.17	Hansen, B. K.	11.77	Favela, B. J.	4.23	Hoggie, J.	48.93	Benyo, J. G.	24.84	Guerrero, O. L.	1.62
Jones, J. W.	4.97	Hartenstein, J. L.	10.33	Simpson, P. D.	2.78	Ivey, E.	1.00	Bernadas, M.	1.57	Genco, V.	3.07
James, C.	3.94	Bullock, H. R.	7.75	Sheehan, H. T.	4.49	Teicher, J. S.	4.29	Calebough, P.	26.94	Matarangoto, R.	.61
Omelanczuk, W.	3.39	Campos, L.	7.43	Reemstjerna, S. R.	12.80	Verwill, A. J.	48.36	Cantwell, C.	22.38	Mynix, F.	.16
Roussakis, U. P.	3.46	Perkins, C.	2.66	Solnordal, M.	11.77	Walker, W. E.	15.58	Oiso, J.	12.12	Mujich, R.	.24
Vingon, F. J.	4.15	Eldridge, H. N.	3.83	McFadden, B. V.	8.17	Walsh, R. E.	11.26	Powell, E.	20.87	Murphy, J. H.	.58
Matarangolo, R.	4.89	Dick, E. W.	2.88	Kreiter, U. J.	15.08	Welsh, C. W.	17.21	Russo, A.	6.78	Rodriguez, C. A.	3.17
Geddings, R.	3.72	Taylor, B.	2.41	Donohue, J. J.	4.41	Shek, S.	.26	Madsen, J. C.	25.24	Romero, A.	1.33
Biss, B. E.	2.42	Brotherton, G. F.	4.84	Dashevsky, A.	4.83	Silva, C. R.	.65	Murray, F. E.	1.63	Stanage, R. I.	.98
Ziobro, J.	2.49	Achison, N. J.	3.80	Hruz, V. M.	2.45	Silva, J. A.	1.35	Miller, J.	223.07	Stewart, R. F.	2.77
Burger, C. W.	9.65	Milton, N. H.	3.09	Howell, P. C.	3.09	Sinard, J. I.	.66	Mersereau, W. E.	88.78	Swich, P. A.	1.56
Stogatis, L. J.	1.81	Rainwater, C. R., Jr.	2.49	Roberts, G. J.	8.91	McGrath, E.	.62	Michaelson, I. C.	10.95	Wesley, J.	43.02
Pyk, J. M.	5.43	Boyd, L. L., Jr.	1.78	Jensen, H. E.	3.30	McGrath, W.	2.63	Reyes, F.	.15	Williams, J. C.	9.15
Foster, L. E.	11.15	Hall, N. Y.	2.17	Price, B.	3.75	Medina, L. S.	.97	Rhodes, I.	1.49	Wing, H. C.	11.27
Wotton, S.	2.29	Hall, M.	.23	Nelson, E.	4.31	Merkel, J.	.15	Pechelon, M.	2.76	Woods, M. B.	35.12
Vasko, R.	7.18	Hamdoux, H.	1.47	Millican, P. V.	16.18	Gelderdeevimo	37.45	Wau, M. E.	2.33	Gordis, M.	11.29
Szido, W.	2.30	Harrison, E.	.68					Wympe, L. J.	4.26	Goush, N.	70.33
Martincelli, A.	4.50	Henderson, H.	2.46					Jewell, O. M.	2.15	Greene, W. A.	13.87
Henniger, J. R.	9.90	Holmes, E.	1.84					Jorgensen, N.	3.25	Hagin, G.	7.12
Zydel, R. W.	6.41	Holmes, B. I.	2.62					Kuley, P. W.	1.63	Harrison, J. J.	8.80
Cooney, J.	2.62	Swords, S. M.	.46					Kirkwood, H. I.	1.73	Huston, H. I.	14.59
Endres, M. M.	2.59	Szczygiel	.77					Kus, L.	1.72	Hylon, B. I.	12.28
Saliva, M.	3.65	Schmidt, J. C.	2.09					H. Nelson	2.16	Ek, A. A.	.52
Calebough, R. P.	2.12	Schroeder, E. S.	2.32					C. A. Nelson	.35	Falardeau, R.	1.89
Felz, G. F.	3.21	Schwartz, J. A.	.32					Nomilos, J.	4.23	Fullbright, F. W.	.30
Bailey, R. L.	8.13	Serano, P.	2.15					Sarno, J.	2.25	Fernandez, J.	2.50
Bowman, H. H.	6.72	Servidad, L.	.97					Stiles, J. M.	15.42	W. O. E.	.09
Reyes, J.	.29	Olsen, J. K.	5.18					Sybiak, E.	46.69	Flores, J.	.06
Gonzalez, P.	6.65	Olsen, C. M.	32.03					Schartz, C.	2.90	Franklin, W. E.	1.88
Razario, I.	5.27	Rodriguez, I.	85.71					Schroegins, E.	41.15	Garrison, J. B.	5.32
Berger, H.	.65	Given, B. O.	39.75					Serrac, J.	36.77	Notturmo, A.	.32
Dunnigan, J. W.	6.29	Neville, N.	.24					Ezell, A. C.	12.62	Owens, J. F., Jr.	1.08
Perez, N. I.	2.65	Newman, J. P.	1.51					Farrell, E.	2.94	Oblaczynski, J.	.45
Sharp, S. W.	6.85	DeParlier, E. L.	56.25					Fulton, W.	33.97	Gestman, F.	1.62
Crafty, C.	2.75	Dowell, H.	27.22					Poster, E. L.	70.27	Ijiva, E. F.	4.30
Cole, C. L.	2.08	Pierce, H.	4.19					Francis, H. S.	48.71	Paine, M.	.64
Sturgeon, W. R.	3.36	Cubano, J.	2.14					Gilliland, A.	6.05	Pastoriza, R.	.16
Duffell, W. R.	7.18	Williams, E. E.	5.39					Gonzalez, G.	4.10	Payne, H. A.	.45
Hill, R. L.	9.95	Moran, R.	2.78					Carver, C. B.	1.01	Smith, W. J.	.16
Jones, G. H.	10.29	Bickford, U. W.	10.89					Ching, L.	12.66	Smith, W. F.	.22
Saunders, D. A.	4.28	Kriek, L. B.	.95					Chute, G. A.	63.98	Smith, H. L.	1.32
Truesdell, C. G.	2.75	Del Valle, B.	2.97					Gottschalk	.80	Soriano, F.	.87
Skidmore, W. T., Jr.	9.03	Llamas, G.	3.91					Gracia	.93	Soucasce, R. P.	.10
Melton, J. C.	4.24	Verona, J. S.	3.80					Grallick, R. P.	3.57	Tunison, R. E.	1.26
McCanee, H. R.	1.86	White, E. H.	6.24					Griffin, L. O.	.71	Gonzalez, B.	11.72
Brown, H. T.	7.29	Rodriguez, A.	5.03					Righetti, J.	.94	James, C. A.	26.48
Johnson, W. E.	5.78	Thannisch, C. J.	6.86					Rios, O.	2.05	Jayanty, N.	18.73
Haglin, C. G.	4.45	Ruffo, C. G.	8.79					Ritchie, P.	1.48	Johnston, H. W., Jr.	16.72
Wamsley, B. C.	.89	Velic, M. A.	4.92					Ruria, Z.	1.94	Korlak, S. A.	28.75
Puchalski, K.	3.34	Medina, J.	3.92					Rodriguez, L.	.41	Kraemer, D. W.	154.27
Swogger, D. D.	5.40	DeJesus, G.	2.86					Malone, R. E.	4.27		
Shields, W. K.	2.28	Rudie, C. R.	15.95					Martin, C. F.	2.37	Collazo, J.	35.22
Lane, J. E.	5.53	Rial, H. R.	.06					Martinelli, A. J.	.02	Cornier, F.	12.14
Christian, G.	2.37	Carpenter, C. A.	2.86					Cripps, J. F.	3.18	Ozoleck, S. A.	21.33
McAlpine, G.	11.59	Sweeney, S. J.	4.79					Cruz, P.	5.40	Pence, F. L.	12.04
Shisler, R. E.	4.52	Cruer, C.	2.11					Denisa, J. Z.	87.99	Pennington, P.	23.53
Okry, N.	5.89	Murphy, H. J.	4.69					Thompson, W. I.	57.78	Pollaro, F. E.	78.92
Wade, J., Jr.	12.93	Gardner, H. C.	58.41					Thompson, I.	116.35	Slater, G. W.	54.28
Ciccostanti, J. A.	49.63	Garrett, N. C.	7.02						7.58	Smith, C. O.	3.62
Collar, I.	1.06	Garcia, C. E.	64.70						1.32	Reyes, J.	29.17
French, J. T.	16.99								1.36	Reyes, J. R.	58.17

**SEA-LAND**  
**Money Due**





By E. B. McAuley, West Coast Representative

## SIU Ship To Aid Alaska

The SIU Pacific District-manned freighter *Coastal Monarch* has been named as the mercy ship to carry a gift of lumber and other building materials to the earthquake devastated area of Southwestern Alaska. This ship was recently broken out of moorings on Lake Washington and readied for the voyage. The *Monarch* sailed first to Grays Harbor to load 300,000 feet of lumber and plywood, then to Coos Bay for 450,000 feet more and then on to Portland, where she sailed after loading more lumber and general building materials.

Warning that thousands of jobs were at stake, the AFL-CIO Southern California Ports Council urged the US Department of Agriculture to adhere to established raw cane sugar import policies here in San Francisco recently. The resolution was adopted by delegates of 34 unions affiliated with the Council, which is a division of the AFL-CIO Maritime Trades Department. The Council noted that Congressional law required the DA to "import millions of tons of raw cane sugar from foreign countries. This raw sugar is processed by US refineries where automation has already cut deeply into jobs of American working people." But, the Council pointed out that "the Department of Agriculture has been deviating from this policy, thus adding unemployment both among sugar cane refinery and maritime workers."

San Francisco celebrated National Maritime Day in a big way this year, just as it has in the past. At the ceremonies' high point, forty of the city's civic leaders and maritime officials gathered on the mid-span of the Golden Gate Bridge for the traditional tossing of wreaths in memory of men killed in maritime disasters. The wreaths were thrown as the mournful notes of taps were sounded by a California Maritime Academy bugler.

Later, at a Propeller Club luncheon, Undersecretary of Commerce Clarence D. Martin told guests that "our maritime resources have not kept pace with our national industries growth, or with the growth in our foreign trade." However, he noted one bright spot when he said that "American President Lines, in cooperation with the Maritime Administration, will issue invitations next month for bids on the construction of four advanced design replacement ships."

We got the chance to visit with Pierre Salinger at a local SF restaurant recently. He gave a very interesting talk on what he would do for the voters if elected as US Senator from the state of California. Although the State Federation of Labor is backing his opponent, Allen Cranston for the Democratic nomination, Salinger is picking up a lot of strength throughout the state, and now has quite a following. In any event, it looks like it will be a hot race for the nomination, scheduled for June 2.

A Port of Los Angeles with double its present capacity and an additional value of nearly \$250 million by 1985, was envisioned by Mayor Samuel E. Yorty of LA recently. The city's chief executive was referring to the harbor's "last frontier," available for full-scale development on the southern side of Terminal Island.

"Our harbor now operates 80 shipping berths for world trade, Yorty said. The new area will provide an additional 75 modern berths, increasing the cargo handling capacity of the port by 150 per cent."

Yorty pointed out that the shipping activity for both import and export items at the LA Port is up 25 percent over the same period last year.

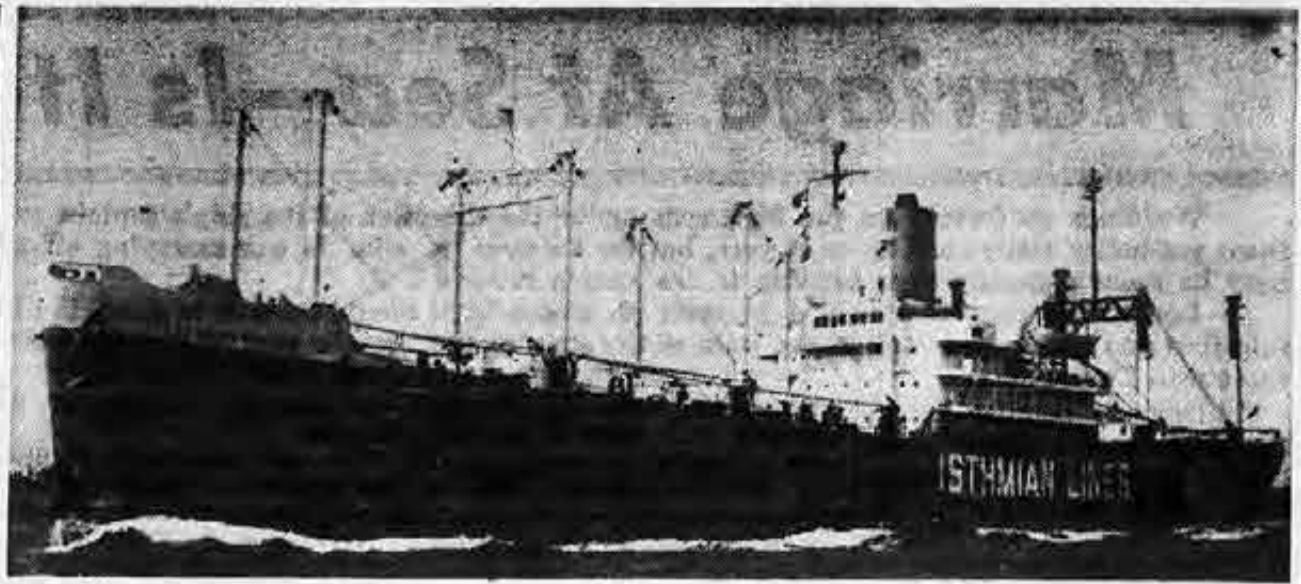
Shipping remains fairly good in the Port by the Golden Gate. We are paying off the *Orion Comet* and the *Orion Clipper* as the LOG goes to press. Joe Goude just returned home after a year on the *Steel Vendor* as carpenter and has now been ordered to do some real work on his 'south forty,' mowing crab grass and taking care of the walnut trees. Although Joe originally hails from Charleston, SC, he has made his home in California for the past several years.

Mike Olenchik, an old timer from the East Coast who continually drops by a place in Nevada known as Reno is on the beach. His advice is "to stay away from Reno and a game called keno." The gambling took him so bad that he is now looking "for anything smoking and headed anywhere to make some loot." Horace Carmichael finally decided to take a few months off after having been steward on the *Iberville* since November, 1959. He says the SIU means it when they talk about job security. Horace has been around for many years and is very proud of the achievements that the Union has made in the past years especially in the direction of welfare and pension for its members.

In Wilmington, shipping has been fairly active over the last two week period. A total of 22 men to eight ships in transit was recorded. The *Iberville* had a port payoff, having come down from Seattle and San Francisco. She is now headed back to Japan and Korea. They expect shipping to remain pretty fair down there with eight or nine in transits expected.

Pensioner Oskar Osmondson stopped by the hall recently to say hello to his old shipmates and to keep up on Union activity. Oskar thinks we have the finest pension plan not only in maritime, but for any industry. Its the only plan that takes care completely of all medical, hospital, surgery, etc. in the country for pensioners. "We've come a long way," says Oskar. Richard Kohls has been a full book member now for 12 years and has been riding Waterman C-2's off and on for the past eight. He just shipped as FWT to the *Antinous* and is looking forward to finding the living quarters changed to watch foc'sle for the engine department. "Thanks to Headquarters and all officials for making this much needed change on this type vessel," he says. Anders Ellingsen just got his fit-for-duty after having been on the beach for several months. Instead of taking a ship, however, he flew to Oslo for a few months needed vacation with his family.

Up in Seattle the *New Orleans*, *Iberville*, *Fairport*, *Longview Victory*, *Robin Kirk*, *Mobile* and *Choctaw* have paid off so far this month. In the coming weeks, the *Trustco*, *National Seafarer* and *Young America* are expected to pay off.



That lettering on the side of the Isthmian freighter *Steel Executive* is nine feet high and was freshly painted when the ship arrived recently at Norfolk after a direct voyage from Honolulu. Four Isthmian ships have been assigned exclusively to service between the Hawaiian Islands and East and Gulf Coast ports. They are the *Steel Executive*, *Steel King*, *Steel Advocate* and the *Steel Chemist*. The SIU-contracted company took over exclusive operation of the service in May following many years of joint operation with Matson Navigation.

## Sea Land Service Enters West Coast-Hawaii Trade

SAN FRANCISCO—The SIU-contracted Sea-Land Service, has announced plans to enter the West Coast-Hawaii containership trade later this year or early next year.

The Sea-Land announcement said that sailings will probably be on a bi-weekly basis at first.

In entering the Hawaiian trade, Sea-Land will be competing with SIU Pacific District-contracted Matson Navigation, which has been steadily expanding its West Coast-Hawaii containership operation in recent years.

A joint service by Matson and SIU-contracted Isthmian Steamship from the East Coast to Hawaii

ended earlier this year with the withdrawal of Matson from the arrangement. Matson now maintains a new container service from the East Coast to Hawaii in conjunction with a forwarding company which ships Matson containers from the East Coast to the West Coast by rail, from where they are loaded aboard Matson ships for the final leg to Hawaii.

### Assigns Ships

Isthmian, on the other hand, has assigned four ships exclusively to the East Coast-Hawaii route to make up the loss of the Matson tonnage.

Sea-Land's entry into the trade follows its recently inaugurated route from Seattle to Alaska, in which it employs two vessels with a capacity of 166 containers each—interlinked with the company's intercoastal service by a barge service it maintains based at the Sea-Land terminal at Oakland.

Bookings on the new Alaskan service are very heavy according to the company and are expected to increase as a result of the vast reconstruction program going on in Alaska as an outgrowth of the recent disastrous earthquake damage suffered by that state.

As a result of the changing patterns of Sea-Land trade routes, the company has also announced that it has applied for permission to change the name of the vessels now assigned to the Alaska route. The *New Orleans* would be renamed the *Anchorage* and the *Mobile* would be called the *Seattle*.

The actual date of Sea-Land entry into the West Coast-Hawaii trade is dependent on when company vessels can be spared from other routes, a spokesman said.

## APL To Replace Liners Polk, Monroe

SAN FRANCISCO—The SIU Pacific District-contracted American President Lines, has announced plans to replace two combination cargo-passenger liners, the *President Polk* and *President Monroe*. The company said that it plans to give more weight to cargo operations.

The *Polk* and *Monroe* will be replaced by new "super-mariner" class freighters with only 12 passengers and more cargo space and speeds of 20 knots. The keel for a new marine *President Polk* has already been laid at a San Diego shipyard and two more of the newer type vessels are planned to replace the *President Monroe* and the *President Harrison*, a freighter still in service.

Contracts amounting to \$27 million have been let with the San Diego shipyard, representing the

start of an 11-ship replacement program for APL.

Beginning in 1965, APL plans to provide round-the-world service only with the 12 passenger-mariner type freighters. The company reportedly reached this decision because cargo operations of the combination liners *Polk* and *Monroe* had been making money but only two-thirds of the passenger facilities were booked. By contrast, APL's six 12-passenger freighters plying the same route are solidly booked with passengers for months in advance. The company attributes this to the fact that most round-the-world passengers are retired couples who have the time to travel and prefer the more informal life aboard the small freighters.

The company will continue to operate the passenger vessels *President Cleveland*, *President Wilson* and *President Roosevelt* between California and the Far East.

The *President Hoover* is presently in layup in San Francisco pending completion of negotiations between APL and a newly formed company, *Hawaiian Monarch Line*, headed by Canadian businessman Arnold J. Swanson.

Negotiations for the sale are being held up by government restrictions on sales of merchant ships to aliens and the operation of a foreign-owned vessel in a US domestic trade. *Hawaiian Monarch* plans to convert the *Hoover* into an inter-Hawaiian Island cruise ship, catering to the carriage trade in the Islands.

## SIU West Coast Ships Modified

Three new ships have been modified for the SIU-Pacific District-contracted American Mail Lines, and the changes have been approved by the Maritime Subsidy Board. It was recently announced in Washington, D.C. The modifications, completed by Todd Shipyard, Inc. of San Pedro, result in an increase in the contract price of \$493,990. Out of this total, \$239,495 is for the Government account, and \$254,495 is for American Mail Lines account. The modifications relate to reducing stations, modification of interior design, ton booms and rigging, scantling plans, time extension and penalties for late delivery.

## Mail Crew Lists To Union Office

In order to keep Union records up to date and to fully protect Seafarers' rights to welfare and other benefits, it is important that all ships' delegates mail a complete SIU crew list in to headquarters after the sign-on. The crew lists are particularly valuable in an emergency when it's necessary to establish seafaring eligibility for benefits on the part of a Seafarer, or a member of his family, particularly if he should be away at sea at the time. The crew list forms are being mailed to all ships with each issue of the LOG and can be obtained from Union patrolmen in any port.





By Al Tanner, Vice President

and Fred Farnon, Secretary-Treasurer, Great Lakes

### Heavy Shipping For Lakes In 1964

No doubt about it, 1964 looks like a record year for shipping. The ports of Frankfort, Chicago and Buffalo have reported extremely good shipping for engine department men, especially firemen. Alpena and Cleveland reports indicate that shipping remains good in their areas. Duluth is having a fine year with many old-timers shipping to permanent berths right from fit-out. Detroit continues to lead all ports in registration and shipping; and with the recent pay-off of the A & J Faith, this port is now facing a critical shortage of rated men in all departments. We expect three more deep sea SIU vessels within the next 30 days.

Servicing the membership and its needs has always been the policy of the SIU, and we intend to keep it that way. Algonac, the home of the Speedy Marlene, is just about ready to operate. The Speedy Marlene has had its annual overhaul and the SIU Service Center has had a new paint job.

In addition to the Speedy Marlene, we will put into operation another speedboat to better service crews and vessels in the St. Clair River.

When Westcott closed its operation in Port Huron last year, we could no longer ride vessels upbound Algonac to Port Huron. With another speedboat (which will operate just below Port Huron), we will be able to service many more vessels than we have in the past.

The United States Coast Guard issued orders to the Mackinac Transportation Company to repair the boilers on the carferry Chief Wawatan or cease running it. The Wawatan is an SIU-manned carferry operating between the Straits of Mackinac and serves as a railroad link between Upper and Lower Michigan. At the request of Attorney General Frank J. Kelley, Judge Noel Fox issued a temporary injunction blocking the abandonment of the carferry.

The Coast Guard has given the company until the end of May to repair the boilers, and Judge Fox told the railroad that it was up to them to find the answer of how to keep operating with the condemned boilers. The Chief Wawatan is the only carferry in the United States that is equipped both as a railferry and ice-breaker, which is necessary to operate 12 months a year at the Straits.

Local 10, Transportation Services and Allied Workers, has finally after a two-year struggle, been awarded an election date by the NLRB, Detroit Regional Director, Jerome Brooks. The election is scheduled for June 8 and 9. Voting hours at three polling sites will be from 2 PM to 8 PM. The NLRB officers estimate that 1800 people will be eligible to vote. This group includes regular, lease and part-time taxi cab drivers.

As previously reported, the petition involving 1200 pledge cards was filed with the NLRB Detroit two years ago almost to the day. The election has been the subject of much litigation involving the NLRB, the lower federal courts and the U.S. Supreme Court.

Local 10, TS&AW, has carried the ball throughout these lengthy hearings and court procedures in order to assure Checker Cab drivers of their right to have their own election sponsored and conducted under the supervision of a government agency. Checker Cab drivers have been waiting for union representation for more than 14 years. Local 10 has had the assistance of SIUNA throughout its battle to gain this election.

Shipping from Alpena has been picking up very rapidly, and should be a tremendous year.

Old-timer Edward Ryan is drawing his disability pension and comes into the Alpena hall just about every day to sit around and chat with members on the beach.

Leslie Cook just returned from the V.A. Hospital in Saginaw, Michigan. Cook says he is to return to the hospital in two weeks for an operation. We wish him a speedy recovery.

Cleveland reports there are not too many book men on the beach. Mike Pesnak gets in regularly every day for his game of Hearts. James Kissick just got off the Joe Morrow and is going to wait around for the North American to start. George Mitchell, all-around man, just came into town and after a few days off, is ready for the first ship that requires his service.

Harold Hurlburt returned recently from four months on a "Salty." Made a round-the-world trip with Isthmian and had a fine time. "Ole" Oloffson shipped last week as permanent watertender on the Clipper. When he left the hall with his shipping card, "Ole" said that he was going home.

Willie Bond just left the Highway 16 as chief cook. According to the captain and the crew, Willie did a real swell job and the boys are sorry to see him leave. George Stevenson, Chicago's professional porter, is also waiting on the beach for "an easy porter's job." We can't figure out what an easy porter's job is—he had 13 permanent jobs last year.

Robert Erickson is on the beach in Duluth. He just donated a pint of blood to our SIU blood bank there. Francis Sheehan just returned from a trip around the world on the A & J Faith. He liked the trip very much, but is anxious to get back on the Lakes ships where he is able to see his family a little more often.

Old-timer Tommy Dunne is a familiar figure around the Duluth hall. He has been very helpful in maintaining the hall and instructing the younger members.

The C. C. West of Reiss Steamship Company arrived in the port of Duluth last week with a load of coal. According to residents, this is the first time in this port for a self-unloading vessel.

While enthusiastically participating in the Frankfort area's favorite April activity, smelt-dipping, Charles Ritchards tripped and fractured his arm. Ritchards is resting and recuperating on the beach.

Among those checking in this hall each day to inquire, "how's shipping?" is Lester Sturtevant, who recently returned here from USPHS hospital in Staten Island. "Stu," as his friends call him, recounts many, many stories of how shipping used to be. There have been very few members on the beach in Frankfort for the last month. A full crew has been on the Ann Arbor No. 5, while the MV Arthur K. Atkinson has been in the shipyard.

### Lakes Benefit



Mrs. Eric C. Hallgren, widow of veteran Great Lakes Tug and Dredge Region member Eric C. Hallgren, receives her death benefit check from Chicago port agent Robert Affleck. Hallgren, who died on February 9, 1964, was a member of the Union since 1961.

## Lakes SIU Ship Goes To Diesel

DETROIT—Successful trial runs were recently completed in Lake Superior of the self-unloading Great Lakes Freighter Diamond Alkali (American Steamship), after having undergone a power conversion from gasoline to diesel engines. The Diamond Alkali is manned by SIU Great Lakes District seamen.

Shipyard workers of the Fraser-Nelson Shipbuilding & Drydock Company replaced the ship's old 1,900 horsepower steam engine and boilers with the 4,000 horsepower diesel. A controllable pitch propeller operated by a single lever in the pilot house permits bridge control of the ship's movements, making it the most automated on the Lakes.

The automation changes on the ship also include an entirely new electrical system, with diesel-driven generators replacing the steam-powered dynamos.

#### Test Runs

The trials included runs at normal cruising speed, full power runs ahead and astern, crash stops, a series of figure-eight turns at full speed and full rudder to test the new Superior-built steering gear and the newly installed bow thruster.

The SIU District also added another ship to its jurisdiction recently when the old American Steamship's Amoco was sold to SIU-Great Lakes District—contracted Huron Portland Cement Company, and renamed the H. R. Schemm. The Schemm will become the sixth specialized cement carrier in the Huron fleet.

Just as the others in the Huron fleet, the Schemm will be converted from a conventional bulk carrier to one with special interior equipment for handling cement. At the same time new deckhouses and other equipment will be installed. The vessel had been inactive for four years before being sold to the Portland Company.

The Portland Cement Company announced that the conversion, to take place at Sturgeon Bay, Wis., will take all summer and fall to complete.

### Low Water Alarms US-Canada

## Plan Joint Talks On Lakes Water Levels

TORONTO—International discussions between the US and Canada are being planned in an attempt to find a solution to the problem of steadily dropping water levels in the Great Lakes. Speaking before the Canadian Legislature recently, Premier John Roberts announced that some meetings have already been held to organize a joint conference on this problem.

Low water levels on the Lakes are threatening a slowdown of shipping and other industry in the area. Levels are already down one to three feet below normal with no relief in sight.

Any conference dealing with the problem will almost certainly include representatives from the US states bordering the Great Lakes as well as their counterparts from the Canadian provinces. In addition, representatives from the federal governments of both countries would be included.

Low water levels on the Great Lakes are only one part of Canada's problem. Dropping water tables and drought in the province of Ontario are an associated issue.

Unusually low rain and snow falls have been plaguing the 100,000 square-mile basin of the Lakes in recent years. As previously reported in the LOG, large carriers in the Lakes are already shipping light every trip because of difficulty getting into ports like Toronto. Hydroelectric officials in Ontario report that lack of enough water to feed the network of power stations on the Great Lakes and the Niagara River is forcing the use of more costly coal-burning stations to generate electricity.

Many industries closely geared to the water levels, such as shipyards, are also encountering extreme difficulties.

Because the task which must be

### Delta Line Gets Shipbuilding Delay

NEW YORK—The SIU-Contracted Delta Steamship Lines has been awarded a delay of about three-and-one-half years to build two of the vessels in its current replacement program. The delay was given by the Maritime Subsidy Board. Delta had planned originally to let contracts on five ships April 1 for its subsidized service between the US Gulf and the East Coast of South America, with two more to be put under contract April 1, 1965. The action by the MSB permits Delta to put off until Jan. 1, 1969, the award of contract for the sixth and seventh replacement ships for this service.

undertaken to rectify the problem is such a vast one, it is expected that ultimate responsibility will eventually fall to the two federal governments, with the provinces and states co-operating.

One possible solution which Canada has been considering is channeling James Bay water into the Great Lakes. Negotiations on the feasibility of such a move are presently under way.

## Latins Move To Coordinate Labor Policy

SAN SALVADOR — A Labor Council of Central America has been set up at a conference of the Labor Ministers of the five Central American republics, which include Guatemala, El Salvador, Honduras, Nicaragua and Costa Rica. The purpose of the new body is to organize and coordinate the "labor and social" policy of the members.

The five countries are attempting to integrate their labor forces to aid the development of a Central American common market, while at the same time speeding economic integration and bringing about some sort of social security. The heads of the countries' social security agencies will serve as advisers to the Labor Council, which is scheduled to meet at least once a year.

#### OAS Will Advise

The conference at which the Labor Council was established was called by the Organization of American States, which will also have an advisory role in the new council.

A policy of free mobility of labor between the five countries was proposed by San Salvador, which has already decided to permit free transit of all Central American nationals in its territory and has called for the others to do the same.

A Costa Rican resolution on planning was adopted by the group, stating:

"The Central American States should promote and carry forward a social policy that guarantees to all the sectors of their population an effective and just participation in the benefits of economic development, and oriented especially toward bettering the labor sector and of other human groups that are economically weak."

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

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

NAME .....

STREET ADDRESS .....

CITY ..... ZONE ..... STATE .....

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

ADDRESS .....

CITY ..... ZONE ..... STATE .....



# Waterman Gets Safety Citation

NEW YORK—The SIU-contracted Waterman Steamship Corporation was honored along with several other steamship lines by the National Safety Council at a luncheon here recently. Waterman won an award in the Safety Council's Annual Safety Contest for 1963, cargo and passenger vessel division.

Twelve of the 29 ships operated by Waterman during 1963 completed the year without a single lost-time accident, it was announced by the Waterman Safety Director. The shipping company

is a participant in the joint SIU-management Safety Program conducted under the Maritime Advancement Programs.

"Prior to 1959 we did not have any vessel complete a year without a lost-time accident," Smith said. "However, since 1959 we have had a steady increase in the number of vessels completing the year without a lost-time accident."

Seafarers who make up the unlicensed crews of the Waterman ships were highly commended for their spirit of cooperation and safety minded attitude which has contributed so much to the steady improvement of Waterman's safety record. "Safety is everybody's business and SIU members certainly have done their part to develop this attitude," the safety director added.

# Court OKs Ship Charter Cancellation

NEW YORK—A Federal District Court judge here has ruled that the Federal Government had the right to cancel a tanker's charter after the vessel was unable to load oil in the Persian Gulf because of the Arab boycott against ships trading with Israel.

The decision came in a four-year old legal battle in which the Pan Cargo Steamship Corp., owner of the T-2 tanker National Peace, had gone to court seeking \$160,110 in damages claiming the Navy had unlawfully cancelled a charter for the 18,704-ton vessel.

The judge ruled that the Navy was within its rights in cancelling the charter under the provisions of the "Haifa Clause," which was written into the charter. Under this clause the Navy could cancel the charter, require substitution of another ship of similar size, or nominate another loading port in case a vessel was prevented from loading by local authorities because of previous trade with Israel.

Although the clause was later discontinued on the ground that it tended to support the Arab boycott of Israel, it was still in effect when the National Peace was refused permission to load at Ras Tanura.

In his finding that neither side was really at fault in the matter because "the loss was occasioned by the refusal of Saudi Arabia to permit the cargo to be loaded," the judge decided that the loss should be carried by the owners of the vessel because they "knew the facts of the voyage of Memory I to Israel." Memory I was the tanker's previous name.

The Government "did not know the facts as to the voyage of Memory I to Israel and had no control over the events disabling the ship from loading her cargo at Ras Tanura," the judge ruled, and as a result "the Government did not get the cargo carriage by the National Peace, for which it had bargained."

# Fabricator Fire

(Continued from page 2)

grumble as they sweated to keep up with the volunteers in the smoke-filled hold.

The volunteer crew began its work at 9:30 PM Friday evening when it began removal of beams and hatch boards from the cargo removal shelter deck. Volunteers first entered the 'tween decks area at 1:15 AM Sunday when the first shift put in a 15-minute stint in the smoky cargo area. Work on removal of the Hessian cloth rolls continued intermittently until 6 AM when 104 rolls had been discharged from the area and sufficient space had been cleared to allow entry into the lower hold.

Two SIU men were singled out for the part they played during the operation. Charles Wilson, a messman who drew high praise, left the crew of volunteers at 6 AM when their work was completed to serve breakfast. Jimmie C. Arnold, ship's carpenter received special attention for his important contributions in coordinating the work of one of the shifts. The entire operation was under the command of Robert L. Riddle, chief officer.

Other Seafarers who were part of the volunteer crew were John L. Ohannasian, Clarence Pryor, Charles E. Johnson, Lysle W. Fuertado, Emmanouil I. Halkias, Andrew Kinney, Henry C. Moffett, Manfred S. Leuschner, Lawrence B. Chrisinger, Bjorn Rydland, Dennis Lloyd and William Ferrer.

Since the fire was confined to number 3 hold, damage occurred only in that area of the ship. Company officials consider cargo in that hold virtually a complete loss.

# Signing Up



Seafarer Robert Smith is shown here registering at the SIU hall in Philadelphia. SIU Rep. Charlie Stansbury is handling the typewriter. Smith sails in the engine department and was hoping to hit the high seas again very soon.



By Joseph B. Logue, MD, Medical Director

# 'Splint 'Em Where They Float

In recent years the medical profession has been increasingly successful in educating the general public to the dangers of moving the acutely injured patient, and it would be rare indeed at the scene of an automobile accident not to hear some one in the crowd say, "Don't move the patient." This basic principle of "splint 'em where they lie" has been widely disseminated by the medical profession and accepted by the public.

However, in the case of water or diving accidents, the exact converse seems to be the rule, the primary thought being to "get them out of the water." This is understandable since drowning is the danger uppermost in the public mind. However, in this type of injury, the danger of aggravating the injury is even more probable than that in an automobile or other accident.

In injuries resulting from diving or other water accidents, the injured should be either floated until trained help arrives or removed with a rigid spine support, because of the frequent occurrence of cervical fractures, according to Dr. Richard W. Rado writing in the Bulletin—"American College of Surgeons."

The association of cervical spine fractures with diving accidents is an accepted fact. That this is a frequent injury is indicated when 34 cases of cervical spine fractures as

the result of water accidents were reported from 49 hospitals in New Jersey alone in 1962 and 1963. It is well known that cervical spine injury is more prone to result in severance of spinal cord than in any other vertebra fracture.

### Stay in Water

With these facts in mind, the removal of a patient from the water following a diving injury by untrained persons is a frightening thought, since removal of this patient from the water makes further injury almost inevitable. The movement may be no more than one foot to the edge of the swimming pool or the difference between the water and the gunwale of a boat.

Whatever the distance, the end result is that the patient with a life threatening injury is thoughtlessly and hurriedly pulled out of the water by people who have no idea of the nature of the injury.

Dr. Rado has shown films of the flailing of the neck of a child when the father carries him from the water with one arm under his back and the other under the thighs. Yet, many cases of this type of removal occurred in New Jersey last year.

So, to avoid further injury there are two methods of handling these cases open to us, and the general public must be made aware and trained in their use. First, the patient can be kept in the water until trained help with a spine board arrives; or, secondly, the patient can be removed with what-

ever rigid support is immediately available, such as a surf board, wood plank or door.

The first method—keeping the patient afloat in the water is good. The water makes a fine spine support and the patient can easily be maintained afloat with the neck in neutral position. Application of a spine board is then easily accomplished by sliding it under him and letting it float up. Mouth-to-mouth breathing or other resuscitative measure can easily be carried out in the water. This technique of keeping the patient in the water until trained help arrives is the least traumatic.

### Use Rigid Support

In many instances, circumstances may preclude keeping the patient in the water until trained help is available. Surfing injuries, excessive bleeding and too cold water may make it impossible to remain in the water. If the patient must be moved, the fact that his neck might be broken must be considered and any rigid support is better than nothing. If no rigid support is available and the patient must be moved, the public must be educated to the fact that these patients may have a broken neck and when moving them support the level of the neck with the level of the back as well as possible.

In other words, "splint 'em where they float" should be the water safety equivalent of the now generally accepted "splint 'em where they lie."

# Engineers Hit FAA Crew Cutback

WASHINGTON—The AFL-CIO affiliated Flight Engineers International Association has thrown up resistance to a new Federal Aviation Association proposal to change its rule governing minimum flight crews on large aircraft.

William A. Gill, Jr., the President of the Flight Engineers, fired off a telegram to Najeeb Halaby, FAA Administrator, protesting the proposal to change the law requiring at least three crew-members—two pilots and a flight engineer—on all planes with a takeoff weight exceeding 80,000 pounds to a crew of at least two. The present rule applies to nearly all four-engined planes.

The FAA called for comments by July 1 on its proposal to drop the standard and substitute a more flexible approach based on study of the individual type of aircraft: its performance, its cockpit design and equipment, and resulting crew workload.

The change, if it becomes effective, would apply to planes gaining FAA certification after Jan. 1 of this year. At the outset, it would involve the new Douglas DC-9 and the British BAC 111, neither of which has, as yet, been cleared by the Agency. Certification means an aircraft meets Government standards of airworthiness.

In his telegram, Gill said he was "shocked" at the FAA statement that flight engineers among others agreed to the change. "Nothing could be further from the truth," Gill said. He said the Civil Aeronautics Board is at present conducting a study of cockpit operations and he asked Halaby to withdraw the proposal "at least until the findings of the CAB in this and other related areas are made known."

A CAB official said the study is expected to be completed about mid summer.

The Air Line Pilots Association, AFL-CIO, which had insisted on the 80,000-pound standard originally, had no immediate comment on the FAA proposal, but has contended in the past that the short range jet BAC III does require a three man crew.

The Flight Engineers are still on strike against Eastern Air Lines because of that airlines' move to cut flight engineers from their cockpit crews.

# Pickets Force Talk Switch

WICHITA, Kansas—One of the biggest trade associations in Kansas moved a convention session out of a struck hotel because its keynote speaker — Senator William Proxmire (D-Wisconsin) — refused to cross a picket line.

Proxmire had a major address prepared for the opening of the Kansas Independent Oil & Gas Association's annual meeting at the Lassen Terrace Hotel here. But when he discovered that the Hotel & Restaurant Employees were on strike because of the hotel's refusal to bargain, the Wisconsin senator told his hosts that they had two choices.

They could cancel his speech, or they could hold their meeting elsewhere.

The upshot was that some 1,000 delegates moved their session to a nearby auditor-

# SIU Clinic Exams—All Ports

EXAMS THIS PERIOD: February 1 - February 28, 1964

Port	Seamen	Wives	Children	TOTAL
Baltimore.....	128	37	19	184
Houston.....	199	14	11	224
Mobile.....	59	4	4	67
New Orleans.....	245	7	10	262
New York.....	360	34	31	425
Philadelphia.....	163	22	29	214
San Juan.....	45	24	16	85
<b>TOTAL.....</b>	<b>1,199</b>	<b>142</b>	<b>120</b>	<b>1,461</b>



# Charge US Oldsters Victimized By Fine Print In Health Plans

WASHINGTON—The president of a Florida senior citizens club told a Senate subcommittee that "high pressure salesmen" have victimized the elderly with "fine print" health insurance policies which bring disillusionment when illness strikes.

Loren Hicks, 73-year-old head of a 700-member club in Pompano Beach, Fla., said insurance firms and agents have engaged in both verbal misrepresentation and "legal but misleading" advertising in selling insurance to those over 65. Hicks told a panel of the Senate's Special Committee that the field of health insurance apparently was so lucrative that he had been "offered the sum of \$200 for the mailing list of our members by an insurance agent."

He stressed that misleading solicitations was not the only problem faced by older persons in purchasing health insurance. His own policy, Hicks told the subcommittee headed by Sen. Harrison A. Williams (D-NJ), pays "very limited benefits," but "is all I can afford."

Members of his club, an affiliate of the National Council of Senior

Citizens, are "convinced" that the only solution is financing of health care for the aged through social security, he said.

Williams said his subcommittee, which has been conducting a broad-ranging inquiry into frauds effecting the elderly, had decided to probe deception in health insurance because of numerous complaints from persons who discover that their policies "failed them when they most needed help."

### Law Has Gaps

The "language of the law" may not cover all cases of deception, Williams noted, "particularly when slippery pitch men deliberately set out to find gaps in that language . . . One thing that is certain, however, is that the sale of an insurance policy is too serious a matter to become a battle of wits between buyer and seller," he added.

The Federal Trade Commission

announced, as the hearing opened, that it has drafted new guides for the mail order insurance business aimed at clarifying the laws on deception. Assistant Attorney General Charles A. James of California and Sherwood Colburn, former Michigan State insurance commissioner, agreed that both federal and state regulation are necessary. Rep. Ronald B. Cameron (D-Calif.) testified that California's efforts to tighten controls over health plans have been stymied by insurance, hospital and medical lobbies.

The one-day hearing complemented hearings which have been held by another subcommittee, under Senator Pat McNamara (D-Mich.) on the high cost of health insurance for those over 65.

## UNFAIR TO LABOR



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

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

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

⚡ ⚡ ⚡

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

⚡ ⚡ ⚡

Eastern Air Lines  
(Flight Engineers)

⚡ ⚡ ⚡

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

⚡ ⚡ ⚡

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

⚡ ⚡ ⚡

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

⚡ ⚡ ⚡

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

⚡ ⚡ ⚡

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

⚡ ⚡ ⚡

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

⚡ ⚡ ⚡

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

# Udall Appoints Coal Export Committees

WASHINGTON—In line with the Government's new policy to step up the export of the United States' hard coal, Secretary of the Interior Stewart L. Udall named a coal export coordinator and

three special committees recently to help carry out a joint Government-industry program to stimulate the trade.

The coal export coordinator is T. Reed Scollon, who also will continue in his regular position as head of the Division of Bituminous Coal in the department's Bureau of Mines. In his newly announced capacity, Scollon will coordinate activities of federal agencies under the coal export program and provide liaison between Government and industry on program developments.

Udall also designated an industry advisory committee and two inter-agency committees. One of the committees will work with the industry advisory group and the department in developing detailed plans for carrying out the coal export program. The other committee, comprising top officials from several Federal agencies, will aid in the department coordinating the program from the standpoint of domestic and foreign policy. Although the anthracite export drive is not formally tied to the administration's anti-poverty drive, it is considered definitely related because the hard coal region of the US is one of the worst of the depressed areas of the country and has a high priority for federal help.

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

Stimulating hard coal exports

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

# Lakes Iron Cargoes Up

DETROIT — Great Lakes shipments of Lake Superior iron ore, coal and grain through April this year totaled 11,988,663 net tons, the highest figure for the period since 1960, and far above the 5,605,830 tons moved for the same period during 1963, according to the Lake Carriers' Association.

Shipments during April alone amounted to 10,978,042 net tons, which is more than double the volume moved in April last year, the Association said.

Grain shipments in April reached the highest level attained in 11 years, the Association said, volume reaching 2,173,957 net tons. Of the 185 grain cargoes, however, only 30 were moved in US ships.

In addition, a four-week peak was attained in iron ore shipments, with 3,959,719 gross tons moved, while coal cargoes surged to 4,369,200 net tons, up from 3,223,485 tons carried in April, 1963.

The larger tonnage is attributed to the earlier start of navigation on the Great Lakes this spring and to industry's continually expanding demands for raw materials.



By Fred Stewart & Ed Mooney  
Headquarters Representatives

## A Voyage Is Just What You Make It

Once you go aboard ship it's up to you and your shipmates to make the voyage as pleasant and as profitable as possible. The first thing to remember is that whether you are an oldtimer or a new member, you all have a common bond. You are going aboard a ship under contract to your Union. It is up to you to protect that contract and in so doing, protect both yourself and your Union.

A good SIU man is a good seaman. He does his job well and never imposes on his shipmates. One of the principle jobs of the oldtimer is to acquaint the new members and first-trippers with the ins and outs of his shipboard duties as well as educating him in the principles of unionism.

A good seaman is clean, neat and orderly. It takes only a few minutes each watch to keep your gear in shape and your foc'sle orderly. The man assigned to clean your quarters isn't your valet. Clean your seaboots and oilskins. When possible hang your oily, dirty gear in some place outside of the foc'sle.

Messmen are just as much a part of the crew as firemen or ABs. A good steward department can improve any ship and any voyage. The messroom on most ships is your club room. It's only a matter of seconds to drop your dirty cups in the sink after coffee time or night lunch. Use ash trays for your butts and ashes, don't throw junk and food on deck. Put uneaten lunch back in the refrigerator. It's bad on the cockroaches and flies but good for the crew. The department delegates should always work together to see that things are kept that way.

When you come aboard look the ship over good. Don't wait until the last minute to make a beef. Pay attention to the condition of the ship, and if things are not made right notify the union hall and a Patrolman will be sent aboard. Don't rely on promises that things will be straightened out "after the ship sails." A lot of beefs can be saved if you remember these points.

- Ascertain before sailing if proper requisitions have been made.
- Inquire as to the contents of the slop chest.
- Check the riders appended to the articles and the conditions of the foc'sles, beds, mattresses, linens, etc.
- Where possible see that a patrolman comes aboard and gets things in as good shape as possible before signing on.

Be sure to study your agreement thoroughly. Remember that overtime pay is designed to protect you against being over-worked and not to make you rich. An overtime hog on any ship is a pain to the entire crew. It is up to the crew and the delegates to see that the overtime is prorated so that all hands share the extra work and the resultant pay as equally as possible.

Keep an accurate record of your own overtime with the date, exact hours worked, nature of work and by whom ordered. Keep separate sheets for "OK" and "disputed" time. Turn your sheets over to your delegate, who will check them for discrepancies in time and present them to the department heads to have them signed. Your individual record is your own property and protection, hang onto these sheets until the payoff.

The union is the interpreter of your union contract. Put down whatever you think is overtime and if the ship's officers think differently, the whole matter can be taken up at the pay-off. Don't refuse to do anything because some engineer, steward or mate says that it isn't overtime. Do what you are ordered to do, put down the hours worked and settle at the pay-off.

When ship's officers do work that should normally be done by the crew, notify your department delegate. In certain cases overtime is collectable by the crew for this work. The final decision will be made at the conclusion of the voyage when the patrolmen and company representatives check the ship's log and overtime sheets. Remember, don't try to settle all your beefs aboard ship if the officers are bucks. Your shore officials will settle things for you.

Don't take unauthorized time off or perform aboard ship. Taking time off is a bad habit, for if you are logged nothing can be done about it; the Coast Guard starts a record on you and the burden of doing your work falls on your shipmates. If extra time ashore cannot be arranged between you and your shipmates with the consent of the master and department heads, then limit yourself to your actual liberty hours. This will save you money and protect the reputation of your Union.

What you do ashore is strictly between you, your conscience and the shoreside authorities.

Homeward bound is the time to get all your affairs in order. All overtime should be rechecked and written up so that it can be easily understood, explained and argued if necessary at the pay-off. All Union books in all departments should be checked and a list made of the first trippers so that the patrolmen boarding the ship at the payoff will be able to get the collections through in a hurry and attend the beefs. A list of the beefs, complaints, logs, Coast Guard cases and other controversial items should be made so these matters can be attended to more promptly.

Your ship may be in port several days after arrival before paying off. Remember that during this period you are still on the articles and payroll. This means that you are still under the orders of the Masters and ship's officers and must continue to carry out your duties until you are paid off and given your discharge. For failure to do this you can be logged and treated the same as if you were on the high seas.

Everyone growls when he comes aboard a dirty, disorderly ship. Remember this and turn over the ship to your relieving crew in a good condition. Be sober at the pay-off and don't be in too much of a hurry to get ashore. Get the beefs settled as far as possible before the payoff so that there won't be any holdups. If all your beefs cannot be settled on the spot, make it a point to stay over for a day or two so that the shoreside union apparatus can get things lined up right.

Always carry your Union book with you and have it available for the boarding patrolman. Pay up all current dues and assessments in port of pay-off. Remember that the Seafarers is an International Union and that every port is your home port.





**Executive Body Tackles Key U.S. Problems**

# MAJOR AFL-CIO COUNCIL ACTIONS

**National Economy**

Unemployment has remained about five-and-a-half percent of the labor force in the last five months, despite the continuing expansion of economic activities and booming profits. In the face of rapid increases in both productivity and the labor force, the rise of sales and production has not been great enough to create the employment opportunities needed to reduce joblessness. Moreover, the anticipated expansion during the rest of this year, under the impetus of the tax cut, is not expected to reduce unemployment appreciably.

Automation is continuing to spread—reducing manpower requirements in many white collar occupations, as well as in production and maintenance types of employment. And the labor force is growing rapidly, with the influx of young people seeking their first jobs. The persistent high level of unemployment remains America's number one problem in 1964 . . .

Idle manpower and productive capacity should be put to work, through increased public works programs, to improve America's public services—our schools, health facilities, housing urban areas and mass transit systems. The job-creating accelerated public works program, which is now being phased out, should be extended, with a \$2 billion federal appropriation, to increase employment in the creation of public improvements of lasting worth . . .

**Housing and Community Development**

The AFL-CIO calls on Congress to enact the Housing and Community Development Act of 1964, proposed by President Johnson in his special message on January 27 and embodied in the Senate bill S. 2468 and the House bill H.R. 9751, with improvements recommended by the AFL-CIO.

The need for this vital measure grows daily more urgent. Already authorization for the low-rent public housing program has been exhausted and a backlog of 40,000 unit applications is on hand which cannot be processed until the new bill is passed. The urban renewal program is rapidly approaching the limit of its authorization and communities undertaking slum clearance efforts need assurance that federal assistance will be available when needed . . .

**Civil Rights**

The Senate of the United States today began its 58th day of debate on the civil rights bill.

We say to the Senate of the United States: Stop talking, start voting.

The Senate prides itself on being "the greatest deliberative body in the world." But by now every meaningful point has been made; every objection, whether as to principle or procedure, has been aired at length. Now the Senate is disgracing the democratic practice of deliberation.

The position of the AFL-CIO is abundantly clear. We believe that the Civil Rights Act of 1964, is substantially the form by which it passed the House of Representatives, must be enacted into law.

Therefore, the Executive Council of the AFL-CIO calls upon the Senate to shun crippling compromise; to reject weakening and delaying amendments; to invoke cloture and to pass the bill now.

We remind the Senate that there are many other measures dammed up by the civil rights obstructionists, which must also be enacted. They, too, bear upon civil rights; for they have to do with prosperity of the nation, with the war against poverty—the war which must be won before equal opportunity can be achieved.

**Middle East**

The Executive Council of the AFL-CIO notes with dismay that the hopes of the peoples of the world for peace and the efforts of our country and its allies for a genuine detente have been severely jarred by Premier Khrushchev's tour of Egypt. In language more abusive than he has used in many months, the Soviet ruler has branded U.S. policy in the Middle East as "aircraft carrier diplomacy." This and other unfounded denunciations made by Khrushchev have not only disturbed the situation in the Middle East but have aggravated international tension.

Premier Khrushchev has deliberately sought to whet Nasser's appetite for aggression against Israel and encourage his maneuvers for dominating the entire Arab world. Towards these ends, Khrushchev promised Nasser additional shipments of the most modern Soviet weapons of war and gave him the green light to do what he wants in the Middle East.

In view of this hate-breeding tour by the Soviet Premier and particularly his hostile denunciation of our country's peaceful and humane role in the Middle East, we strongly urge our government to: (1) reaffirm forcefully its determination to oppose all aggression against

*The AFL-CIO Executive Council held its quarterly meeting in Washington on May 18-20. SIUNA President Paul Hall, an AFL-CIO vice president and an Executive Council member, participated in the three-day meeting. As a result of its deliberations, the Council took actions and presented positions on the major problems facing the nation and the free world. On this page are excerpts from the Council's major actions.*

the territorial integrity and national sovereignty of every country—Arab and Israel—in this pivotal area; (2) pursue policies which will prevent aggressive action by any power in this vital region; and (3) make new efforts to encourage and assist the countries of the Middle East to cooperate in developing their natural resources for the purpose of improving the standard of living among their people and promoting their social and economic progress in peace and freedom.

**Report on Cases Filed Under Article XXI**

From the effective date of Article XXI to May 15, 1964, a total of 300 new complaints, or claims of "justification" for action that would otherwise violate Article XXI, were filed with the President's office.

Of these 300 cases, 168 have been resolved through the process of mediation, by mutual agreement, without the necessity of a determination by an Impartial Umpire. Mediation is still in progress in 28 cases and there is every reason to believe that a number of these will be settled voluntarily . . .

**Action on Internal Disputes Cases (as of May 15, 1964)**

Settled by mediation . . . . .	168
Mediation still in progress . . . . .	28
Determinations by Impartial Umpires . . . . .	91
Fast-finding reports by Umpires . . . . .	7
Pending determinations or reports by Umpires . . . . .	6
<b>Total</b>	<b>300</b>

Of the 91 determinations by the Impartial Umpires, violations of Article XXI were found in 67 cases. In 24 cases, the Umpires found that the action involved in the complaint did not violate Article XXI.

The Subcommittee of the Executive Council has received 30 appeals from determinations of the Impartial Umpires. The results were as follows:

**Action of Subcommittee on Appeals**

Appeal denied . . . . .	25
Appeal withdrawn . . . . .	1
Referred to Executive Council . . . . .	1
Pending . . . . .	3
<b>Total</b>	<b>30</b>

Sixteen complaints of non-compliance with determinations of the Impartial Umpire were received by the Subcommittee. Action on these complaints was as follows:

**Action of Subcommittee on Non-compliance Complaints**

Compliance achieved . . . . .	10
Non-compliance found . . . . .	5
Pending . . . . .	1
<b>Total</b>	<b>16</b>

**National Wage Formula**

There can be no single national wage formula. In a pluralistic economy, with thousands of diverse markets and industries, there must be determination by the employer and the union as to the proper wage level. Free collective bargaining in a free economy is the best method of determining wage levels . . .

... Despite cries of alarm from some, inflation is not today's threat. Today's threat is idle men, idle plants and idle machines.

To the AFL-CIO the answer is simple: We must put America back to work. We must provide the consumer purchasing power which is the base of our entire economic strength.

Therefore, on a union-by-union, company-by-company, and industry-by-industry basis—in light of the needs of the workers involved and the economic ability of the companies and the industry involved—we intend to press

forward for better wages, shorter hours and improved working conditions.

**Brazil**

The recent events in Brazil which culminated in the successful civil-military revolution of April first demonstrated the great determination of the freedom-loving people to end the grave threat to their Constitution and the democratic processes . . .

The AFL-CIO Executive Council emphasizes that the Goulart labor law had made the trade unions subservient to the government. Control of the unions by the government weakened labor and made its organizations vulnerable to Communist penetration. We strongly urge that no time be lost in making Brazilian labor completely free of government domination . . .

... The rights of the working people must be unequivocally recognized in Brazil. Organized labor must have the right to participate fully in the nation's program for social and economic development.

... The AFL-CIO joins with ORIT and the International Trade Secretariats in pledging its all-out effort and resources to help revitalize the Brazilian democratic labor movement and assure its progress on the path of freedom and independence as a truly representative organization of the interests of the workers.

**Alaska**

The disastrous earthquake and tidal wave which spread death and destruction across large parts of Alaska was one of the greatest natural catastrophes in the history of our country. Five cities were destroyed and hundreds of homes were lost. To the victims of that catastrophe, we express our sympathy. To those who are rebuilding their lives, to those who are working to restore the economic and social life of Alaska, we pledge our support.

Already the American labor movement has responded promptly and generously to help victims of the earthquake. Aid has been given by the AFL-CIO and affiliated organizations. Trade union members in Alaska have given their services in a wide variety of volunteer work to help restore normal community life . . .

... Specifically, we urge that the Small Business Administration make available disaster loans at the lowest possible interest rate to Alaskan businessmen. We support requests made by Senator Gruening of Alaska to the Small Business Administration that loans at an interest rate of three-fourths of one percent should be made available to qualified applicants in Alaska. Under the Disaster Loan Act, the Small Business Administration can make loans at any interest up to three percent with any appropriate delayed repayment terms.

It is inconceivable to us that overseas loans to foreign countries under the United States foreign aid program should be made at an interest rate lower than the interest rate charged to American victims of a natural disaster within the United States. We strongly urge that interest rates on Small Business Administration disaster loans to Alaskan businessmen immediately be cut to three-fourths of one percent, the charge imposed on loans to foreign countries under the U.S. foreign aid program.

**Defense of Free World**

... The Executive Council of the AFL-CIO rejects as a monstrous myth the notion that our country and its allies can promote world peace, human well-being and freedom by helping the Communist dictatorships overcome the severe hardships and difficulties which their policies and practices have brought about. Expanded western trade with and the extension of long-term credits to Communist regimes will not help them "evolve towards democracy" or remove the sources of world tension. On the contrary, such help by the United States and Western Europe might well enable the Communist regimes to emerge from their present difficulties strengthened for their next round of offensive actions against the free world. This would only aggravate the cold war . . .

... The difficulties now afflicting the Communist economies and the conflicts plaguing the international Communist movement provide a propitious moment for our country and its allies to initiate diplomatic, economic, and political moves to eliminate the causes of world tension and to promote just and lasting peace . . .

... Neither the difficulties confronting the Communist world nor the tactical changes these have imposed on Moscow should serve as an excuse for our country and its allies relaxing their vigilance or reducing their strength. We dare not tire in the struggle to prevent a Communist takeover of the world. The hour calls for greater unity and strength of the Atlantic community to promote freedom, social justice, and lasting peace.



'Sea-Time'

By Seafarer R. W. Perry



You like ham Monday, Tuesday, Wednesday and Thursday. All of the sudden you don't like ham on Friday.

PAN OCEANIC FAITH (Oceanic Tanker), April 29—Chairman, S. P. Drury; Secretary, Kenneth Collins. \$14.15 in ship's fund. Ship sailed short two firemen, one oiler and a wiper. All except the wiper will join the ship at the bunkering port of Freeport, Grande Bahamas. Brother J. R. Watson was elected to serve as new ship's delegate. Former ship's delegate was extended a vote of thanks.

ROBIN KIRK (Moore McCormack), April 12—Chairman, Lee deParlier; Secretary, Michael Dohearty. Major beef about delayed sailing. Letter to be sent to headquarters. Motion made that negotiation committee negotiate for wooden bunks and lockers in

not completely taken care of. Suggestion made to try and keep fantail and recreation room as clean as possible. Crew requested to be a little quieter at meal times. Vote of thanks to the steward department for a job well done.

JEAN LA FITTE (Waterman), Feb. 23—Chairman, V. Kleene; Secretary, H. Ridgeway. No beefs reported by department delegates. Brother V. Kleene was elected to serve as ship's delegate. Crewmembers requested to keep pantry clean at night.

PENN CHALLENGER (Penn Navigation), March 21—Chairman, Jim Tanner; Secretary, Ira K. Coats. Letter was written to headquarters about replacements that have not been obtainable in the Far East. The captain agreed that all lines should and would be stowed upon leaving discharge port, for safety and convenience of crew. Ship is short five men.

SEATRAN LOUISIANA (Seatrains), April 20—Chairman, Joe B. Block; Secretary, Herbert C. Justice. Ship's delegate reported ship is running smoothly. No beefs have been reported by department delegates. One man missed ship at Edgewater, New Jersey. \$12.72 in ship's fund. All members are urged to please keep the laundry in sanitary order.

GLOBE CARRIER (Maritime Overseas), April 12—Chairman, T. Drzewicki; Secretary, C. McDaniel. Five men missed ship in Philadelphia. Delegates asked to make up repair list early.

YAKA (Waterman), April 18—Chairman, L. Fargan; Secretary, None. Ship's delegate stated that draw will be put out upon arrival in port of payoff, which will be New York. \$10.18 in ship's fund. Wipers have some disputed OT. Request that patrolman check stores on ship. There was a shortage of a few items this trip. Discussion on moving some of the black gang midship. Mail service was poor this trip.

TRANSBAY (Hudson), March 8—Chairman, E. W. Lamb; Secretary, J. M. Sammen. Brother W. F. Leonard was elected to serve as ship's delegate. To see captain about getting more cigars. No beefs reported.

SAN FRANCISCO (Sea-Land), April 5—Chairman, R. A. Edin; Secretary, S. M. Simos. Ship's delegate said there wasn't much to report except that one man was fired in Puerto Rico. Discussion about ship's fund. Anyone who wants to contribute to same can do so at the payoff. \$10.85 in fund at present. Everything is running smoothly with no beefs. Vote of thanks to the steward department, especially the steward, for a wonderful job and good food and service this trip.

DIGEST of SIU SHIP MEETINGS

place of the metal bunks and lockers. To start ship's fund from arrival pool.

LOSMAR (Calmar), April 12—Chairman, J. Pat Conley. Secretary, Richard Tapman. \$2.65 in ship's fund. All donations accepted. No beefs reported by department delegates. Crew reminded to let messman feed the watch first. Crew asked to eliminate all unnecessary noise in passageways, also to return all cups to sink.

TADDEI VICTORY (Consolidated Mariners), April 6—Chairman, T. C. Hopkins; Secretary, Robert Porter. No beefs reported by department delegates. Vote of thanks extended to the steward department.

TAMARA GULDEN (Transport Commercial), March 15—Chairman, Clifford M. Pressnell; Secretary, Roman Vitoria. No beefs reported by department delegates. Brother A. Opsal was elected to serve as ship's delegate. Movie fund accepted.

NORBERTO CAPAY (Liberty Navigation), March 15—Chairman, Walter A. Johnson; Secretary, Norman Mendelsen. Ship's delegate told crew that the draws will be in traveler's checks. Steward had to get off the ship in Fort Lauderdale, Florida, due to illness. New steward will meet the ship in Ceuta, Spanish Morocco. Almost all repairs have been taken care of. \$19 in ship's fund. Brother Walter A. Johnson was elected to serve as ship's delegate.

GLOBE EXPLORER (Maritime Overseas), April 12—Chairman, J. Woolford; Secretary, L. White. Ship's delegate reported that the repairs were

From the Ships at Sea

April 15, the date which Seafarers and every wage earner in the country regards with dread as they make their last minute hunt for deductions to beat the income tax filing deadline, has come and gone. However, even before the deadline came into sight, SIU men were all smiles as they contemplated the larger pay checks they would receive, thanks to the tax cut passed by Congress earlier this year, crewmembers on the Pan Oceanic Faith (Pan Oceanic Tankers), however, wish they could share in this bounty enjoyed by their Union brothers, but they're fast beginning to believe the whole thing is a hoax. Andrew Lenansky, ship's delegate, reports the crew has seen its third payoff without the slightest boost from a taxcut showing up in its pay.

After making one of the first voyages in an SIU ship carrying grain to Russia, George W. Alexander, ship's delegate on the

rotten inside, writes C. Collins, meeting secretary.

Mere praise for the efforts of the steward department on the Erna Elizabeth (Overseas Navigation) just won't do the job as far as Seafarers in the crew are concerned. S. Doyle, meeting reporter, says that the crew has officially requested that the word be passed that the ship is one of the best feeders in the Union. The crew's resolution went on to state that the high quality of the chow turned out by the galley staff reflects credit on the entire SIU steward department.



Walter Donnelly

Transerie (Hudson Waterways), reports a smooth, log-free trip. One crewmember had to be hospitalized in Odessa, while another paid off in the same city after being informed of a death in his family. The Transerie's crew gave a special vote of thanks to retiring ship's delegate John J. Quinter.

If steward department members on the Thetis (Rye Marine) don't know much about tropical fruit, they're going to learn the hard way in coming weeks. A resolution passed at a recent ship's meeting asked that the steward inspect all oranges taken aboard since the crew has found that too many are

The Erna Elizabeth's crew is not the only one which appreciates that extra bit of effort put out by an expert steward department. Other ships whose crews have voted thanks for chow turned out in traditional SIU style are The Cabins (Texas City Refining), Alcoa Runner (Alcoa), Ocean Dinny (Maritime Overseas), Madaket (Waterman), Penn Trader (Penn Shipping), Northwestern Victory (Victory Carriers), San Juan (Sea-Land), Transglobe (Hudson Waterways), Kent (American Bulk Carriers), Penn Vanguard (Penn Ship-



Aragones Woolford

ping), La Salle (Waterman), New Yorker (Container Ships) and Jian (Pacific Waterways).

LOG-A-RHYTHM:

Mirrors

By I. MULLER

The story of a man's life Is reflected in a mirror, The firmness of youth And the wrinkling of age. If only mirrors could talk, Remarks the old sage. There is no need for talk; It reflects his age. And then the young beauty, The mirror arched in her hand Trying to turn back The time and sands. Oh! It has broken, The pieces scatter Over the floor. They no longer Tell their story Of ten and three score.

for good menus and fine chow, reports P. Muccia, meeting chairman.

Keeping clean on the Globe Explorer (Maritime Overseas) is getting to be quite a problem. When a crewmember turns on the hot water faucet in the shower room, he's usually greeted by a blast of live steam. Since cold showers seem to be the only alternative to getting scalded, the crew is demanding a new thermostat for the hot water heater, reports Joseph Woolford, meeting chairman.

Not only are Seafarers aboard the Del Norte (Delta) getting to see the latest movies, but they ail feel more secure now that they've heard their movie fund is solvent again.

Clean Linen



A new change of linen is laid out for crewmembers of the Hudson (Victory Transport) by steward F. Degedt, who poses after he has just completed putting out sheets, soap suds and everything else a Seafarer needs to keep clean.

Henry B. Donnelly, ship's delegate, reports that the \$400 missing from the ship's movie fund has been returned, thanks to the efforts of New Orleans port agent, Buck Stephens.

The quality of the bedding on the Nornia (Marine Traders) was the object of considerable discussion at a recent ship's meeting. Not only did crewmembers have plenty to say about the mattresses and bad springs in their quarters, but one disenchanted seaman charged that ship's linen was like cheesecloth—and a poor grade at that, writes John McLemore, meeting chairman.







Crewmembers on the Inger (Waterman) want their Union brothers to know that when it comes to fine chow, there isn't a ship afloat whose steward department can compare with their's. Members of the rave-inspiring department are (front row, l-r) Eugene Ray, chief steward; John B. Harris, John Thomas, Salvador Malhabour, Jackson Fong and Edward Van Wynck. Standing in the rear are Norman Sawyer, Harry Jones and Sovandus Sessoms.

## Fine Chow Inspires Raves, Adding Inches To Waistlines

Seafarers usually express their gratitude for fine chow and excellent service by a ship's steward department with a traditional vote of thanks "for a job well done." This month, however, crews on two SIU ships have written the LOG raving about the culinary excellence of their respective steward departments.

Seafarers aboard the Hurricane (Waterman) recently decided that the usual vote of thanks just wouldn't do as a means of letting their steward department know of the crew's appreciation for the fabulous chow they get. A special committee was set up by a resolution made at a regular ship's meeting to formally show the gratitude and high respect the crew holds for the Hurricane's galley staff.

In a letter from the committee signed by J. C. Thompson, John E. Thomas and Michael Ray, a full description was given of the mouth-watering chow that would make any Union member drool in envy.

The committee's letter singled out John Thomas, crew messman, and Sovandus Sessoms, pantryman, for their cheerful, excellent service. Eugene Ray, chief steward, and John B. Harris, chief cook, both came in for high praise for the excellent preparation of food and its great variety.

The committee went on to show that the Hurricane's galley crew's attention to the extras is often the difference between an average steward department and one that gets the wild praise of every last



Hughes



Prestwood

Seafarer on board a ship. "Never a coffee break passed without some well prepared pastry being served with the coffee. Night lunches were always good and a sufficient quantity served. The chief steward made every effort to procure fresh vegetables and fruit in foreign ports," the letter said.

The Hurricane's glowing citation for its steward department was made during a recent 30-day trip to North Africa and southern Europe. Although the committee couldn't find anyone on board who had a complaint about the steward department, the three members did have one reservation about the high quality of their meals. Their letter of commendation concludes, "Sorry to say all hands have been putting on weight."

The second ship whose steward

department has caused an appreciative crew to let out their belts a few more notches is the Inger (Reynolds Metals). A letter from deck delegate Frank E. Hughes carries a description of the delicacies prepared by the ship's galley staff that would make a passenger traveling first class who is being fed on continental cuisine envious.

Typical items on the Inger's menu bearing steward James R. Prestwood's excellent culinary touch include fresh stuffed jumbo shrimp, turkey pullette, mixed fried seafood platters, stuffed pork chops, won ton and egg drop soups. As far as Hughes is concerned, dishes like these are rarely seen on luxury passenger liners, let alone bulk carriers and cargo ships.

As an added extra, Seafarers on the Inger have the added treat of stuffing themselves on the deluxe pastry creations of Olle Esquivel, the ship's baker. "We also think we have one of the best bakers out of the Gulf district. His doughnuts melt in your mouth. His apple turnover, star pastry, jelly rolls, strawberry and fresh peach shortcakes as well as his cakes are put out in fine SIU fashion. What makes all his pastries a real joy to sink your teeth into is that they come in so many different varieties," Hughes says in his rave report.

Speaking of Prestwood's fine work as steward, Hughes says, "The steward also gives a hand wherever it's needed, and can be found in the galley or the crew messhall during every meal to see that our chow is served just right. He also takes care of the slop chest day and night and no one has any problem about getting the things he needs. In short, we have the best doggone steward department in the SIU.

Hughes declares that one of the main reasons for his letter of high praise is that the Inger's crew finds it pretty monotonous giving votes of thanks to the steward department every time there is a ship's meeting.

Hughes evidently isn't worried about the impact of the Inger's fine chow on his waist line. Finishing his letter, he says, "Will close now and raid the ice box."

### Notify Union On LOG Mail

As Seafarers know, copies of each issue of the SEAFARERS LOG are mailed every two weeks to all SIU ships as well as to numerous clubs, bars and other overseas spots where Seafarers congregate ashore. The procedure for mailing the LOG involves calling all SIU steamship companies for the itineraries of their ships. On the basis of the information supplied by the ship operator, four copies of the LOG, the headquarters report and minutes forms are then airmailed to the agent in the next port.

Similarly, the seamen's clubs get various quantities of LOGs at every mailing. The LOG is sent to any club when a Seafarers requests it by notifying the LOG office that Seafarers congregate there.

As always the Union would like to hear promptly from SIU ships whenever the LOG and ship's mail is not delivered so that the Union can maintain a day-to-day check on the accuracy of its mailing lists.

### Gives Thanks For Benefits

To the Editor:

I wish to express my heartfelt thanks for the check from the Seafarers Welfare Plan Fund and the kind letter that accompanied it which I recently received. Since my husband, Glenn A. Masterson, passed away, the Union death benefit has really turned out to be a financial godsend.

I can only tell you of my deep feeling of admiration and gratitude toward the SIU. I am filled with pride when I realize that my husband was the member of such a fine organization.

Mrs. Eva Masterson

~ ~ ~

### Welfare Plan Brings Praise

To the Editor:

I want to extend my most sincere thanks to the SIU for the prompt response they made when I filed my benefits claim recently with the Union Welfare Plan.

I don't have the words to express my gratitude to all the people in the Union who contacted me to express their sympathy while I was in my hour of sorrow.

Thanking you again, ever so much.

Mrs. Jose M. Melendez

~ ~ ~

### Urges Veteran's Bill Support

To the Editor:

I am writing to urge every member of the SIU to support the passage of the Elliot National Service Life Insurance (NSLI) Act of 1964. The bill is now before the House Veterans' Affairs Committee, but

still is waiting to be introduced in the Senate.

The Elliot NSLI Act would amend the legislation governing the National Service Life Insurance program to permit the granting of the insurance to veterans who were previously eligible for it for a period of one year.

If this amendment becomes law, at least 7,000,000 men and women would benefit. I strongly urge SIU members who live in New York State to write their Senators to get the bill introduced.

Druid W. Beavers

~ ~ ~

### LOG Praised By Pensioner

To the Editor:

I am sending you this short letter just to let you know how much I appreciate receiving the LOG every two weeks.

## 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.

Now that I am retired and don't get much of a chance to get around as much as I did before, I find that the paper really fills me in on what is going on in the SIU and elsewhere in the shipping world.

I first joined the Union in 1938 and sailed in the steward department for about 22 years. My last ship was the Ines, and I retired my book in 1962 when I went on pension.

Henry H. Williams

### Taking The Air



Their galley duties completed for the moment, three members of the steward department of the San Francisco (Sea-Land) are caught by the camera as they pause to enjoy the breeze off San Francisco bay. Standing (l-r) are S. M. Simos, steward; E. Henderson, chief cook, and Henry Milton, baker.

**TRANSGLOBE (Hudson), April 10**—Chairman, G. Francisco; Secretary, Guy Debaere. No beefs reported. Brother Kenneth E. Galney was hospitalized in Bremerhaven, Germany, to undergo operation. After a couple of weeks he will marry a beautiful French girl, and the crew of the SS TRANSGLOBE wish Brother Galney the best of luck in his new venture.

## DIGEST of SIU SHIP MEETINGS

Discussion in contacting patrolman or Company about roaches aboard ship, or have bosun do the spraying as he has the equipment.

**ALCOA MARINER (Alcoa), April 4**—Chairman, V. L. Barfield; Secretary, E. Bishop. Ship's delegate reported that two men were left in hospital in Bermuda. No beefs were reported by department delegates. Vote of thanks extended to the steward department for service and good food.

**GLOBE PROGRESS (Maritime Overseas), April 18**—Chairman, Elvyn Bussell; Secretary, Nicholas Matjimisios. One man missed ship in Rotterdam, Holland. Some disputed OT in deck department. Request that patrolman see chief engineer and asking him to mind his own department and to keep out of the other departments. New ship's delegate to be elected for next trip. Vote of thanks to the steward department.

**KENT (American Bulk Carriers), March 7**—Chairman, Bo Anderson; Secretary, John R. Mins. No beefs reported by department delegates. Vote of thanks extended to the steward department.

**ARTHUR M. HUDDALL (Isthmian), March 22**—Chairman, J. Snyder; Secretary, H. Karpowicz. Ship's delegate reported that there were some beefs and quite a bit of disputed OT. Letter was sent to agent and patrolman in Baltimore to help payoff upon arrival. Vote of thanks to the steward department for fine service and job well done.

**ST. CHRISTOPHER (Destiny Carriers), April 19**—Chairman, R. K. Holt; Secretary, F. Pasaluk. Washing machine and cooler needed for the engine department. Crewmembers requested to keep messhalls clean. No beefs reported by department delegates.



# Getting Ready To Sail On The Topa Topa



On a recent visit to the *Topa Topa* (Waterman) in Baltimore, the LOG photographer found crewmembers making last minute preparations as the ship got ready to sail. In the photo at the left, deck department member Carl Pierce hauls on a chain, while in a scene in the engine room, second left, oiler Paul Cavan (left) checks a dial setting with J. S. Skidmore, third engineer. James Dodd, messman, is seen clearing off a table, second right, and deckhand James Corcoran is caught going below (right.) The *Topa Topa* sailed for Barcelona, Spain; Pyreas, Greece; Karachi, Pakistan, and Bombay, India with general cargo.

**RIO GRANDE** (Oriental Exporters), March 22—Chairman, Julio Evans; Secretary, R. A. Clarke. Motion made to have negotiating committee look into wage increase and OT increase for watchstanders in port, from 5:00 PM to 8:00 AM. Disputed OT in the three departments.

**STEEL ADVOCATE** (Isthmian), March 22—Chairman, Tommy Self; Secretary, Jim Morgan. Ship's delegate advised the crewmembers to keep from being logged. No beefs or disputed OT reported by department delegates.

**ALAMAR** (Calmar), April 3—Chairman, Tom Cromand; Secretary, Fred Sullins. Ship's delegate reported that everything was running smoothly. \$17.50 in ship's fund. Vote of thanks extended to the steward, Fred Sullins, and the entire steward department for a job well done.

**OUR LADY OF PEACE** (Liberty Navigation), April 24—Chairman, M. Arlinghaus; Secretary, W. E. Casey. Brother H. Arlinghaus was elected to serve as ship's delegate. Discussion on cleanliness of heads, and using of ash trays. Vote of thanks to the steward department for fine food and service. It was suggested that this ship be fumigated.

## DIGEST of SIU SHIP MEETINGS

**CHOCTAW** (Waterman), March 22—Chairman, R. Dean; Secretary, D. Ruddy. Vessel is paying off in California. No disputed OT or beefs reported by department delegates.

## Close War Escapes Marked Seaman's First Year In SIU

Twenty years ago in 1944 events in Europe were beginning to move with breakneck speed as the Allies unleashed a multi-front attack which spelled the beginning of the end for the Axis powers. John Chiorra, who joined the SIU during this period, vividly recalls the danger-filled trips he made during 1944 as a member of the US Merchant Marine.

Chiorra, who sails in the steward department, remembers the tension wracked period when his ship lay off the Anzio beachhead under constant shellfire, strafing and bombing attacks for six days. He also has thrilling memories of an anxious 12 hours spent on the Anton Dvorak trying to outrun a German Raider in the Indian Ocean. Several weeks later he climaxed his wartime shipping career by almost being shot as a Nazi spy in newly-liberated Greece.

Chiorra began his career as a merchant seaman when he signed on the Peter V. Daniels in Philadelphia. Her holds loaded with a lethal cargo of blockbusters, the ship was convoyed across the Atlantic toward its destination in Naples.

When the convey reached Gibraltar, it was discovered that a German submarine wolf pack was lurking on its heels. At this point, security reasons dictated that the convoy attempt to shake off the U-boat pack, and the Peter V. Daniels was left to scurry into Naples on her own.

Reaching Naples without injury, the Liberty ship exchanged her cargo of bombs for ammunition and troops bound for the Anzio invasion site 12 to 14 hours away. On reaching Anzio, she found herself in a situation similar to that of many a merchant ship that suddenly found itself in the middle of actual combat during the war.

Since all shipping supporting the Anzio invasion was the target of continuous shell fire, strafing and bomb attacks, unloading could only take place at night to avoid becoming clay pigeons for German

gunners and pilots. A further complication was that cargo was moved from the ships to the beach by "ducks" and LCM's. Faced with these difficulties, it took the Peter V. Daniels six days to be unloaded. During this time the ship was the victim of continuous artillery attacks from the shore and bombing runs by the German Luftwaffe which was determined to stop the invasion at any cost. Chiorra remembers diving into a nearby potato bin time after time every time the German aircraft came over to strafe and bomb his ship.

**The Deadly 'Big Bertha'**  
The Peter V. Daniel's greatest worry during those treacherous days spent waiting off Anzio was the German Army's "Big Bertha" which was set up back in the mountains overlooking the beachhead. The largest artillery piece in the Wehrmacht arsenal, "Big Bertha" was used with deadly skill against the invasion fleet anchored off the beach. To escape this deadly threat, ships in the harbor were forced to change their position every thirty minutes in an effort to confuse "Bertha's" forward observation crews.

After leaving Anzio, Chiorra returned to the US where he signed on the Anton Dvorak, a Robin Line ship, in Baltimore on what eventually turned out to be a six-and-a-half-month trip. Originally headed for Russia, the vessel was diverted to East Africa where it picked up a load of coal for Greece.

Heading across the Indian Ocean by itself, the Dvorak was sighted by a swift German Raider which quickly gave chase to the Robin Line vessel whose top speed was 12 knots. In an effort to keep clear of the raider's guns, the ship's master ordered a zig-zag course which the Dvorak followed until darkness allowed her to slip away.

When the ship dropped anchor off the coast of Salonika, Greece, the Seafarers aboard found themselves confronted with another

typical wartime situation. No agent could be found and no one ashore knew what to do with the cargo. After a thirty-day wait, the Dvorak sailed to Piraeus where the coal was unloaded.

It was at this point where Chiorra underwent his most spine-tingling experience of the entire World War II period. Looking for some entertainment, he and the ship's bosun went ashore dressed in civilian clothes, only to find that they were the only English-speaking seamen in the streets. When their presence became known to the local police, they were immediately picked up and jailed as suspicious characters.

After suffering several years under the occupation of the Nazis, the Greeks were all too willing to believe that the two Americans were German spies. During the following six days, the police tried to force the unlucky pair to confess, threatening to shoot them time and again.

Chiorra admits that he was beginning to think that his number had finally come up, when he suddenly ran across an Englishman at police headquarters. After outlining their sorry plight, the sympathetic Englishman got word to Captain Watgae on the Dvorak who quickly obtained their release.

Describing this incident as his closest shave, Chiorra concludes, "The Germans were supposed to be bad, but those Greek police were worse than the Gestapo!"

## Union Has Cable Address

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

## Garbage Disposal Beef Proves Safety Issue

According to the ship's minutes, a Del Norte crewmember called upon his fellow shipmates during the good and welfare portion of the ship's meeting to make safety aboard ship a 24 hour around-the-clock job.

Usually subjects on safety are only brought up during the periodic safety meetings that are held aboard ship, but in this case, the Seafarer thought that safety was an important enough topic for discussion even in a regular membership meeting.

It seems that a certain Seafarer had developed a beef with his fellow crewmembers over their practice of tossing garbage, boxes, papers and anything else they didn't want out of the nearest port hole or window. During the last trip, he charged, while he was putting a new coat of paint on the hull, he almost took a sudden drop into the drink when a bottle hurled out of an open pantry porthole missed him by inches.

Instead of using their portholes for a handy trash can, the nettled Seafarer contended that his shipmates would be doing themselves and their shipmates a favor if they used them for the purposes for which they were designed; looking through and ventilation.

While the crew on the Del

Norte got a safety reminder from one of their brothers. Seafarers on two Isthmian ships can be justly proud of the safety record they have compiled. Crewmembers on the Steel Admiral and Steel Architect were all elated to learn that their ships had been presented safety awards by the shipping company.

Some important safety hints whose importance is obvious to every Seafarer were made at a recent safety meeting held on the LaSalle (Waterman). Faced with an outbreak of colds in his department, bosun W. C. Sellers lectured on the importance of wearing the proper clothing, such as rain gear or heavy clothing, whenever weather conditions warrant it.

The LaSalle's steward, F. Bartlett, had some timely advice for the galley staff in case the ship ran into heavy weather. He reported on the care he had taken to insure that all his supplies were well secured. He emphasized that special attention had been given to glassware where extra pains had been taken to make sure that it was well stowed and safe from breakage.



Chiorra



# SIU ARRIVALS and DEPARTURES

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

Marti Goodwin, born January 20, 1964, to the Carl Goodwins, Houston, Texas.

Tina McClellan, born January 1, 1964, to the Byron McClellans, Frankfort, Mich.

Larry Copado, born January 8, 1964, to the Faustino Copados, Galveston, Texas.

Ann Margaret MacDonald, born August 18, 1963, to the William MacDonalds, Buffalo, New York.

Kevin Jackson, born October 14, 1963, to the Thomas A. Jacksons, Baltimore, Md.

Mary Pusloskie, born December 14, 1963, to the Paul Pusloskies, Baltimore, Md.

Joy Kathleen Harrison, born December 19, 1963, to the Richard W. Harrisons, Hudson, Wisconsin.

Robin Anthony Malta, born November 8, 1963, to the Louis Mal-tas, New Orleans, La.

Katherine Senff, born November 18, 1963 to the Edward Senffs, Onaway, Mich.

Tammy Lee Seal, born July 22, 1963, to the Jimmy B. Seals, Anlta, La.

Alexandria Smart, born Novem-ber 15, 1963, to the Alexander Smarts, Philadelphia, Pa.

Fred W. Brand, born November 14, 1963, to the Fred Brands, New Orleans, La.

Gregg Alan Cousineau, born Dec-ember 12, 1963, to the Lorn Cou-sineau, Alpena, Michigan.

Matthew McMillan, born Janu-ary 23, 1964 to the Sandy McMil-lans, Brooklyn, New York.

Debra Ann Palumbo, born Dec-ember 29, 1963, to the Bartholome P. Palumbos, Union City, New Jersey.

Kerry Burton, born January 9, 1964, to the Herman Burtons,

Westminster, South Carolina.

Mary Elizabeth Cabral, born September 29, 1963, to the John Cabrals, Bristol, R.I.

Maria Burgos, born October 21, 1963, to the Manuel S. Burgos', Santurce, Puerto Rico.

Michael Charles Brown, born October 7, 1963, to the Charles C. Browns, Texas City, Texas.

Donald Reed, born January 16, 1964, to the Ronald D. Reeds, Mamou, La.

Hector Bonfont, born January 16, 1964, to the Felix Bonfont's, New York, New York.

Laurie Anne Brooke, born Janu-ary 7, 1964, to the Osborne Brookes, Eight Mile, Alabama.

Albert Torres, born January 14, 1964, to the Vol Torres', Houston, Texas.

Russell Thomas Holloway, born

# SEAFARERS in DRYDOCK

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

USPHS HOSPITAL NEW ORLEANS, LOUISIANA  
Edward D. Adams R. F. Edmonds  
H. P. Arceneaux John D. Edwards  
Guy Barkdull James R. Egan  
Richard W. Barnes Louis O. Estradan  
Edgar Barton John Fahis  
Thomas Bell, Jr. E. S. Fairfield, Sr.  
Daniel H. Bishop Orazio R. Farrara  
Gary A. Bryant John S. Fontan  
Wilbert Burke Theodore Fortin  
G. E. Burlison Audley C. Foster  
Mallory Coffey Cedric W. Francis  
Sidney C. Day Richard Gallegos  
Wm. J. Donahue James E. Gardiner  
Peter A. Dufour Jesse L. Green  
Anthony J. Lujan Lewis N. Griffin

November 16, 1963, to the Royal T. Holloways, Newport, Tenn.

Dolores Whalen, born January 7, 1963, to the Joseph Whalens, Philadelphia, Pa.

Frank Crosbie, born January 25, 1964, to the Frank Crosbies, Houston, Texas.

Panagiotts Pothos, born Octo-ber 14, 1963, to the Steven Poth-os', Ridgefield Park, New Jersey.

Brian Scott Lewis, born Janu-ary 29, 1964, to the David A. Lewis' Jr., Ashtabula, Ohio.

Leon Brodeur, born October 14, 1963, to the Joseph W. Brodeurs, New Boston, Texas.

Theo. M. Griffith Charles L. Monks  
Otis J. Hardin Ralph H. Newcomb  
James O. Jackson Robert Odum  
Frank F. James Volle O'Mary  
Chas. P. Johnson Robert D. Phelps  
Foster Juneau Ralph A. Pilhet  
George B. Keneday B. E. Richardson  
Evie E. Kinman H. W. Schnoor  
R. Kirschman Aristides Soriano  
Duska P. Korolla R. E. Stough, Jr.  
Anna A. Lanza Adolph Swenson  
M. M. Lacklear Wm. B. Thieimonge  
Henry J. Maas, Jr. Bobby L. Trosclair  
Mont McNabb, Jr. John Valladares  
Claude McNorton Philip C. Mendoza  
Phillip C. Mendoza Henry W. Wintzel  
Cecil G. Merritt Wm. J. Woolsey, Sr.  
Cleon Mixon

USPHS HOSPITAL BALTIMORE, MARYLAND  
C. A. Campbell, Jr. James Mitchell  
C. E. Foster, Sr. Donald Murphy  
R. E. Danielson S. Orkuszewski  
George Graham Antonio Palmer  
Charles Hppard Ralph Pardue  
A. Heinvald Louis Rosenthal  
Emile Houde J. C. Selmon  
Roy K. Johnston Carl Smith  
Donald Joyce Eugene Topping  
V. E. Kane Bruce E. Webb

USPHS HOSPITAL GALVESTON, TEXAS  
James Bencie Charles Linberg  
H. J. Ballard Andrew Lynch  
Wm. T. Briggs Warren J. Lewis  
Eugene P. Covert Frederick Ourweneel  
T. H. Fitzgibbons Lawrence Springer  
James L. Gates Alfonso Sandino  
Harvey Hill Charles M. Silcox  
Milbern L. Hatley Charles B. Young  
Marvin Jansen Charles C. Martin  
C. J. Kemper

USPHS HOSPITAL DETROIT, MICHIGAN  
Herbert Anderson Barney Majjesia  
Edward Baatz Joseph Mrkua  
Homer Campbell James Noffsinger  
Arnold Duriecki Joseph Rullins  
Julian Flazynski Howard Smith  
George Kohler Donald Tucker  
Clarence Lenhart John Unitus  
Donald Murray Jack Wiley

USPHS HOSPITAL CHICAGO, ILLINOIS  
Stanley Baltu Ray Kiersten  
Ahmed A. Mashrah Ralph Salisbury  
Walter Fredericks Conrad Graham  
Harold Werns Richard Hellesvig

USPHS HOSPITAL SEATTLE, WASHINGTON  
H. H. Annfield Robert F. Nielsen  
Sam N. Bowden Antonio B. Penor

USPHS HOSPITAL JACKSONVILLE, FLORIDA  
H. L. Grizzard G. C. Maddox  
H. M. Galphin H. J. Roof

USPHS HOSPITAL NORFOLK, VIRGINIA  
I. Blankenship Otto Sylvester  
Herman Carney William Witte  
Edward Day Hildred V. White  
Roscoe J. Hampton Barron Daniels  
L. L. Pickett

USPHS HOSPITAL BOSTON, MASSACHUSETTS  
Gilbert Edwards Charles Robinson  
William Kouzovnas Claude Valladares

USPHS HOSPITAL SAN FRANCISCO, CALIFORNIA  
Archibald Bell E. C. Humbird, Jr.  
Pastor B. Ablin Roland E. Parady  
David Blumlo Carlos Perez  
Henry Dellorano Donald A. Ruddy  
Charlie A. Gedra Raymond Ruppert  
Alfred D. Gorden T. L. Thompson  
R. J. Henninger F. R. Weatherly  
Henry O. Hock

USPHS HOSPITAL STATEN ISLAND, NEW YORK  
John Aha George McGinnis  
Frank Adkins Warren McIntyre  
Henrik Bjerring Charles Misak  
Victor Bonet Al Nelson  
Lawrence Byrne Jose Pacheco  
Clarence Collins N. Palantzoglou  
Francisco Cullante Pedro Pinott  
John Cullinson Tom Rainey  
Hamilton Daitley James Ray  
Fred DeBilli Wm. Sargent  
Lionel Desplant Erich Sommer  
Nathan Dixon Al Stracciolini  
C. Fernandes Leon Striler  
James Fisher Tonis Tonisson  
Ormel Fleet Julian Vista  
Robert Goodwin Ernest Vitou  
Lynwood Gregory George Warren  
Ralph Hayes Hughlin Warren  
Charles Haymond Harry White  
Walter Kowalczyk Robert Williams  
Serafin Lopez Walter Ulrich  
Paul McDaniel Henry Callahan

USPHS HOSPITAL FORT WORTH, TEXAS  
Gerald Algerson Billy Lynn  
Thomas Cassidy George McKnew  
Arthur Collett Samuel Mills  
B. Deibler Max Olson  
Aba Gordon James Webb  
Thomas Lehay Willie Young

SAILORS' SNUG HARBOR STATEN ISLAND, NEW YORK  
Daniel Gorman Thomas Isaksen  
Alberto Gutierrez William Kenny

USPHS HOSPITAL MEMPHIS, TENNESSEE  
James McGee

VA HOSPITAL WEST ROXBURY, MASSACHUSETTS  
R. Arsenault

VA HOSPITAL NEW YORK, NEW YORK  
S. Frankiewicz

VA HOSPITAL WEST HAVEN, CONNECTICUT  
Sanford Gregory

PINE CREST HAVEN NURSING HOME COVINGTON, LOUISIANA  
Frank Martin

US SOLDIERS HOME HOSPITAL WASHINGTON, DC  
Wm. Thomson

# PERSONALS and NOTICES

Kent Crewmembers  
Crewmembers from Voyage No. 3 of the SS Kent have checks for \$42 apiece from settlement of a lodging beef during the voyage waiting for them at the New Orleans hall. The checks can be picked up at the hall or mailed to the seamen involved.

Richard J. Weir  
Your sister, Mrs. Howard Hall, PO Box 476, Union City, NJ, would like you to contact her.

Orion Clipper Crewmembers  
Ex-Orion Clipper  
Seafarers who were part of the Orion Clipper's crew on August 29, 1963, are asked to contact John C. Brazl, 280 Broadway, New York 7, NY about an important matter effecting a fellow crewmember.

Thomas S. Kline  
The above-named is asked to get in contact with his family as quickly as possible.

Unclaimed Wages  
Unclaimed wages are being held for the following Seafarers who sailed on the Globe Explorer, Voyage 21 by Sea Liberties, Inc., 511 Fifth Ave., New York, NY:  
A. Urhelm, \$9.96; J. D. Crowe, \$7.81; S. My'nonopoulos, \$7.79; A. D. Nash, \$9.81; J. F. Lae, \$15.32; S. Goumas, \$9.96; R. H. Bunce, Jr., \$10.66; C. H. Travis, \$11.11; J. E. Kyller, \$9.30; and P. J. Santore, \$8.09.

Timothy McCarthy  
You are asked to contact your daughter, Eileen Ann, and your attorney, George J. Garzotto, 1040 Maison Blanche Building, New Orleans 12, La.

George Telegadas  
The above-named is asked to get in touch with Leo Rapp, at-orney, at 514-515 Dime Building, Detroit 26, Mich.

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

William M. Leonard, 60: Brother Leonard died of natural causes on November 24, 1963 at the Staten Island USPHS Hospital. A member of the SIU Railway Marine Region since 1960, he sailed as a deckhand on Pennsylvania Railroad tugs. Surviving is a sister, Mary M. Leonard of South Amboy, NJ. Burial was in St. Mary's Cemetary, Perth Amboy, NJ.



William H. Phillips, 43: A heart attack was fatal to Brother Phillips on February 24, 1964 at Doctors Hospital, Mobile, Ala. A member of the SIU-Inland Boatmen's Union since 1958, he was employed as an engineer for Radcliffe Materials in Mobile. Surviving is his son, Roderick H. Phillips of Mobile. Burial was in River Cemetary, Little River, Ala.



Theodore E. Lee, 66: Brother Lee was a victim of cancer on April 19, 1964 at the New Orleans USPHS Hospital. Sailing in the steward department, he became an SIU member in 1946. He is survived by his wife, Myrtle Lee of New Orleans, La. Burial was in Providence Park Cemetary, Metairie, La.



IF YOU ARE RECEIVING MORE THAN ONE COPY OF THE SAME LOG...

CLIP ALL MAIL LABELS FROM THE FRONT PAGES

AND RETURN LABELS SO WE CAN ADJUST LIST

Robert P. Adams, Jr., 47: Brother Adams succumbed to heart disease on November 17, 1963 at the New Orleans USPHS Hospital. An SIU member since 1947, he sailed in the engine department. He is survived by his wife, Mrs. Marie G. B. Adams of New Orleans. Burial was in St. Louis Cemetary No. 8, New Orleans, La.



Earl W. King, 52: A heart attack was fatal to Brother King on March 12, 1964 in Paulino Werneck Hospital in Brazil. A member of the Union since 1948, he sailed in the steward department. Surviving is his wife, Ola J. King of Mobile Ala. Burial was in Mobile, Ala.



James W. West, 40: Brother West died of pneumonia on December 22, 1963 at the New Orleans USPHS Hospital. Sailing in the steward department, he became a member of the SIU in 1942. A friend, Charles Case, is listed as his survivor. Burial was in Wilmington Cemetary, Wilmington, N.C.



Carlss B. Pietrantonl, 69: Brother Pietrantonl died of natural causes in the Veterans Administration Hospital, Rio Piedras, Puerto Rico. Sailing as an SIU member since 1941, he held a rating in the deck department. Surviving is his sister, Maria C. Pietrantonl of Puerto Nuevo, PR. Burial was in the National Cemetary of Puerto Rico.



Darrell G. Vanderpool, 38: Brother Vanderpool died of injuries caused by a fall in Madras, India on December 4, 1963. Sailing as a member of the engine department, he joined the SIU in 1960. Surviving is his wife, JoAnn B. Vanderpool of Seattle, Wash. Burial took place in Riverton Crest Cemetary, Seattle, Wash.



Eric C. Hallgren, 73: A victim of cancer, Brother Hallgren died on February 9, 1964 at South Shore Hospital, Chicago, Ill. Joining the Union in 1961, he sailed in the deck department before being placed on pension in 1963. Surviving is his wife Anna M. Hallgren of Chicago, Ill. Burial was at Oak Rldge Cemetary, Hillside, Ill.





# Schedule of Membership Meetings

## SIU-AGLIWD Meetings

Regular membership meetings for members of the SIU Atlantic, Gulf, Lakes and Inland Waters District are held regularly once a month on days indicated by the SIU Constitution, at 2:30 PM in the listed SIU ports below. All Seafarers are expected to attend. Those who wish to be excused should request permission by telegram (be sure to include registration number). The next SIU meetings will be:

New York	June 8	Detroit	June 12
Philadelphia	June 9	Houston	June 15
Baltimore	June 10	New Orleans	June 16
Mobile	June 17		

~ ~ ~

## West Coast SIU-AGLIWD Meetings

SIU headquarters has issued the following schedule through June, 1964 for the monthly informational meetings to be held in West Coast ports for the benefit of Seafarers shipping from Wilmington, San Francisco and Seattle, or who are due to return from the Far East. All Seafarers are expected to attend these meetings, in accord with an Executive Board resolution adopted in December, 1961. Meetings in Wilmington are on Monday, San Francisco on Wednesday and Seattle on Friday, starting at 2 PM local time.

The schedule is as follows:

Wilmington	San Francisco	Seattle
June 15	June 17	June 19
July 20	July 22	July 24

~ ~ ~

## Great Lakes SIU Meetings

Regular membership meetings on the Great Lakes are held on the first and third Mondays of each month in all ports at 7 PM local time, except at Detroit, where meetings are held at 2 PM. The next meetings will be:

Detroit	June 12-2 PM
Alpena, Buffalo, Chicago, Cleveland, Duluth, Frankfort, Duluth	June 1-7 PM

~ ~ ~

## SIU Inland Boatmen's Union

Regular membership meetings for IBU members are scheduled each month in various ports. The next meetings will be:

Philadelphia	June 9-5 PM
Baltimore (licensed and unlicensed)	June 10-5 PM
Houston	June 15-5 PM
Norfolk	June 11-7 PM
N'Orleans	June 16-5 PM
Mobile	June 17-5 PM

~ ~ ~

## RAILWAY MARINE REGION

Regular membership meetings for Railway Marine Region-IBU members are scheduled each month in the various ports at 10 AM and 8 PM. The next meetings will be:

Jersey City	June 15
Philadelphia	June 16
Baltimore	June 17
*Norfolk	June 18

## GREAT LAKES TUG AND DREDGE REGION

Regular membership meetings for Great Lakes Tug and

# AFL-CIO Goals

(Continued from page 3)

vigilance or reduce its strength.

- The Council called on the new administration in Brazil to free the trade union movement in that country from the domination imposed on it by the ousted Communist-dominated Goulart regime.
- The Council charged that Khrushchev's tour of Egypt has sought deliberately to whet Nasser's "appetite for aggression against Israel and encourage his maneuvers for dominating the entire Arab world."

The Council also received a report from President Meany who said that mediation efforts have brought about settlements of 61 percent of the cases filed under the internal disputes plan since its inception in January 1962.

The next meeting of the AFL-CIO Executive Council is set for August 3 in Chicago.

## Carving Artist



Getting ready for the next meal, S. B. Ferrer, night cook and baker on the New Orleans (Sea-Land), displays his artistry with a carving knife.

# Widening Work In NY Harbor Gets Approval

NEW YORK—The staff of the Army Corps of Engineers has approved a proposal to spend \$44.8 million to deepen three harbor anchorage areas here.

The proposal first resulted from a study made by the Army Corps of the harbor needs of the New York area. The projects must be approved by the chief engineer of the Corps, and authorizing legislation must be adopted by Congress before the projects can be secured.

Stephen J. Leslie, president of Local 25 of the International Union of Operating Engineers, and an international representative of the Union, said that he would act as a watchdog on the proceedings so that they would not become pigeonholed.

The three improvements provided for under the proposal are the southern section of Red Hook Flats: for a width of 2,000 feet and a depth of 40 feet; expansion area of Red Hook Flats north of the fairway to 2,700 feet with a depth of 35 feet from its present 14 feet; and the entire Gravesend Bay from its depth of 30 feet to 47 feet. The anchorage covers an area of about 334 acres.

# Directory of UNION HALLS

## SIU Atlantic, Gulf, Lakes & Inland Waters

**PRESIDENT**  
Paul Hall

**EXECUTIVE VICE-PRESIDENT**  
Cal Tanner

**VICE PRESIDENTS**  
Earl Shepard Lindsey Williams  
Al Tanner Robert Matthews

**SECRETARY-TREASURER**  
Al Kerr

**HEADQUARTERS REPRESENTATIVES**  
Bill Hall Ed Mooney Fred Stewart  
BALTIMORE 1216 E. Baltimore St.  
Rex Dickey, Agent Eastern 7-4900  
BOSTON 276 State St.  
Ed Riley, Agent Richmond 2-0140  
DETROIT 10225 W. Jefferson Ave.  
Vinewood 3-4741

**HEADQUARTERS** 675 4th Ave., Bklyn  
HYacinth 8-6600

**HOUSTON** 5804 Canal St.  
Paul Drozak, Agent Walnut 8-3207

**JACKSONVILLE** 2608 Pearl St., SE, Jax  
William Morris, Agent ELgin 3-0987

**MIAMI** 744 W. Flagler St.  
Ben Gonzales, Agent Franklin 7-3564

**MOBILE** 1 South Lawrence St.  
Louis Neira, Agent Hemlock 2-1754

**NEW ORLEANS** 630 Jackson Ave.  
Buck Stephens, Agent Tel. 529-7546

**NEW YORK** 675 4th Ave., Brooklyn  
HYacinth 9-6900

**NORFOLK** 115 3rd St.  
Gordon Spencer, Acting Agent 622-1892

**PHILADELPHIA** 2604 S. 4th St.  
Frank Drozak, Agent Dewey 6-3818

**SAN FRANCISCO** 450 Harrison St.  
Paul Gonsorechik, Agent Douglas 2-4401

**E. B. McAuley, West Coast Rep.**

**SANTURCE PR** 1313 Fernandez Juncos  
Stop 20  
Keith Terpe, Hq. Rep. Phone 724-2843

**SEATTLE** 2505 1st Ave.  
Ted Babkowski, Agent Main 3-4354

**TAMPA** 312 Harrison St.  
Jeff Gillette, Agent 229-2788

**WILMINGTON, Calif** 505 N. Marine Ave.  
Frank Boyne, Agent Terminal 4-2528

## Great Lakes

**SECRETARY-TREASURER**  
Fred J. Farnen

**ASSISTANT SECRETARY-TREASURER**  
Roy Boudreau

**ALPENA** 127 River St.  
EL 4-3616

**BUFFALO, NY** 735 Washington  
TL 3-9259

**CHICAGO** 9383 Ewing Ave.  
So. Chicago, Ill. SAGinaw 1-0733

**CLEVELAND** 1420 West 25th St.  
Main 1-9450

**DULUTH** 312 W. 2nd St.  
Randolph 2-4110

**FRANKFORT, Mich.** 415 Main St.  
Mail Address: P.O. Box 287 ELgin 7-2441

**HEADQUARTERS** 10225 W. Jefferson Av.  
River Rouge 18, Mich. Vinewood 3-4741

## Inland Boatmen's Union

**NATIONAL DIRECTOR**  
Robert Matthews

**GREAT LAKES AREA DIRECTOR**  
Pat Finnerty

**BALTIMORE** 1216 E. Baltimore St.  
Eastern 7-4900

**BOSTON** 276 State St.  
Richmond 2-6140

**HEADQUARTERS** 675 4th Ave., Brooklyn  
HYacinth 9-6600

**HOUSTON** 5804 Canal St.  
Walnut 8-3207

**JACKSONVILLE** 2608 Pearl St., SE, Jax  
ELgin 3-0987

**MIAMI** 744 W. Flagler St.  
Franklin 7-3564

**MOBILE** 1 S. Lawrence St.  
Hemlock 2-1754

**NEW ORLEANS** 630 Jackson Ave.  
Phone 529-7546

**NORFOLK** 115 Third St.  
Phone 622-1892-3

**PHILADELPHIA** 2604 S. 4th St.  
Dewey 6-3818

**TAMPA** 312 Harrison St.  
Phone 229-2788

**PHILADELPHIA** 2604 S. 4th St.  
Dewey 6-3828

**TAMPA** 312 Harrison St.  
Tel. 229-2788

## GREAT LAKES TUG & DREDGE REGION

**REGIONAL DIRECTOR**  
Robert Jones

**Dredge Workers Section**  
**ASSISTANT DIRECTOR**  
Harold F. Yon

**BUFFALO** 94 Henrietta Ave.  
Arthur Miller, Agent TR 5-1536

**CHICAGO** 2300 N. Kimball  
Tryve Varden, Agent Albany 2-1154

**CLEVELAND** 1420 W. 25th St.  
Tom Gerrity, Agent 621-5450

**DETROIT** 1570 Liberty Ave.  
Lincoln Park, Mich.  
Ernest Demeree, Agent DU 2-7694

**DULUTH** 312 W. Second St.  
Norman Jolicoeur, Agent Randolph 7-6222

**SAULT STE. MARIE**  
Address mail to Brimley, Mich.  
Wayne Weston, Agent BRimley 14-R 5

**TOLEDO** 423 Central St.  
CH 2-7751

## Tug Firemen, Linemen, Oilers & Watchmen's Section

**ASSISTANT DIRECTOR**  
Tom Burns

**ASHTABULA, O.** 1644 W. Third St.  
John Mero, Agent Woodman 4-8532

**BUFFALO** 18 Portland St.  
Tom Burns, Agent TA 3-7095

**CHICAGO** 9383 Ewing, S. Chicago  
Robert Affleck, Agent Essex 5-9570

**CLEVELAND** 1420 W. 25th St.  
W. Hearn, Pro-Tem Agent MA 1-5450

**DETROIT-TOLEDO** 12948 Edison St.  
Max Tobin, Agent Southgate, Mich.  
Avenue 4-0071

**DULUTH** Box No. 66  
South Range, Wis.  
Ray Thomson, Agent EXport 8-3024

**LORAIN, O.** 118 E. Parish St.  
Sandusky, Ohio  
Harold Ruthsatz, Agent MAIN 6-4573

**MILWAUKEE** 2722 A. So. Shore Dr.  
Joseph Miller, Agent Sherman 4-6645

**SAULT STE. MARIE** 1086 Maple St.  
Wm. J. Lackey, Agent MELrose 2-0847

## Rivers Section

**ST. LOUIS, MO.** 805 Del Mar  
L. J. Colvis, Agent CE 1-1434

**PORT ARTHUR, Tex.** 1348 7th St.  
Arthur Bendheim, Agent

## RAILWAY MARINE REGION

**HEADQUARTERS** 99 Montgomery St.  
Jersey City 2, NJ Henderson 3-0104

**REGIONAL DIRECTOR**  
G. P. McGinty

**ASSISTANT REGIONAL DIRECTORS**  
E. B. Puiver R. H. Avery

**BALTIMORE** 1216 E. Baltimore St.  
Eastern 7-4900

**NORFOLK** 115 Third St.  
622-1892-3

**PHILADELPHIA** 2604 S. 4th St.  
Dewey 6-3818

## United Industrial Workers

**BALTIMORE** 1216 E. Baltimore St.  
Eastern 7-4900

**BOSTON** 276 State St.  
Richmond 2-6140

**HEADQUARTERS** 675 4th Ave., Brooklyn  
HYacinth 9-6600

**HOUSTON** 5804 Canal St.  
Walnut 8-3207

**JACKSONVILLE** 2608 Pearl St., SE  
ELgin 3-0987

**MIAMI** 744 W. Flagler St.  
Franklin 7-3564

**MOBILE** 1 S. Lawrence St.  
Hemlock 2-1754

**NEW ORLEANS** 630 Jackson Ave.  
Phone 529-7546

**NORFOLK** 115 Third St.  
Phone 622-1892-3

**PHILADELPHIA** 2604 S. 4th St.  
Dewey 6-3818

**TAMPA** 312 Harrison St.  
Phone 229-2788

# Know Your Rights

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

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

**SHIPPING RIGHTS.** Your shipping rights and seniority are protected exclusively by the contracts between the Union and the shipowners. Get to know your shipping rights. Copies of these contracts are posted and available in all Union halls. If you feel there has been any violation of your shipping or seniority rights as contained in the contracts between the Union and the shipowners, notify the Seafarers Appeals Board by certified mail, return receipt requested. The proper address for this is:  
Earl Shepard, Chairman, Seafarers Appeals Board  
17 Battery Place, Suite 1030, New York 4, N.Y.

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

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

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

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

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

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

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

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

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





## WHAT'S THE NOISE ALL ABOUT?

**A**s Seafarers must know, from their reading of the LOG, the SIU is continuously active in Washington. Why must the SIU engage in this activity?

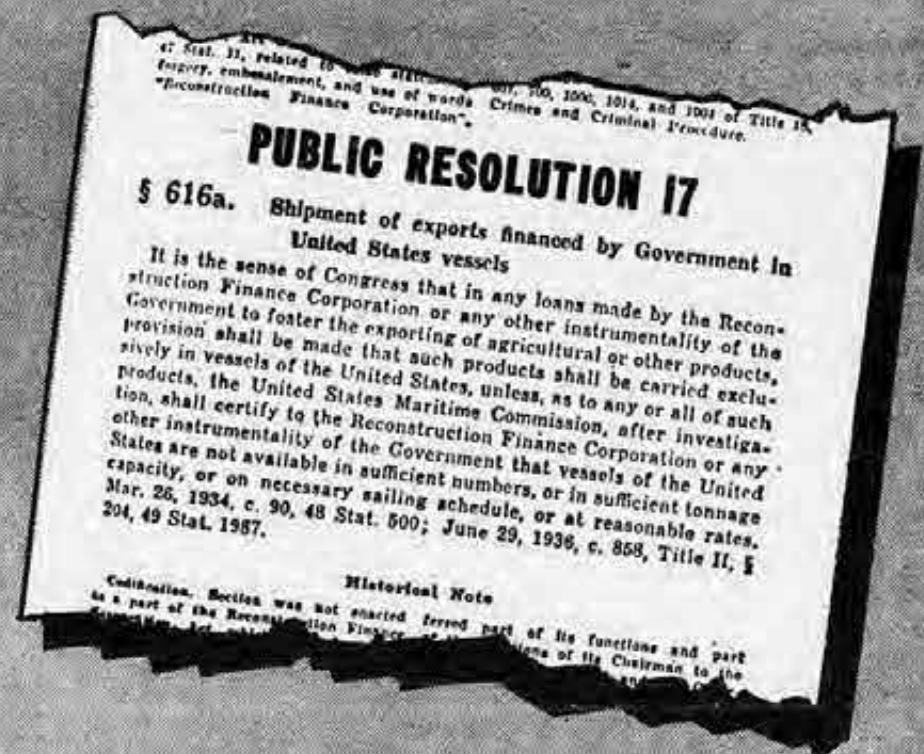
The Union must engage in this activity because things are going on in the nation's capital which require constant vigilance if the interests of Seafarers and their families are to be adequately safeguarded. Take Public Resolution 17, for instance.

Public Resolution 17 was passed by the 73rd Congress in 1934 specifically to protect the American merchant marine by requiring that all cargoes financed by a US Government lending agency move 100% in US-flag ships, except in certain instances which the Resolution specifically enumerates.

Despite the clear language of this Resolution, the Maritime Administration has been pursuing a policy of issuing "general waivers" which permit countries receiving these cargoes, financed through our Government, to carry a substantial share of the cargoes in their own vessels.

This policy deprives American ships of cargoes which are rightfully theirs, and deprives American seamen of jobs. It is also harmful to the security of the nation because it contributes to the decline of our vital shipping fleet.

It is because of actions and situations like these, by a Government agency, acting contrary to the clear intent of the law, that your Union—the SIU—must be active in Washington, working to safeguard the welfare of Seafarers and those who depend upon them.



### SEAFARERS INTERNATIONAL UNION

Atlantic, Gulf, Lakes and Inland Waters District • AFL-CIO