



SIUNA Twelfth Biennial Convention

The Twelfth Biennial Convention of the Seafarers International Union of North America held in Washington at the Gramercy Inn, took action on a wide variety of proposals designed to upgrade the U.S. merchant fleet and provide guidelines for the future activities of the trade union movement. The convention delegates, representing 33 unions affiliated with the SIUNA, heard numerous speakers from the trade union movement, Government and the maritime industry. During the meetings of the various convention committees, the delegates mapped out important policy decisions on which the international will act during the next two years. Among the convention's distinguished speakers was AFL-CIO President George Meany (lower right photo) who pledged the full support of the AFL-CIO to maritime labor's struggle for a stronger U.S.-flag fleet. During the course of the convention, SIUNA President Paul Hall paid special tribute to retiring International vice-president Andrea Gomez, of the Cannery Worker's Union of the Pacific, Los Angeles (lower left photo). News and feature stories on the convention appear on page 3 and the back page of this issue of the LOG and photo coverage appears on pages 11, 12, 13 and 14.



GRAMERCY Inn

SEAFARERS INTERNATIONAL UNION
OF NORTH AMERICA
12TH BIENNIAL CONVENTION



AFL-CIO
1965

Repeal Of Sec. 14b Clears First Big Hurdle In House

WASHINGTON—With pressure growing across the nation for legislation repealing the anti-labor Section 14(b) of the Taft-Hartley Act, a bill calling for repeal took its first step in the House this week by gaining approval from the House Education and Labor Committee. The bill would repeal one of the most onerous sections of the Taft-Hartley Act, a section which allows the states to pass so-called "Right-to-Work" laws which have regularly been used by anti-labor elements to undermine union activity in various areas of the United States.

Weak unions and low wages are the "real purpose" of state "Right-to-Work" laws, AFL-CIO President George Meany charged at House hearings on the bill prior to its approval this week.

Meany and Labor Secretary W. Willard Wirtz—the first two witnesses—scored 14(b) as an impediment to free collective bargaining and a source of costly, sterile conflict which has hurt the nation.

Repeal Supported

They were joined in their call for repeal by spokesmen for the major religious faiths, the civil

Joe Powell, MTD Aide, Dies At 51



Joe Powell

NEW YORK—Joseph Powell, Business Agent of Local 153, Office Employees International Union, and Secretary of the Maritime Port Council of Greater New York Harbor, died suddenly of a heart attack on June 3.

Brother Powell, who was born in Brooklyn, was 51 years old.

Funeral services were conducted at St. Helena's R.C. Church in the Bronx. Burial took place on June 7 in St. Raymond's Cemetery.

Scores of trade union representatives and members of his own and other organizations attended the services for Brother Powell. Large delegations from the waterfront unions, including the SIU, also paid their final respects. Brother Powell, an affable, mild-mannered man, was very popular with his trade union associates.

He is survived by his wife Helen, with whom he lived at 1522 Unionport Road, the Bronx, New York; three sons, Joseph Jr., 24, Thomas, 17, Dennis, 15, and a daughter, Helen, 11. He is also survived by his father, William; five brothers, William, Edward, John, Vincent and Robert, and two sisters, Mrs. Eleanor Creren and Mrs. Regina Ager.

rights movement—and an employers' association whose members reported "a more harmonious labor-management relationship" under union shop conditions.

Meany said repeal of Sec. 14 (b) will help the labor movement and strengthen unions at the bargaining table. But more important, he stressed, it will help the nation. "This is not just a trade union bill."

In just the past eight years, he said, millions of dollars and thousands of man-hours were thrown into 40 major state battles over "right-to-work" legislation — "a staggering waste of money and manpower" which, on both sides, "should have been put to better use."

But that, he added, was merely the "visible waste." The more lasting damage was the suspicions and conflicts injected into collective bargaining relationships and the day-to-day dealings of labor and management.

All this, he said, is because Sec. 14(b) marked a "unique and peculiar" departure from the constitutional doctrine that state laws do not supersede federal legislation on the same subject.

What is more, Meany pointed out, the departure is a "one-way street." The federal labor law permits the union shop—under which employees are required to join the union after 30 days—but prohibits the closed shop, which requires union membership as a condition of employment. While 14(b) allows states to prohibit the union shop, it does not allow them to go beyond federal law in the other direction by permitting the closed shop.

Meany charged advocates of "work" laws with the "illegitimate and improper objective" of luring industry through anti-union laws and low wage standards.

"It is utterly wrong for a state to solicit industry on this basis," he declared.

Meany read to the subcommittee the letter a Mississippi mayor wrote to a Connecticut manufacturer inviting him to open a plant and

boasting that the union shop had been outlawed and labor would work "joyously" for wages averaging "6 to 49 cents below other southern states and from 50 to 95 cents below northern states."

He related how the argument has been used in northern states that similar anti-union laws are needed to "compete" with "right-to-work" states, and declared:

"This country needs the repeal of 14(b) for the same reasons that it needs a Fair Labor Standards Act. The states that comprise this nation should go forward together, not backward separately."

A similar theme was sounded by Subcommittee Chairman Frank Thompson, Jr., sponsor of the repeal bill, at the start of hearings.

U.S. an 'Economic Entity'

The United States, Thompson stressed, is "an economic entity." The same companies produce and sell the same goods "in Newark and New Orleans, in Seattle and Savannah. They, and their workers, should be governed by the same code of labor law."

He termed Sec. 14(b) "totally inconsistent with a national policy of encouraging collective bargaining." A union, he pointed out, is required to represent equally all employees in the bargaining unit. It is patently unfair, he said, "to deny a union the right to seek a contract which requires all those whom it protects to carry their share of the costs. To me, the issue is as simple as that."

Meany's testimony was endorsed by the ranking Republican member of the full Education & Labor Committee, Representative William H. Ayres (O.). "For the first time in several years," Ayres said, he found himself agreeing with the AFL-CIO's position.

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International President's REPORT



By Paul Hall

The far-ranging scope of the resolutions, committee reports and positions adopted by delegates during the 12th Biennial SIUNA Convention in Washington recently, is another clear example of the complexity of the issues facing our Union today. The maritime industry in the modern world is closely tied to national and international events, the policies of our own and other governments, worldwide economic and political needs as well as the important issues facing the entire American labor movement, including maritime labor.

Convention delegates gave their attention to improving all segments of the U.S. maritime fleet, focusing on the special problems facing the bulk carrier, tanker and domestic segments as well as the tramp and Great Lakes portions of the fleet. In addition, attention was focused on the problems facing those Union members who earn their livings aboard vessels carrying cargoes on the nation's inland waterways and aboard vessels engaged in the fishing industry and the cannery industries, which are closely intertwined with the fishing industry.

Attention was also naturally given to the many vital issues facing American labor in general—most notably repeal of Taft-Hartley Section 14(b)—but also including an increase in the minimum wage, increased coverage for workers under the Fair Labor Standards Act, more comprehensive unemployment coverage and many other issues. Also tied closely to the needs of American workers, much necessary and overdue social legislation was discussed and acted upon by the delegates.

Naturally, many of the policies and programs of the U.S. government, its various agencies, and the administration itself came under the spotlight and were subjected to close scrutiny during these discussions and examinations. For example, no study of the problems facing the American-flag tramp, bulk carrier or tanker fleets could be complete unless it involved an examination of the policies of the Agriculture Department, the Maritime Administration, federal oil import quotas, the shipbuilding and operating subsidy programs, and many others.

No study of the problems facing the American inland waterway fleet would be complete without involving an examination of the attitudes of the Interstate Commerce Commission and its strong leanings toward the railroad industry, the reasons behind the Administration's recurring calls for a "user tax" on fuel used by waterway operators, and the growth of industrial complexes along the nation's inland waterways. A comprehensive study of the plight of the U.S. fishing industry must include the policies of several other major fishing nations—most notably Japan and the Soviet Union—and our nation's reaction to those policies.

In the face of this growing complexity, delegates to the SIUNA convention are to be commended on the fine job they did. The convention actions covered the full range of maritime issues, labor needs and national issues involving not only the members of the affiliated unions, but all of the American people.

In addition to the many resolutions adopted on various vital issues, the delegates also went on record in favor of several pieces of legislation presently before the House or Senate. Some of this legislation was introduced as a result of SIU efforts, such as the bill to block the closing of PHS hospitals. And on this and other pending legislation of concern to our people, our Union has appeared before the appropriate committees and urged passage.

The biennial SIUNA convention is an important event because it regularly brings together many Union members and officials who, in the interim may be scattered all over the world. In their discussions they can bring together the benefits of their collective knowledge of maritime and related industries, and so are enabled to make better judgments and decisions on the issues affecting all of us.

Sanitation Award Won By Lucile Bloomfield



Crewmembers, SIU reps and company officers gathered on the deck of the Lucile Bloomfield recently for presentation of the Bloomfield Sanitation Plaque for 1964. Bloomfield ships have received thirty-two consecutive scores of 100 from the USPHS during the past eight years and the Lucile Bloomfield was adjudged the "Cleanest of the Clean." Left to right are: Donald C. Foster, third cook; Sigmund Rothchild, steward; Roan Lightfoot, SIU rep; Y. E. Pedraza, Jr., second electrician and ship's delegate; W. M. Hightower, bedroom utility; G. Baas, chief engineer; F. M. Reyes, MAP; J. B. Cotter and O. C. Webster, Bloomfield vice-presidents; and H. H. Rose, master.

SIUNA Convention Sets Program On Vital Maritime, Labor Issues



AFL-CIO President George Meany addressed the assembled delegates on the first day of the SIUNA Convention and received a standing ovation. With Meany here are SIU President Hall and Secretary-Treasurer Al Kerr.

Convention Speakers Cite Ship, Legislative Needs

WASHINGTON — Leaders of the U.S. labor movement, government and industry addressed delegates of the SIUNA's Twelfth Biennial Convention held from May 26 through June 1. Many of the speakers urged Government action to upgrade the U.S.-flag merchant fleet, and several urged the repeal of section 14(b) of the Taft-Hartley Act which permits states to enact so-called "right-to-work" laws. Excerpts from several of these speeches follow:

Senator Edward Kennedy (D-Mass.)—"We need a new modern fleet. We need to encourage American investors to stay with the American-flag ships, and the American crews, rather than spend their money and take the risks of foreign construction and foreign registry . . . We just cannot afford to beg out of international ocean transport, but without a positive replacement and subsidy program keyed to long-range goals, there is the possibility that this will happen."

Theodore Kheel, member of Maritime Advisory Committee and noted labor arbitrator—"Speaking on the SIU proposal that savings achieved through automation should be plowed back into additional shipping—"In an industry . . . which is declining . . . to ask for and expect the intelligent and constructive solution of the problems of automation, without at the same time having a firm commitment from the U.S. Government that any savings thus achieved will be used to develop more ships is, in my judgment, to expect the impossible."

Representative Frank Thompson (D-N.J.)—"Speaking of his subcommittee's hearings to repeal section 14(b) of the Taft-Hartley Act—"Were there a 'right-to-work,' there would be absolutely no unemployment, and this would be great . . . it is a phony phrase . . . We contend that this section 14(b) causes tremendous and unnecessary hostility between labor and management . . . and that it deprives workers in 19 states of their right to vote for the

type of collective bargaining agreement that they want."

Kenneth BeLieu, Undersecretary of the Navy—"Speaking of U.S. merchant fleet's role in land-sea exercise "Operation Steel Pike"—"You served us magnificently. I don't know of an instant in that exercise where you folks failed us . . . I know from a national defense standpoint, not military alone, but for the good of the economy of this country, we need a strong, modern, fast-moving Merchant Marine, manned by people equipped with the knowledge of the latest things in technology . . . and we can out-

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WASHINGTON — Delegates to the Twelfth Biennial Convention of the Seafarers International Union of North America focused sharply on the plight of the American-flag merchant marine and recommended specific Government measures to restore U.S. shipping to its essential role in the American economy.

Over 200 convention delegates representing 33 affiliated unions within the SIUNA returned home from Washington on June 1 after taking action on the key problem areas of the maritime industry needing immediate attention by appropriate government agencies. The convention's recommendations for action to solve these problems was taken in the form of resolutions and committee reports.

Delegates to the convention also took action on a broad range of problems faced by the U.S. labor movement, the country's working men and women and the nation as a whole. SIUNA president Paul Hall chaired the convention, and vice-president Morris Weisberger was convention secretary.

The highlight of the convention's first day came when AFL-CIO President George Meany pledged that the labor federation would go "down the line" in support of maritime labor's fight to preserve American ships manned by American seamen at American wage levels.

Scoring the critics who charge labor is to blame for the decline of maritime by insisting on decent wages, Meany declared that the maritime unions are not responsible "in the slightest degree" for the sorry state of the U.S. merchant marine. He laid the responsibility for the decline of U.S. maritime at the door of the Departments of Agriculture, Defense and State whose policies weaken, rather than help American shipping.

Senators Urge Action

Senators Vance Hartke (D-Ind.), Ted Kennedy (D-Mass.) and Daniel Inouye (R. Hawaii) also called for a stronger American-flag merchant fleet in speeches before the convention. Senator Hartke charged that the U. S. fleet was not "qualitatively adequate" to

meet the country's defense or commercial needs and criticized the poor U. S. shipbuilding record. Senator Kennedy declared that he was in favor of a strong subsidy program for both the construction and operation of U. S. vessels. He expressed particular concern over the weak status of the U. S.-flag bulk fleet. Senator Inouye also called for a program of increased subsidies for U. S. shipping.

Congressmen appearing at the convention also called for immediate government action to halt the decline of the American fleet. Representative John Rooney (D-N. Y.), a member of the House Appropriations Committee, told delegates that he had added an additional \$7 million to a request submitted by the Maritime Administration for the construction of five new ships for the American President Line.

Two speakers at the convention stressed the contribution of the SIU in strengthening the merchant marine by its participation in President Johnson's Maritime Advisory Committee which is charged with the formulation of a new national maritime policy. Nicholas Johnson, U. S. Maritime Administrator, and Theodore Kheel, noted labor arbitrator, said the SIUNA had submitted comprehensive positions and documents that are assisting the committee in building a record from which a new maritime policy can be developed. Both Johnson and Kheel are MAC members.

Merger Talks

Convention delegates adopted a report from the SIUNA Executive Board, setting forth the Union's position on merger talks with the National Maritime Union. The report said the NMU's proposed

structure of the merged organization is "unrealistic" and called for a framework which would allow all components of both unions to participate on the basis of full equality. Convention delegates authorized the continuation of talks on the subject. (See Back Page

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SIUNA Convention Highlights

WASHINGTON — Delegates to the SIUNA's 12th Biennial Convention returned to the Gramercy Inn, site of the union's 11th convention in 1963. Once again guests at the hotel had cause to wonder if the International had moved its entire headquarters, lock, stock and barrel into the inn. Not only was the entrance to the inn draped with huge SIUNA convention banners, but the lobby was taken over by a large SIUNA exhibit, and the ballroom, meeting and work rooms of the motel were all devoted to convention business.

The Gramercy's lobby had a full display summarizing the SIUNA's remarkable record of achievement in its 27-year history in behalf of Seafarers, inland boatmen and workers in allied industries and crafts. A large alcove in the lobby was covered with panels picturing the membership on the job, the growth of the union's membership, photographs of union halls, copies of union publications and other displays.

The convention sessions were held in the inn's main ballroom against a 56-foot backdrop showing the 33 affiliated unions in the SIUNA family and two large photographs of Andrew Furuseth and Harry Lundeberg. The walls of the ballroom were covered with large banners bearing the slogan: "The U.S. Is A Fifth Rate Maritime Nation—Strengthen Our Merchant Marine Now!" Other banners read "14(b) and Lower Wages Go Together—Repeal 14(b)!" These banners provided the major themes of the convention speeches. Coffee was again available at the sessions for the convenience of all delegates.

The only sad note of the convention was the news that International Vice-President Andrea Gomez, who has the longest record of service on the Executive Board, was retiring. SIUNA President Paul Hall presented Sister Gomez with a gold watch as only a token of thanks for her unsurpassed record

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Members of the Puerto Rico delegation to the SIUNA Convention, headed by SIU of Puerto Rico President Keith Terpe, placed a memorial wreath on the grave of the late President John F. Kennedy at Arlington National Cemetery. Other members of the Puerto Rico delegation taking part are: Mr. and Mrs. Felix Marrero, Rafael Hernandez, Ramon Pacheco, Juan Morales, Ernesto Erazo, Candido Valcarcel and Joe Ramos. They were accompanied by Peter McGavin, MTD secretary.

SIU-MSTU Granted Autonomy

WASHINGTON—The establishment of procedures to grant full autonomy to the SIUNA-affiliated Military Sea Transportation Union was approved by the Twelfth Biennial Convention of the SIUNA. Convention delegates acted on a report submitted by the Seamen's Organizational and Grievance Committee recommending autonomy for the MSTU.

In approving the report, the convention agreed to the desirability of establishing autonomy for the MSTU, and of creating an MSTU structure which will be of, by and for the entire MSTU membership. The delegates declared that the establishment of an autonomous MSTU would be in the best interests of the SIUNA and its membership as well as the MSTU and its members.

The Military Sea Transportation Union, which has been in organizational status until now, is composed of members who sail in the Pacific fleet of the Military Sea Transportation Service.

The convention delegates approved a six-step procedure under which the MSTU membership will elect a constitutional committee by secret ballot to draw up a permanent constitution. Upon completion of the committee's work, a secret mail-ballot referendum will be held among MSTU members to approve the new constitution. After the constitution is adopted, the membership will then elect officers, and, when these officers are installed, the MSTU will be granted full autonomy.

The convention urged all rank-and-file members of the MSTU

having recommendations for the union's constitution to make their suggestions known to the committee. Prior to the election of the committee these recommendations may be mailed to MSTU head-

quarters, 350 Fremont Street, San Francisco, Calif.

The delegates provided that the new MSTU constitution shall be consistent with the SIUNA constitution.

Convention Highlights

(Continued from page 3)

of accomplishment for the SIUNA. President Hall also appointed her as vice president emerita at the closing session of the convention.

This year's traditional convention banquet was held at the nearby Mayflower Hotel where delegates, their wives and guests enjoyed one of the best meals in memory. Top flight entertainment featuring comedian Morty Gunty and song thrush June Valli made the evening an especially pleasurable one.

The Convention Social Activities Committee under the able guidance of genial host Ed Mooney kept the delegates relaxed with refreshments and dance music at his famous hospitality room which was open for business nightly. On hand for the opening of the hospitality room were several SIUNA friends including Speaker of the House John McCormack. The So-

cial Activities Committee also had a busy schedule of sightseeing events for delegates' wives and guests including trips to the White House, Smithsonian Institute, AFL-CIO headquarters and other points of interest in the nation's capital. The committee sponsored a special visit to Arlington National Cemetery where a special wreath was laid at the grave of the late President John F. Kennedy.

Delegates who were race track devotees had their chance to root their favorite home at the second running of the SIUNA Handicap held at the convention at the Rossroft Raceway in nearby Maryland.

The SIU's 12th Biennial Convention was addressed by many distinguished leaders in labor, maritime, government and other fields. Among the host of Washington lawmakers to take the Seafarers rostrum were Senators Edward M. Kennedy (D-Mass.), Vance Hartke (D-Ind.), and Daniel Inouye (R-Hawaii), and Representatives Hugh Carey (D-N.Y.), John Rooney (D-N.Y.), Emanuel Celler (D-N.Y.), Abraham J. Multer, (D-N.Y.), Hale Boggs (D-L.), Thomas Pelly (R-Wash.), Paul A. Fino (R-N.Y.), Jacob Gilbert (D-N.Y.), Joseph Addabbo (D-N.Y.), Paul G. Rogers (R-Fla.), Frank Thompson (D-N.J.), and Paul Krebs (D-N.J.).

U.S. Ranks 10th In World Shipbuilding

NEW YORK — The slumping U.S. shipbuilding industry had its worst year since 1956, according to the annual report of the Shipbuilders Council of America. Further evidence of the country's lagging construction of new merchant tonnage was reported by Lloyd's Register of Shipping which shows that the U.S. has sunk to tenth place in world shipbuilding.

While the U.S. was dropping further into the ship construction doldrums, world-wide merchant ship building hit a new record in the first quarter of 1965. The Lloyds report found that in the first three months of this year there were 1,664 merchant ships, totalling 10,941,419 gross tons, under construction.

The Shipbuilders Council reported that only 16 merchant vessels, with a total of 223,800 gross tons, were built in 1964. The decline of the industry was further emphasized by the 1963 statistics when 34 vessels of 421,800 gross tons were produced in the U.S.

Japan was bound to be the leading shipbuilder in the world with 3,068,937 tons now being built. Other top-ranked nations include Great Britain, Sweden, West Germany, Italy, France and Norway.

The Atlantic Coast

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

Impressive Record For Convention

After building one of the most impressive records of accomplishment ever produced at a Union convention, delegates to the Twelfth Biennial convention have returned from Washington to their home ports. Not only did the convention approve an impressive set of resolutions to reinvigorate the American-flag merchant fleet, and repeal section 14(b) of the Taft-Hartley Act, but they also called for vitally needed legislation in behalf of the U.S. labor movement and the nation's welfare. Delegates also heard messages of support and friendship from dozens of trade unionists, Congressmen and government officials. The convention also provided an opportunity for delegates to renew old acquaintances and meet representatives of the SIUNA's 33 affiliated unions from all over the United States, Puerto Rico, Trinidad and Canada.

NEW YORK

Seafarers in the New York hall have been giving a big hello to Carl M. McDaniel, a veteran SIU brother who recently paid off the Geneva. Tom Booth, another familiar face who sails out of New York, has put in an appearance after piling off the Flomar. Tom tells us that he'll miss his former ship, now that she is headed for the bone yard as part of the Calmar line's replacement program. First in line to collect his vacation benefits the other day was Vincent McCloskey who was greeting friends he hasn't seen for several months. Other familiar faces at the vacation window were Arthur Wifert and A. Vidal who brought his son Elbert around to see the hall.

BOSTON

Shipping activity in Boston is still moving on the slow bell, but the outlook is expected to brighten up a bit in the coming weeks.

Among the SIU oldtimers holding down the hall in Boston is Kenneth LaRose who recently picked up his FFD slip. Ken recently finished a voyage on the Sea Pioneer, and tells us he's looking for a deck slot on a coast hugging. Antone Pacuinos is singing the blues since the Mt. Washington went into layup. Brother Pacuinos is visiting with his folks after spending a year aboard his favorite "floating hotel." Joe Garelo told the boys in the hall that he'll take a chief cook or steward's job on the first coastwise ship that crews up.

PHILADELPHIA

The shipping picture in Philadelphia brightened up a bit during the past two weeks, and the outlook for the future seems fair.

The racing season has brought Lester Lopham back to port after a long trip to South Africa on the Robin Locksley. John Bergeria is another man who was attracted home by the local sports scene. After piling off the Globe Traveler, John is out at Shibe Park watching the Phillies every day. The ponies have worked a reverse affect on George (Frenchy) Amblard who says he'll jump for a BR slot on the Globe Carrier since his choices started running in the wrong direction.

BALTIMORE

The American Newspaper Guild has returned to work at the Sun Newspapers after winning an agreement to submit several major issues to arbitration. The Guild strike paper, the Baltimore Banner, had a special front page salute to the SIU white caps for the support received from the Union. The Banner has been discontinued now that the city's two major papers have resumed publication.

Shipping has really been moving along in Baltimore during the past two weeks, and the outlook is expected to be fair in the coming period. Juan Davila is now at the Public Health Service hospital for treatment of an injury he received while aboard the Thetis. He tells us that he hopes to get another deck slot as soon as he is declared fit for duty. Clarence Brockett is

another familiar face that has popped up in the hall after paying off the Globe Explorer in Houston.

NORFOLK

The SIU United Industrial Workers recently won an NLRB election among employees of the NBC Lines. Workers at the company piled up an impressive 37-18 vote in favor of the UIW.

Shipping has been on the slow side in Norfolk during the last month, but it's expected to become fairly active in the next four weeks. Douglas Clark recently paid off the Cities Service Norfolk where he sailed in the deck gang to spend some time with his family during the summer. Doug told us that he was afraid the ship was going out for a whole year. Roswell Sanderlin has been telling the gang in the hall that he hated to get off the Steel Fabricator since it was strictly a first class ship, but he had to look over his farm down Carolina way. Herman White just paid off the Steel Chemist where he made his first trip as baker. Herman chalked up a record as a top notch man with the bread and goodies as the crew piled up their votes of thanks for his efforts.

PUERTO RICO

Attempts by the SIU of Puerto Rico to halt the passage of malicious anti-labor laws have brought the Union and the Central Labor Council under strong attack by many enemies of the Puerto Rican trade union movement. The anti-union legislation is being pushed by Governor Roberto Sanchez Vilella who took office in January. Governor Sanchez' program reverses his party's traditional policy of friendliness and cooperation with the labor movement for the past 30 years.

Government officials and businessmen are studying plans to put the port of Aguadilla back into operation. A group of business officials have incorporated for the purpose of developing the port which has been closed since World War II when military authorities said its open harbor offered little protection against submarine attack. Approval by military authorities and the Public Service Commission will be necessary to get the port into operation again.

Frank Mateo is recovering from an injury he received while working on the Del Sud, and told SIU members in the San Juan hall that the crew, chow and working conditions couldn't be beat on his former ship. Pedro Jimenez is another SIU oldtimer who is making regular visits to the hall. Pedro's last ship was the Puerto Rico.



By Cal Tanner, Executive Vice-President

U.S. Fleet Does Not Meet Needs

The SIU and other shipping officials have been calling for the construction of a large, modern bulk carrier fleet for the past several years. In a series of well documented statements Union representatives have pointed to the rapidly aging condition of the present U.S.-flag bulk fleet, and warned of the ominous results that will occur if the present governmental policy of inaction and neglect continues.

The reason for this emphasis on the urgent need for bulk carrier construction can be found by taking a quick look at the current make-up of this country's foreign trade. At the present time, 84 percent of U.S. foreign commerce moves in dry or liquid bulk carriers. This single statistic illustrates that if the American-flag fleet is going to meet the country's future transportation requirements, immediate action must be taken to build more and larger bulk carriers.

A recent news item about the growing world-wide demand for U.S. coal is an excellent example of how this country's failure to rebuild its bulk fleet is leaving this trade in the hands of foreign-flag shipping. A survey of the world coal market has led a British research firm to predict that international coal shipments will increase by 55 percent to 110 million metric tons by 1970. The United States, according to the survey, will be exporting 55.4 million tons of the world total.

Normally, with these bright coal exporting possibilities on the horizon, both the nation's seamen and shipping operators should be beaming. However, any dreams of more jobs or profits arising from this trade must dissolve against the hard facts of an obsolescent fleet and an indifferent government.

The governments of other nations, however, fully realize the value of insuring that their merchant fleets include an adequate number of fully modern bulk carriers. Foreign shipyards are being kept busy with orders for new and larger bulk vessels, some of which are in the 55,000 ton class.

The reason for this new bulk construction is obvious when the future export traffic in coal, ore and grain is considered. Bulk carriers are the best suited to carry these cargoes, especially since studies have proved that the majority of this traffic moves over long distances. The British survey found,

for instance, that America's chief coal customers in the coming years will be the member nations of the European Coal and Steel Community, Italy and Japan.

While the growing need for a modern bulk carrier fleet has long been recognized abroad, this country has been content to ignore it. Although 84 percent of America's foreign trade is made up of bulk cargoes, U.S.-flag vessels are only carrying a slender 3 percent of this total.

This dismal situation can be reversed by an active program of government subsidies to build and operate a fleet of modern U.S. bulk carriers. A subsidy policy such as this, coupled with effective enforcement of the cargo preference statutes already on the books, would go a long way toward insuring that the U.S. would have a strong bulk carrier fleet, fully capable of carrying this country's growing foreign trade.



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

Lakes Shipping Shows Upswing

Shipping remains good in the Port of Detroit for all ratings, especially Firemen and AB's. For the future, the shipping picture looks very bright. The Steamers Ste. Claire and Columbia kicked off the season with a Memorial Day sailing. Old-timers like Blackie Avedisian and Denno Gazi were glad to get back in the swing of things on the Bob Lo boats, better known as the "ice cream boats."

Last week the Boardman of Huron Portland Steamship Company called for a crew. The Boardman was layed up at Sault Ste. Marie. She has been placed into temporary service as a swing boat in order to fill the current demand for cement. The vessel has now been re-named the L. G. Harriman.

The Seniority Office recently sent out notifications to crew members to report aboard the Milwaukee Clipper, operating in Lake Michigan. The Clipper is scheduled to resume sailing on June 11th.

Checker Cab Taxi Company in Detroit has refused to bargain with Local 10, Transportation Services and Allied Workers-SIUNA. After a three-year battle, the Checker drivers are still determined to win a contract as evidenced by a recent strike vote taken by them. At the recent Seafarers' International Union of North America Convention in Washington, a resolution was introduced by the Transportation Services and Allied Workers requesting the physical and financial support of the International, as well as the affiliated unions. The convention went on record as giving wholehearted support to the Checker Cab drivers in Detroit.

Officers of the Local 10 have been in contact with the Wayne County AFL-CIO Organizing Coordinating Committee, who are giving their assistance preparatory to the Checker drivers hitting the bricks.

CHICAGO

Shipping in this last period has been extremely good. Men have been shipped on a daily basis in this branch in all ratings.

Chicago meetings have been held with SIU affiliated unions, particularly TSAW and DUOC Local 777 in respect to contract negotiations. Both Yellow and Checker Cab Companies were requested to offer counter-proposals during the time that affiliated officials were attending the convention. In a meeting lasting all day June 3rd, the company submitted their proposals, but at this point, none of the proposals by the company have been accepted. Additional meetings are set with Yellow and Checker Cab Company, plus the quarterly meeting with the UIW Local 300 shops.

Leon Striler has notified us that he is confined to the Veterans Administration Hospital in Chicago. It is believed that Striler is the first in-patient to be transferred to a VA hospital under the new system.

We regret the recent passing away of the wife of Bill Toler. Mrs. Toler entered the hospital with an extremely bad cold for a routine check, but died the same day. Brother Toler left the Buckeye Monitor on emergency leave and we all join in sympathy with him.

Cleveland

Shipping has been going along at a steady pace since the start of the season with men coming and going and, as in every port on the Lakes, Cleveland is having a rough time filling rated jobs that come in.

Back with us for what looks like a short stay are Don Kapela and Harry Nally who just got off a month relief job on the Ferris.

Hitting this port regularly are mostly Reiss and Boland ships, with a few Buckeye ships for good measure.

Word is that one of our friends, A&G member Francis Gooley, in the Detroit Marine Hospital, is

coming along fine and will soon be out and ready to ship.

DULUTH

Shipping is good in this port. We've plenty of rated jobs such as AB's and Firemen and fine Galley job openings. Looks like a good year.

Our old book member, John Nelson, is hanging around in Duluth with us for awhile. Should be shipping out soon. Many ships are hitting Duluth, hauling coal and grain from that port, which is unusual for this time of the year.

Frankfort

Even with the Ann Arbor No. 5 tied up, we still have a critical shortage of AB and Firemen Oiler rated men. Shipping continues to be good from the Port of Frankfort.

The members in this port were shocked at the tragic death of Archie McNeil, who was killed on May 24, 1965, while loading the MV Viking. Archie was a Wheelman and had been with the Ann Arbor Railroad Company since July 20, 1946, holding the Wheelman rating since June, 1947. McNeil leaves his widow, Rita, and four small daughters.

Alpena

Shipping is at its peak in the Port of Alpena, with plenty of rated job openings. One of our oldtimers, Royal McClintock, reported to the Hall from one relief job and was shipped out the same morning.

Buffalo

Shipping remains good in all departments especially for rated men. In an MTD meeting last night, a Political Action Committee was formed in preparation for the Fall election. Twenty local unions participated in this joint MTD effort.

General Mills announced recently that the largest flour mill in the world, the B Mill in Buffalo, will shut down operations on July 1st of this year. Three hundred men locally will lose their jobs. Due to this shut down, flour cutbacks will amount to 300,000 bushels per week.

Get Certificate Before Leaving

Seafarers are advised to secure a master's certificate at all times when they become ill or injured aboard ship. The right to demand a master's certificate verifying illness or injury aboard a vessel is guaranteed by law.

Six Seafarer Oldtimers Join SIU Pension Ranks

The Seafarer's Welfare Plan has awarded \$150 monthly pensions to six additional SIU veterans. The six new pensioners join the growing list of Seafarers whose retirement years are protected by lifetime SIU pensions.

The six additional pension holders are Richard B. Waters, 67, Charles Goldstein, 65, John T. Smith, 66, Thomas Rivera, 57,



Waters



Goldstein

Joseph Rudolph, 63, and James Norfleet, 65.

Waters joined the SIU in the port of Baltimore, sailing as a deck engineer and oiler in the engine department. Born in Mary-

land, he now makes his home in Baltimore with his wife Marguerite. Waters last sailed aboard the Colorado.

Goldstein signed up with the SIU in the port of New York, sailing as a member of the deck department. A native of New York, he now makes his home in Weehawken, New Jersey with his wife Beatrice. His last ship was the Robin Hood.

Smith sailed as a deck hand, joining the SIU in the port of Detroit. A native of Newfoundland, he now makes his home in Erie, Pennsylvania with his wife



Smith



Rivera

Florence. Smith last shipped out aboard the Niagara Mohawk.

Rivera signed on with the SIU

in the port of Baltimore where he sailed as a member of the steward department. Born in Puerto Rico, he still makes his home there with his wife Eva. Rivera's last voyage was aboard the Gateway City.



Rudolph



Norfleet

Rudolph sailed as an AB and Bosun in the deck department, joining the SIU in the port of Philadelphia. Born in New Jersey, he continues to make his home in that state. Rudolph last sailed aboard the Massmar.

Norfleet signed on with the SIU in the port of Mobile, sailing as a steward and chief cook. Born in Montgomery Alabama, he now lives in Mobile with his wife Eoline. Norfleet last shipped out aboard the Trans Orleans.

Finnerty Named To Lakes Post

DETROIT — Pat Finnerty, an SIU Great Lakes official for the past 16 years, has been appointed to the post of SIU Director of Organization for Lakes and Inland Waters.

Al Tanner, SIU vice president announced that the new post had been created to help consolidate the ever-increasing expansion of



Pat Finnerty

the union and to make the best use of the union's many segments and representatives in an accelerated organizing program and other undertakings.

Finnerty has been assigned to work in all areas of the union's lakes and inland waters operations and will deal directly with all affiliates and units of the union.

In addition to his responsibilities in carrying out a program for expanding the union's membership, he will also implement policies to strengthen the union, which include administrative and collective bargaining responsibilities, Tanner stated.

Finnerty, 40, was selected for the new assignment, Tanner said, because of his extensive experience and knowledge of all segments of the unions tug, dredge, vessel, allied marine and transportation operations.

Finnerty demonstrated his invaluable ability during negotiations and in times of crisis; this talent will now be put to work for the best interests of the entire union," Tanner said.

Finnerty, who is married and the father of six sons, makes his home in Parma, Ohio.

Your Union Benefits

By Al Kerr, Secretary-Treasurer



No Hidden Gimmicks In Pension Plan

During the past fiscal year, SIU men on pension and their dependents received from the Seafarers Welfare and Pension Plans a total of approximately \$1 million. The reason why SIU members have a far better pension plan than most other seamen in the maritime industry is because we do not have any "hidden requirements." All of the requirements of our Plan are publicized and spell out the conditions clearly.

Other plans, which may receive a lot of publicity, have what we consider to be "hidden requirements," such as a requirement of 50-99 days for one quarter's seetime credit. The seaman receives a maximum of four quarters' credit for 200 days of seetime in one year. If he happens to sail for more than the 200 days during a specified year, he receives no credit whatsoever for the accumulated days over the 200-day maximum.

Another "hidden requirement" in one of the maritime industry welfare plans provides that there can be no break in employment. This provision specifically means that if for some reason you are unemployed for over 200 days in any period of three consecutive calendar years, after 1953, then you forfeit all previous credit that you could have built up.

This is being brought to the attention of the membership because in comparing various plans, it is necessary to have all the facts and details. As a matter of fact, it's better to be able to receive a certain amount of money per month for which the qualifications are relatively easy, then it is to talk about a program providing a larger amount of money—for which it is next to impossible to meet the qualifications.

⚓ ⚓ ⚓

Proper Filing Of Claims: The Welfare Plan, at the present time, has a large number of uncompleted claims on hand for the various benefits to which the membership of our Union is entitled. However, prior to being able to make payment, the Welfare Plan must have the necessary forms, required by law, completed in detail. Every member is therefore cautioned to see that he has an up-to-date enrollment-beneficiary card, as well as a copy of his marriage certificate, on file with the Plan office.

An example of a claim that has not been completed is one for a

seaman who filed for a maternity benefit on August 13, 1963 for the birth of a daughter on January 20, 1963. Although the Plan office has contacted the home of this seaman on three separate occasions since he filed the claim last August, no marriage certificate has been provided to the Plan office. As a result, the maternity claim is still pending. Since that time, a hospital bill has been submitted for the same baby, and this claim is also being held up pending receipt of a marriage certificate.

It is to the advantage of both the seaman and the Welfare Plan office to have each individual, when submitting a claim, to fill out the form in its entirety. He should submit with the claim form, if such papers are not already on file at the Plan office, the necessary documents such as a marriage certificate, birth certificate, enrollment beneficiary card, etc. This will enable the Welfare Plan office to process the claim much faster, reduce a lot of unnecessary work and save money which can be better used to pay more benefits.



By Lindsey Williams, Vice-President, Gulf Area

SIU Assists Aluminum Workers

The Seafarers' International Union, here in New Orleans, assisted the aluminum workers in their beef with District 50, UMW. District 50 has had an intensive campaign in the Kaiser Aluminum plant in Chalmette, La., for approximately three and a half months. They have been attempting to raid the Aluminum Workers' International Union which has had a contract with the plant since 1952. The plant has in excess of 2,000 workers.

The Seafarers' distributed leaflets at the entrance of the plant at the change of all shifts on May 25 prior to the election that was to be held on May 27 and 28. The results of the election were: Aluminum Workers' International; 1131; District 50; 827; 9 votes no union; and two ballots voided.

The greater New Orleans, AFL-CIO, filed suit, here in New Orleans, attacking the constitutionality of a Plaquemines Parish ordinance, requiring fingerprinting and photographing of all itinerant laborers.

The Maritime Trades Department at its last regular meeting went on record to support the greater New Orleans, AFL-CIO, and all other labor people and labor groups in their local activities to attack and set aside this Plaquemines Parish Ordinance. It also went on record to give full support to all maritime unions whose contracts expire June 15th, 1965.

At the last meeting of the Maritime Trades Department, here in New Orleans, three unions requested affiliation with the local council. Their request was accepted by the council in session, as follows: Barbers' Union Local 496; Communication Workers of America Local 3410; and Office Employees Union Local 403.

MOBILE

Shipping has been good in Mobile during the past two weeks

Merger Talks

(Continued From Back Page)

Association, the Masters, Mates and Pilots and the NMU-affiliated Brotherhood of Marine Officers urged "that earlier proposals for a Federation of Licensed Officers be discussed by the six licensed officer organizations concerned." Furthermore, the NMU in itself is a Federation consisting of affiliates other than its seamen's organization, including marine officers, tugboatmen, longshoremen and shoreside workers.

Further evidence of the unrealistic nature of the NMU's conditions is their absolute disregard of the relative size of the organizations. In the 1963 AFL-CIO official convention proceedings, Volume II, pages 38 and 39, the SIUNA membership was listed as 77,000 while the NMU membership was listed at 42,000.

The NMU ignores the necessity of providing for participation by the shoreside affiliates of either organization. No voice, no place is provided for them in the NMU proposals. Any realistic merger talks must obviously include consideration of all those who would be affected by and involved in the discussions and ultimate objectives.

We believe continuing discussions on the subject of merger are desirable. Such talks, however, should not be restricted or impeded by unilaterally predetermined conditions as contained in the NMU proposal. They should be conducted freely and in good faith within the framework of the constitutions of the respective organizations and the constitution and policies of the AFL-CIO, with which both SIUNA and NMU are affiliated.

Your Executive Board recommends that the president of the SIUNA be authorized at his discretion, to continue discussions in behalf of our international consistent with the principles outlined herein.

as the Monticello Victory, the Transhartford and the Mayaguez crewed up, clearing quite a few cards off the board. Several old-timers have dropped into the Mobile hall lately to say hello and catch up on the latest scuttlebutt. Raymond (Blackout) Ferriera is hunting for a group one deck job after sailing on the Wacosta for the last three years. Fred Johnson is also looking for a group one deck slot. Fred started his last voyage as deck maintenance on the Ocean Evelyn, but came back from Iran and the Persian Gulf as bosun.

Bernard Overstreet keeps busy telling the boys around the hall about the one that got away while he waits for a group two engine opening. His last ship was the Ponce. E. B. (Coffee Joe) Gaines is keeping his eye open for a group one steward job after piling off the Transorleans where he sailed as chief cook for a year. Also looking for a chief cook's opening is Robert Wells who recently got off the Neva West where he made the European run for a year. Bob has been taking advantage of the chance to spend time with his wife and two children in Bayou La Batre, Ala.

HOUSTON

The shipping situation in Houston has dropped off a bit during the past period, but the outlook appears brighter in the coming weeks. Steward department veteran G. R. Gonzales, Jr. has shown up at the hall with his FFD and says that he's ready to go anyplace, but India. On the other hand, Louis Everett just caught Our Lady of Peace bound for India and claims its a great run for the money. He recently finished a fine trip to Algeria aboard the Taddel Victory.

E. Lasoya has been telling his SIU brothers that the Montpelier Victory can't be beat on an inter-coastal run, especially with its A-1 airconditioning. Lasoya says that there is a world of difference today from the conditions he started sailing under 24 years ago. Dario Martinez is keeping an eye out for a chief cook or baker job. He recently piled off the Penn Exporter which made the run to Alexandria. Frank Radzivila has been bragging about the time he had in Seville, Spain when the Afoundria stopped there on the way back from Karachi. Frank can't get over the beautiful senqrilas, and says the only thing the place lacked was a good racetrack.



SIUNA Convention Actions

(Continued From Back Page)

tion, which would prohibit the closing of any of these hospitals without Congressional approval.

Runaways: Urged the President of the United States to declare that the existence of such a fleet is inconsistent with the purposes of the Merchant Marine Act of 1936 and endorsed pending legislation which would amend the Internal Revenue Code to provide for the taxation of foreign-flag ships substantially owned by American interests.

Oil Imports: Urged extension of the cargo preference principle to oil imports, so that at least half of all oil imported into the United States will be carried in American bottoms.

Domestic Shipping: Urged revamping of the Interstate Commerce Commission in order to provide for the representation of the maritime point of view. Opposed pending legislation which would permit foreign-flag vessels to engage in the carriage of lumber in the domestic trades. Endorsed pending legislation which would permit the domestic and other unsubsidized operators to deposit monies in tax-free reserve funds for the purpose of vessel replacement. Opposed the imposition of the waterways user tax because of the destructively heavy burden it would place upon inland waterways carriers. Endorsed pending legislation calling for a study of the feasibility of providing year-around navigation on Great Lakes waters by eliminating ice conditions and urged that Great Lakes vessels be covered by the provisions of the various conventions for the safety of life at sea. Affirmed the intention of the SIUNA to continue all possible efforts to defeat further amendments to the coastwise shipping laws which would introduce foreign-flag ships into the Puerto Rico trade.

General Maritime: Urged the increased used of American-flag as a means of reducing the balance of payments deficit. Denounced the "effective control" theory of runaway-flag ships and called for the renunciation of this invalid theory by the Department of State, Department of Defense and other appropriate federal agencies. Endorsed all possible measures to preserve the U.S. shipbuilding industry. Endorsed pending legislation which would close U.S. ports to all vessels trading with Cuba and Vietnam. Urged the Military Sea Transportation Service to administer the program under its jurisdiction in such a manner as to fully implement the purposes of the cargo preference law. Called upon federal agencies dealing with operating subsidies to review this program to determine if it is being administered in a manner which is serving the interests of our total merchant fleet. Endorsed legislation that would extend war risk insurance to 1970. Supported the program of the Staff Officers Association to have a pharmacists mate on U.S. vessels as part of the ships complement.

Fishing and Canning: Endorsed a boycott of Japanese imports if the Japanese persist in their encroachment on American fisheries and if the governments of Japan and the United States cannot resolve this issue. Called for a conference of representatives of labor and management to plan a program for harvesting the anchovy fishery off the

Coast. Recommended that a vigorous campaign be initiated to organize all unorganized workers in the tuna packing industry in the United States, Puerto Rico and Samoa, and also recommended that the International and its affiliates explore and develop a program to organize Canadian fishery and cannery workers. Urged that all affiliates representing employees in the tuna canning industry work toward a common contract expiration dates and exchange information to counter the tactics of the employer.

Relations With Other Organizations: Urged that the SIUNA and its affiliates to give all possible support and assistance to COPE. Urged all affiliates of the SIUNA to participate to the fullest possible extent in state and local AFL-CIO bodies. Commended the affiliates which are engaged in community service activities, and urged that these affiliates broaden their activities wherever possible. Endorsed the support of the SIUNA to the Coordinating Council On Education For The Disadvantaged in the pursuit of its goal of helping to upgrade the quality of education available to all children.

Civil Rights, Social Legislation: Reaffirmed the determination of the SIUNA to support and assist in every way possible the attainment of the goal of equal rights and equal opportunity for all and also urged the immediate enactment of voting rights legislation by Congress and urged all possible assistance in making equality of employment opportunity a reality. Called for immediate passage by the Senate of the Medical-Care-For-The-Aged Bill which has already been approved by the House. Urged that legislation be enacted to protect consumers against misleading advertisements, deceptive merchandizing practices, excessive prices and unsafe products. Endorsed the legislative program of the AFL-CIO for the sound and orderly development of our educational system. Urged all affiliates to press for adequate housing facilities in their own communities and recommended that the International continue its activities on the Washington level to obtain federal support for housing. Supported the Supreme Court declaration of 1964 which affirmed the democratic proposal of one-man, one-vote.

General Labor: Endorsed pending legislation which calls for the repeal of section 14(b) of the Taft-Hartley Act which gives states the right to destroy union security by enacting so-called "right-to-work" laws. Supported the amending of the Fair Labor Standards Act and the Labor-Management Relations Act so that all employees excluded from coverage under these acts shall be able to obtain adequate wages and improved working conditions. Pledged support to railroad labor in its fight against proposed mergers, and called on Congress to forbid any merger activity until it has thoroughly investigated the profits and financial structures of the railroads. Reaffirmed the intention of the SIUNA to participate with other unions in seeking the termination of the Waterfront Commission or a reduction of its authority over the lives and jobs of longshoremen and other waterfront workers.

SIUNA Convention Speakers

(Continued from page 3)

... compete anybody in the world... And these ships should go under our flag."



George Meany, President AFL-CIO—"The only strong consistent voice over the years on behalf of a better merchant marine, to provide a decent standard of living for our people has been the voice of the American merchant marine unions... American labor is not in any way responsible for the sorry state of our merchant marine... the answer to the problems of the merchant marine rests with those who have the responsibility and the power to take the necessary steps to revive and expand the maritime industry."



W. Willard Wirtz, Secretary of Labor—pledging the Administration's support for the repeal of anti-labor Section 14(b) of the Taft-Hartley Act, told the delegates: "You know the strength of our feeling about this, and the importance we attach to it, not just in terms of a section of the Taft-Hartley Act, but in terms of the question of whether collective bargaining in

this country is to be free. The important thing is that 14(b) is going to be repealed."



Nicholas Johnson, Maritime Administrator—"The Seafarers International Union plays an important role in our merchant marine. Your Union has been instrumental in elevating American seamen to their present high status in our country. You have earned for yourself the high standard of living that you are entitled to, a standard of living all Americans are proud of, and one which I wholly endorse."



Jack Henning, Undersecretary of Labor—Speaking on the fight to repeal section 14(b) of the Taft-Hartley law—"There can be no equality of bargaining under the open shop. To say we favor unions, but insist upon the open shop, is to allow unions the right of existence, but to deny them their functions... Union labor has one restriction. It requires membership for the protection of the standards of the majority of working people in a given plant."



George H. Hearn, member, Fed-

eral Maritime Commission—"If there are still any doubts as to the essentiality of maintaining a strong, viable privately owned fleet employing American seamen, those doubts should be dispelled when we consider our important commercial role, and as the protectors of the free world."



Edwin Hood, President, Shipbuilders Council of America—"The coming contest on the seas between East and West will not be met by ships still to be built. Ships-in-being will determine the outcome. Yet, the Soviets are outdistancing us in the growth of their merchant marine."



Senator Vance Hartke (D-Ind.)—"We have not been able to achieve that acceptance by the American public of the merchant marine as an indispensable segment of the economy that is so potent a factor in the successful shipping operations of the European maritime nations. This is a field where Government and the Congress may well concern themselves."

Low Water Levels Still Plague Shipping On Lakes

SAULT STE. MARIE—Great Lakes shipping is still being plagued by problems created by low water levels which force vessels to operate at less than capacity, according to testimony before the Lakes international joint commission.

Despite these problems and the heavy ice conditions that limited traffic during the early weeks of the shipping season, St. Lawrence Seaway officials are confident that new shipping records will be established this year on the waterway.

At hearings conducted by the Great Lakes international joint commission, Oliver T. Burnham, vice president of the Lakes Carrier Association, explained that almost all of the newly built ships operating on the Great Lakes have navigable drafts of at least 25-feet, six inches. This is the depth of the draft now available on the St. Lawrence Seaway.

Dredging No Cure

In order to open the Lakes to vessels with this draft, channels were dredged three years ago. However, the declining water levels have lessened the value of these new deeper channels since vessels with the 25-foot, six inch draft, or more, can't use the St. Marys, St. Clair and Detroit rivers.

Traffic jams in the waterway system have developed because of low water levels in the Davis and Sabin locks in the St. Mary Falls Canal. This situation has forced many of the transiting ships to use the MacArthur lock, causing delays of up to nine hours. Burnham pointed out that these delays have caused great expense, since operating costs for Lakes ships are \$150 per hour.

Burnham advocated that several flow retarding programs be studied

by the members of the international joint commission. The solutions that the LCA official recommends for study include the installation of underwater dams at the head of the St. Clair River and the possibility of creating additional inflows similar to those from diversions of the Long Lac and Ogoki Rivers into Lake Superior.

Predict New Record

Predictions of a new shipping record on the St. Lawrence Seaway during 1965 were made recently by Willis H. Crosswaite, an official of the seaway administration. He said administration officials expected a new cargo record to be set in 1965 even without the aid of another Canadian wheat sale to the Russians. According to administration estimates, substantial increases in the shipments of iron ore should substitute for the loss of these grain shipments.

Low water levels and heavy ice conditions caused a slow start in shipping on the Seaway this year. During April, 458 vessels navigated the St. Lawrence section of the system. This figure was 100 vessels lower than in April, 1964.

The seaway administration reported 2,900,000 tons of cargo was carried on the Seaway during April. This was 383,946 tons less than was carried in April, 1964. Cargo upbound increased by 9.2 percent over 1964, while downbound cargo totals decreased 28.2 percent from last year. This decline was responsible for the overall decline from last year's April figures.

First Quarter '65 Average Is High

Unions Winning 64% Of NLRB Elections This Year

WASHINGTON—Unions won 64 percent of all the collection bargaining elections conducted by the National Labor Relations Board in the first quarter of 1965, up from 59 percent in the preceding quarter.

Also up, the NLRB reported, was the AFL-CIO's share of election successes. Out of 1,162 elections in which an affiliated union was on the ballot, the affiliates won 690 or 60 percent, compared with 55 percent in the last quarter of 1964.

During the January-March quarter the board conducted 1,670 elections asked for by unions, employers and individuals. Unions won majority designation in 1,066.

More than 108,000 employees were eligible to vote in these elections. More than 90 percent of them cast valid ballots, with 58 percent of the ballots marked for union representation.

Other measures of NLRB business also rose during the quarter—charges of unfair labor practices filed with the board, complaints issued by the general counsel, and total cases awaiting disposition.

The unfair practice cases were up 11 percent over the previous quarter. There were 2,876 charges of unfair practices brought against employers and 1,189 against unions. The latter included 279 charges of illegal secondary boycott to be disposed of by the NLRB or its agents.

Other aspects of the report included:

• The election tally included 54 decertification elections with unions losing 39, and seven union shop deauthorization elections with the results 6-1 against continued authorization.

The NLRB filed 53 petitions for injunctions under the mandatory provisions of Section 10 (1) of the labor law, and eight petitions for injunctions under the discretionary provision of Section 10 (j).

At the end of March, 519 cases were awaiting decision by the five board members, compared with 569 cases pending three months earlier and 517 pending a year earlier.

Awaiting disposition at all levels, including trial-examiner level, were 8,975 cases at the end of March, compared with 7,924 as of December 31 and 8,551 on September 30, 1964.

Of the cases pending at the end of March, 6,112 were unfair labor practice charges.

Beef Box

By Robert A. Matthews,
Vice-President, Contracts, & Bill Hall, Headquarters Rep.

Headquarters has received a number of interesting questions on several shipboard beefs that have occurred in recent weeks. The first request for information came from Anthony C. Parker on the Santore and dealt with oilers standing port watches.

Question: What is the procedure for setting watches for the three oilers aboard ship from 5:00 P.M. to 8:00 A.M. when the vessel is in port for over 24 hours?

Answer: The SIU Freightship Contract is very clear that oilers shall be day workers when a vessel is in port in excess of 24 hours, and the working hours for oilers are from 8:00 A.M. to 12 Noon, and 1:00 P.M. to 5:00 P.M. Any work outside of these hours would be payable at the regular overtime rate.

Therefore, based on the available information, these port watches from 5:00 P.M. to 8:00 A.M. should be rotated among the three oilers. This has been a long standing policy and would be similar in nature to an oiler standing winch watches.

This, of course, would not apply to Firemen-Watertenders.

Another important question submitted to our office came from Morris Berlowitz, who is on the Western Hunter.

Question: Does the steward department delegate have the right to inspect his overtime sheet? Is this right subject to any limitations?

Answer: The steward department delegates has a right to see his overtime sheet at all times and to consult with the department heads to see that each member of the Steward department is being treated fairly and equally.

Question: "Let me know if installing gaskets in all the port holes on the ship is straight o.t. on watch and o.t. and a half off watch."

Answer: You are entitled to overtime on watch and overtime and one-half off watch for performing this work.

Reference: Standard Freightship Agreement, Article III, Section 12—Carpenter's Duties:

(a) Routine duties of the Carpenter shall include the following:

- (a) 5. "Maintenance work such as repairing locks, installing port hole gaskets, fixing and fastening steel lockers, and all blocks."
- (a) 6 (c). "When members of the Deck Department are required by the officer-in-charge to perform regular work they shall be paid straight overtime for their watch on deck and overtime and one-half for their watch below."

In response to a number of requests the Beefbox is reprinting the following ruling of the Clarification Committee on a question involving which port was a man's actual port of engagement. The problem is described in the following example:

A vessel on foreign articles while on route around the world, arrived at San Francisco where Seaman A signed off articles by mutual consent and Seaman B, his replacement, assumed Seaman A's Port of Engagement, which was New York. The vessel ultimately arrived at New York where articles were terminated and Seaman B terminated his service with the vessel because of illness, requesting return transportation to the port where he first joined the vessel, San Francisco.

In regards to first-class transportation to his "original Port of Engagement," which section of the contract is applicable in the case described above?

Answer: When the seaman left the vessel at New York, under the circumstances described in Section 14(b), he was entitled to return transportation to his actual Port of Engagement, San Francisco, even though at the commencement of employment at San Francisco he had assumed the Port of En-

The INQUIRING SEAFARER

QUESTION: Having listened to radio all over the world, what foreign nation would you say broadcasts the most interesting programs, and why?

A. Morales: I'd say it was a toss up between Manila and Thailand.

Both countries, you know, broadcast many programs in English. Music is my favorite kind of radio and Thailand offers a fine selection of classical, Latin and native tunes. For news and talk, your best bet is probably a Philippine station.

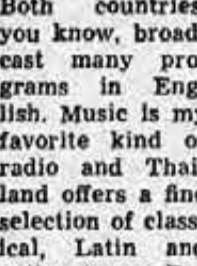
Standmore Bell: My favorite foreign radio stations are based in Japan. Japanese radio has a little bit of everything and they broadcast in both English and Japanese. There are quiz programs and stories as well as music and news. Variety is the spice of life and Japanese radio offers the most.

Max Fingerhut: I'll have to go with Germany. First of all, I understand the language since both of my parents are native Germans. In the second place, I love German music. It's deep and sweet and soothing—so different from the confusion of rock and roll. To tell the truth, it even helps me sleep.

Gus Liakos: The radio stations of Holland stand head and shoulders above the rest. I'm a classical music fan and the Dutch stations play more and a wider selection of classical pieces, especially my favorite, Beethoven. Also, their news and language programs are excellent.

W. G. McChesney: I prefer Japanese radio. They specialize in broadcasting my particular favorite type of radio show — replays of American musical comedies. Also, you can usually tune to a situation comedy or a rapid fire delivery style comic like Bob Hope. I like radio humor and Japan has the funniest.

C. Sun: I don't like any kind of radio—any country, any style, any time. When I finish work I go right to sleep. I'm not as young as I used to be. And when you're trying to sleep, radio is not conducive to pleasure. It is a nuisance, pure and simple. Let the younger fellows have their radios. I'd rather lie down, close my eyes and not hear anything.



The Pacific Coast

By Frank Drozak, West Coast Representative

Anti-Labor Law Wiped Off Books

The Assembly voted recently at Sacramento to wipe California's twenty-three-year-old ban on hot cargo strikes and secondary boycotts off the statute books, paralleling similar action by the Senate on an identical bill last week. Also, after debate the Assembly vote indicated the law be stricken from the labor code. When originally enacted, the law carried a stipulation it would be effective only until May 31, 1943, or during a national emergency of war.

The Kodiak, the largest ocean going railroad car barge ever built was launched at the Bethlehem Pacific Coast Steel Corp. The 400 by 78 foot hydro-train can carry forty eight fully loaded railroad cars per trip.

It will be in the Puget Sound Van Line fleet and will be placed in service from Seattle to Whittier, Alaska.

San Francisco

Shipping in San Francisco for all ratings has been more than good and the shipping outlook is still favorable. We had four payoffs here recently, including the Ocean Evelyn, Western Comet, Longview Victory, Western Clipper, Ames Victory and the Wild Ranger.

In Transits were the Steel Traveler, Elizabethport, Calmar, Seamar, Express Baltimore, Steel Admiral, Marymar and San Francisco. Ships due to pay off shortly are the Steel Flyer, Young America, Fairport, De Soto, Fanwood, Natalie and the Morning Light.

Chief steward R. L. Perry shipped out on the National Seafarer recently. An old-time SIU steward, he was glad he came out here from Houston, Texas.

A steward with the SIU for about twenty years now, M. Steinsapir is just off the Western Comet after about a year. He's planning a short rest of about a month before shipping out again. P. Kronberg came in to the San Francisco hall to register recently and hopes to be shipping out within the next few weeks. He is a veteran AB.

Up from down south is J. W. Givins who came up here trying for a steward slot. Another Seafarer taking a try at shipping out

from San Francisco is bosun E. C. Anderson.

Wilmington

During the past period we had the Cities Service Norfolk sign on here and the Wild Ranger pay off. We had the Topa Topa, San Francisco, Ames Victory, Marymar and De Soto in transit. The outlook for the coming period is slow as we are only expecting four ships in transit.

Jim Elwill, who paid off the Western Clipper was around telling the boys of his recent adventure—and he had a doozie. Seems after paying off he took a trip to New Orleans for a few days and was hardly settled in when a couple of robbers broke into his hotel room and demanded his dough. Fortunately for Jim, the bulk of it was safely stashed away in the bank by that time so all the hoods made off with was 21 bucks in pocket money.

After nine months on the Robin Hood, Paul Tassin decided to call it quits and got off. He feels he's earned a little time off with the family before shipping again. We hope he won't stay out of action too long because electricians are in demand in this area.

One of the many Seafarers whose favorite run is to Japan, steward Robert Morrow left the Hanover recently and after a short rest is looking for another ship. Guess what run he's holding out for? Bob had nothing but good words for the representation SIU stewards have been getting during payoffs recently.

Another steward department member, third cook Tom Connel whose last ship was the Yaka, says he really had a good SIU crew to sail with on that ship and he is now waiting for a third cook's slot on anything going anywhere. Gordon Marbury, a twenty-five-year SIU member whose last ship was the Transyork is in town looking for an oiler's job on an intercoastal run.

Seattle

The Seafarers Welfare Clinic is now operating in the port of Seattle and Seafarers are reminded that they must have a clinic card in order to ship from this port. Shipping here has been fair since the last report, and the next couple of weeks look pretty good with plenty of payoffs in sight.

During the last period we paid off the Delaware, Anchorage, Henry and the Seattle, and signed on the Delaware. In transits were the Seamar, Summit and the Calmar.

Some Doctors Still Balking As Medicare Passage Nears

WASHINGTON—While the House-approved medicare bill was being beefed up in the Senate Finance Committee on its way to virtually assured passage in this session of Congress, doctors' groups across the nation began a far-ranging debate on the need to provide health care to all our nation's citizens, regardless of social status and ability to pay.

The Senate panel strengthened the House version of medicare by adding coverage for four specialized physicians' services. Payment for those services—radiology, anesthesiology, pathology and physical medicine—was not called for in the House bill, which created a supplemental insurance program, at extra cost to the recipient, for such coverage.

The American Medical Association, which provides the main stumbling block to medicare, opposes such coverage for patients. Exclusion of the four services from the House bill

was regarded as a back-door victory for the AMA lobbyists, who tried to retrieve as much as possible from their defeat on the whole medicare program.

The measure to extend coverage to the specialized services—all of which are considered more or less vital to patients involved in surgery—was put forth in the Senate by Paul Douglas (D-Ill.). Senator Harry F. Byrd (D-Va.), chairman of the Senate Finance Committee, said the panel would continue closed hearings on the medicare bill.

Academy Raps AMA Stand

While Congressional action was being pressed in Washington, medical groups around the country were making their attitudes on medicare known. In New York, the distinguished Academy of Medicine fired a powerful salvo at the anti-medicare AMA when it declared that medical care should be "based on health need alone, not on a test of ability to pay."

The Academy's statement repudiated the AMA's doctrine that care should be provided only to those who had proved they did not have the means to pay for it. The Academy said that the government has equal responsibility with voluntary agencies for taking "whatever actions are necessary" to assure all people "equal access to a high quality of comprehensive health care."

Heedless of the deep antagonisms it is engendering among the public and other, more far-sighted health groups, the AMA has been edging closer in recent weeks to a bitter rule-or-ruin policy. Rather than accepting its defeat on the medicare issue with good grace, AMA chapters around the country have been threatening to strike against the sick, aged and needy when the bill becomes law.

Vote To Strike

Dr. Jack Shreiber, a spokesman for the Ohio branch of the AMA, announced that Ohio doctors have voted to support a resolution to refuse to treat patients under the federal medical care for the aged program. Shreiber predicted the boycott would immediately spread to at least a half dozen states. The Ohio AMA resolution specifically urges doctors to turn down any fees from the government-administered plan.

Dr. Donovan F. Ward, president of the national AMA, cautiously avoiding the term "strike," nevertheless supported the Ohio doctors, stating that there was nothing in the law that compelled doctors to participate in the medicare plan.

In Chicago, another spokesman for the AMA said it was assumed that there would be a move at the June 20 AMA House of Delegates meeting—a policy making session to be held in New York—to make the Ohio boycott position national AMA policy. Such a move, if carried out, could bring to America the same kind of shame and ill-feeling created by similar doctors' strikes in Belgium and Canada in recent years.

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Consider Ship Boycotts, Aid Cutoffs

House Bills Would Discourage Trade With Red North Viets

WASHINGTON—A measure discouraging western nations from continuing to allow their ships to trade with Communist North Vietnam has been adopted by the House Foreign Affairs Committee.

Sponsored by Representative Dante Fascell (D-Fla.), the amendment to the Foreign Aid Act would prohibit aid being given to any nation which fails to take steps to prevent ships or aircraft under its registry from trading with North Vietnam.

During 1964, more than 200 vessels flying the flags of western nations hauled cargoes to and from North Vietnam. Among the nations with ships involved in such trade were Britain, Japan, Greece, Norway, Lebanon, Panama, West Germany, Italy and France.

The Fascell Amendment is similar to one the legislator added to the Foreign Aid Act in 1963, which cut off aid to those nations which did not move to cut off their trade with Communist Cuba. Another measure, now under

consideration by the House Merchant Marine and Fisheries Committee, would prohibit the transportation of articles to or from the United States by vessels which have traded with North Vietnam.

The bill, introduced by Representative Paul G. Rogers (D-Fla.), has the full backing of the SIU, maritime labor and organized labor generally. The Severn River, a Panamanian-flag ship registered to a Liberian corporation, was recently picketed by AFL-CIO longshoremen because she was engaged in trade with the Communist nation.

The International Longshoremen's Association has served notice that it would boycott the loading of any ships which have traded with North Vietnam. The boycott extends to all ports from Maine to Texas.

Rail Tugman On Pension



SIU Railway Marine Region tugman John Lotz (left) picked up his first regular \$150 monthly pension check recently at New York headquarters from RMR regional director G. P. McGinty. Lotz, who has sailed aboard Baltimore & Ohio rail tugs for the last 20 years, makes his home in Staten Island, N.Y., where he plans to spend his retirement.

Explorer Plans Undersea Map Of U.S. Coast

Following in the wake of his famous father, Jacques Piccard, son of the world-renowned undersea explorer Auguste Piccard, will voyage to the bottom of the sea in an underwater exploration expedition of his own.

The younger Piccard will chart the continental shelf at the bottom of the Gulf Stream all the way from Florida to Newfoundland. The purpose of the trip is to observe and film marine life and to study currents in the Gulf Stream at depths as great as 1,000 feet.

Six-Week Trip

Piccard and eight companions will make the six-week voyage in an instrument packed vessel only 93 feet long. The sub won't use its motors, Piccard says, but will drift along unpowered in the northward flow of the Gulf Stream at between one and five knots.

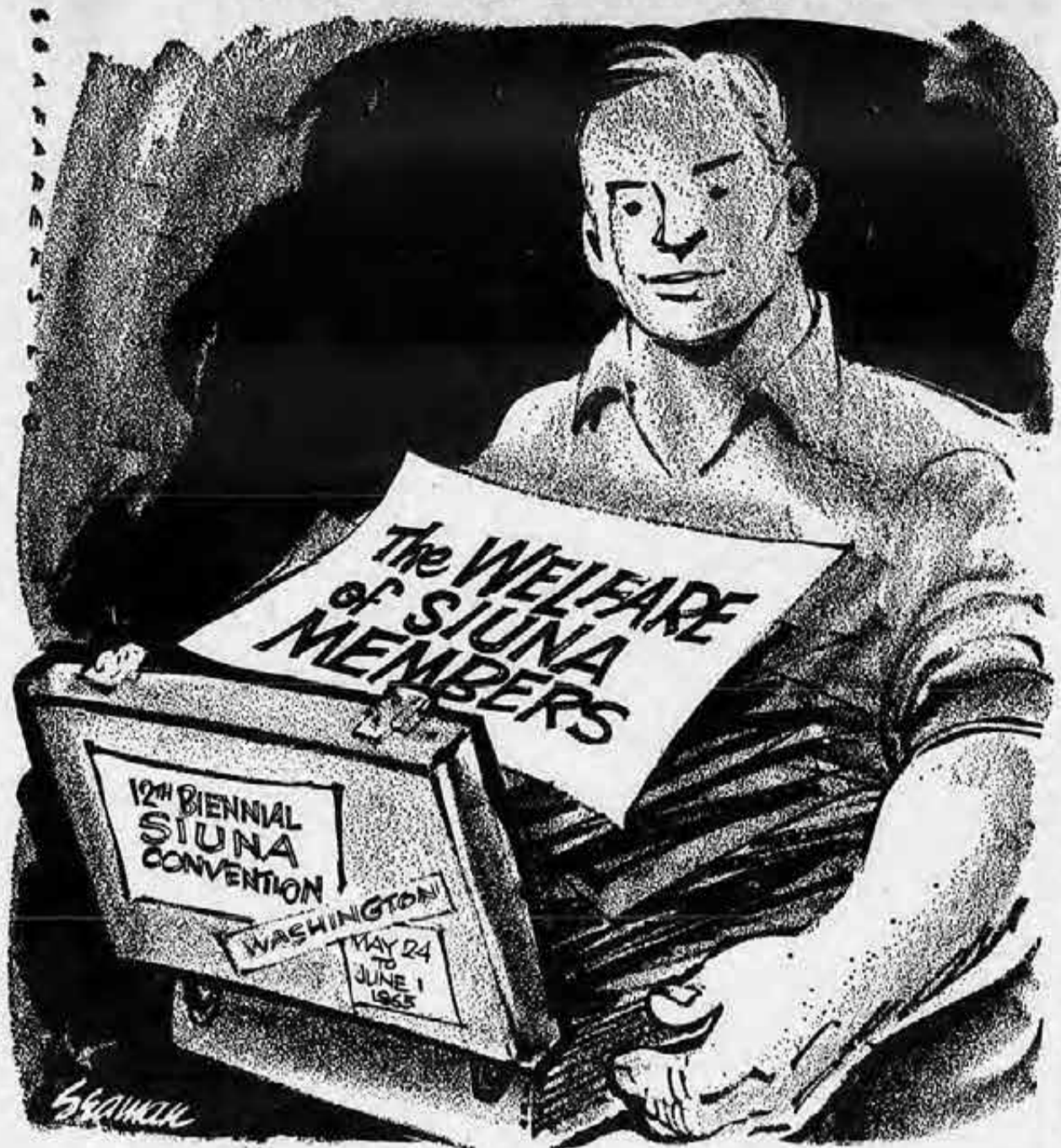
Keeping an eye on Cold War competition, Piccard said: "I don't believe that the Russians have installations on the sloping underwater mass, but they very well could have. I am sure they have studied the possibility of exploiting the sea as well as space."

Piccard promised to keep a sharp lookout for such installations along the full length of the shelf.

PHS Clinic Asks Advance Notice

Seafarers seeking other than emergency care at the US Public Health Service outpatient clinic in New York have been asked to telephone, wire or write in advance for an appointment to assure better care and avoid long periods of waiting. The USPHS facility, at Hudson & Jay Streets, NYC, says it is being swamped by "walk-in" patients who have ample time to make advance appointments. Unless they require emergency care, Seafarers are asked to write New York 13, or call Barclay 7-6150 before they come in. The clinic is at 67 Hudson St.

"What It Was All About"



The Seafarers International Union of North America concluded one of the most far-reaching and forward looking conventions in its history at its Twelfth Biennial Convention in Washington, D.C. Delegates representing the 80,000 members of the 33 affiliated unions within the SIUNA family dealt with the problems facing not only the maritime industry and related crafts, but also to those confronting the U.S. labor movement, the working men and women of the country and the nation as a whole.

Some of the Convention's most important and significant recommendations toward upgrading American maritime dealt with the dry cargo freighters, bulk carriers and independent tankers that make up the nation's floundering tramp fleet. In their recommendations to breathe new life into the fast dwindling U.S. tramp fleet, the convention delegates urged the Government to exercise strict adherence to Cargo Preference statutes, extend construction subsidy aid for bulk carriers, establish tax-free reserve funds in which tramp shipowners can deposit monies for vessel replacement, and to impose oil import quotas which would operate similarly to the cargo preference laws.

This was by no means the extent of the delegates' action on the glaring problems faced by U.S. maritime. Their recommendations ranged from a call for a uniform charter party agreement to govern the transportation of government-generated cargoes to a condemnation of the waterway user tax proposal which would ruin the nation's inland boat industry, and a pledge to fight the Government's plan to close U.S. Public Health Service hospitals.

Convention delegates did not restrict their deliberations solely to the difficult position of the U.S. merchant fleet and the problems of maritime labor. During the convention, they recommended action on a wide variety of issues faced by our country and its working men and women.

Probably one of the most important ques-

tions considered by the delegates was the repeal of Section 14(b) of the Taft-Hartley Act. This crucial issue considered by the delegates affects not only the SIUNA, but every trade unionist in America. The delegates called for the repeal of this blatantly infamous piece of anti-labor legislation.

Continuing problems faced by the American working man such as the need for Federal minimum standards of wages and hours and unemployment compensation also were considered by the convention delegates. The convention went on record as calling for the enactment of the \$2 per hour minimum wage, double time for overtime, a thirty-five hour work week and vastly extended coverage by the present act.

Delegates also rose to the defense of the Supreme Court's historic "one-man-one-vote" decision as it called upon Congress and the states to reject legislative encroachments which would permit reapportionment of a lawmaking body on a basis other than population.

Other major resolutions passed by the convention dealt with improvement of equal rights and opportunity, especially in the areas of job and voting rights, the curtailment of proposed rail mergers, the abolition of the New York Waterfront Commission, better housing programs at the Federal and local levels, and the endorsement of a broader War on Poverty with increased union participation in local programs to alleviate poverty.

This brief summary of the national problems with which the SIUNA convention concerned itself shows that all the affiliated SIUNA Unions are properly concerned with perfecting the Great Society originally described by President Johnson. An improved U.S.-flag merchant fleet is appropriately the major concern of the SIUNA, however, as the convention delegates demonstrated, the Union must be concerned with the welfare of the entire nation if the U.S. is to continue as the strong, prosperous leader of the Free World.

SPAD

Seafarers Political Activity Report



SENATE PASSES WORKS BILL—The Senate passed a new public works and regional development bill by a 71-12 margin and sent the \$3.3 billion measure on to the House. The program will have its greatest effect in areas of heavy unemployment. The amount called for in the Senate bill is \$150 million more than the Administration asked for. The bill will set up the machinery for interstate regional development programs, like the Appalachia program. In most areas, the states will be called upon to match dollar-for-dollar the grants made by the Federal Government. In areas of the greatest need, however, the Federal Government will pay up to 80 percent of the cost. The bill also contains a loan program to promote industrial development and creates a new assistant secretary of commerce to oversee the program.

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IMMIGRATION BILL—Charging that the present immigration quota system "carries a stench of bigotry that affronts the nation's friends and plays into the hands of its foes," Paul Jennings, the newly elected president of the International Union of Electrical, Radio and Machine Workers, testified labor's support of the Administration's immigration bill in hearings before the House Subcommittee on Immigration and Naturalization. Jennings called for positive legislation that "will permit rather than restrict immigration." He noted that while 54,000 places under the present discriminatory quota system are unused each year, "desperate people cry in vain at our door" for admission to the United States. He said that "the 63,000 additional quota immigrants who would be admitted under the proposed immigration legislation would pose no threat to us as workers or neighbors." He pointed out that many American union members are either immigrants or the sons and daughters of immigrants.

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FIREARMS CONTROL LAW—The most far-out of the extreme right organizations have been pouring volley after volley of distortions and lies against a bill sponsored by Senator Thomas Dodd (D.-Conn.) which would revise America's gun laws in the interest of protecting the legitimate sportsman while making firearms less available to law-breakers. The rightists have found an ally in the National Rifle Association, a bonafide sportsman's group, which seems to have gotten mixed up with the wrong company. Agents of the rightist groups are reported to have infiltrated the NRA in order to be able to gain easier access to firearms.

LABOR ROUND-UP

The Textile Workers Union of America gained its fourth representation election victory in the South since January 1, when workers at the Timme, Inc. plant in Wilmington, N.C. voted for the TWUA by a 382 to 224 margin. There were 24 challenged votes. Nearly 2,000 workers have signed up with the TWUA in the South so far this year. Earlier victories were won at the plants of Collins and Aikman Co., North Carolina; Roxbury Carpet Co., Tennessee, and the American Olean Co., Kentucky.

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The Brewery Workers won a seven-week strike at the Quaker Oats plant in Harrisburg, Pennsylvania, that was called over the issue of working conditions. Employees at the plant had voiced dissatisfaction about forced vacations and slack season layoffs. The new contract helps to ease the problem through a supplemental benefit plan and a further stress on seniority rights. The SUB plan guarantees that a worker with 1,300 hours or more of company service is guaranteed 62 percent of take home pay during layoffs for up to 26 weeks a year. The two-year contract also provides wage hikes of 15 cents an hour, four weeks paid vacation after 20 years, a 40 percent improvement in hospital and medical benefits, and a severance pay plan.

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By a vote of 187 to 112, workers at the Louisville Chair Company, Louisville, Kentucky, voted for the United Furniture Workers as bargaining agent. It was the third representation election at the plant

in less than three years. The UFW won the first election in 1962, but it was put aside by the NLRB because management charged that a leaflet distributed to employees had misrepresented a company profit sharing plan. The second vote produced a narrow margin in favor of the company. That election too was declared void because the company had dismissed active members of the union before the voting. An NLRB decision recommended a new election and the reinstatement of the dismissed unionists. Despite the company's anti-union campaign of letters, captive audience meetings and other pressures on the workers, the UFW won the third election and was declared bargaining agent.

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A month's strike action brought a first-time union contract to more than 1,000 employees of the Hughes, Hatcher, Sufferin chain of men's clothing stores in the Detroit area. Office employees began the walkout when the company refused to recognize the Amalgamated Clothing Workers Union as bargaining agent. While the pickets marched, the union's organizing drive spread through the company's 15 stores until a solid majority of employees was signed up. The company then agreed to recognize the union, pending a check of union pledge cards by a local clergyman. The pact won by the workers provides for wage minimums and progressions for all classifications, seniority rights and grievance procedures, five sick leave days yearly with unused days paid for in cash at year's end, hospitalization benefits, life insurance and other benefits.



Delegates TURNER and MOONEY talk with Cong. DELANEY, House Speaker McCORMACK and Labor Undersecretary JOHN HENNING.



LUCY PERRONE
Industrial Workers,
Pacific Dist.



Delegates JIM DOOLEY, GEORGE MCCARTNEY, RED RAMSAY, BILL ARMSTRONG join in heavy applause to Pres. MEANY'S address.



FRANCIS BEDDOE
Trinidad



CONG. PAUL KREBS
of New Jersey



STEVE EDNEY, Pacific Cannery Workers, and ANDREA GOMEZ discuss Cannery report.



MORRIS WEISBERGER
Sailors Union of Pacific



KENNETH BELIEU
Undersecretary of Navy

PHOTO REPORT

The Twelfth SIUNA Convention

Pictured here and on the following pages are some of the highlights of the 12th Biennial SIUNA Convention in Washington. They depict some of the people and events which made this recently-concluded Convention a memorable one for everyone on hand.

Delegates to the Convention from the 33 affiliated SIUNA unions acted upon a great number of issues of vital importance to maritime, the American labor movement and the nation, and charted important policy for the international during the next two years—years which promise to be important ones for the future of maritime and organized labor in the United States.

The Convention also hosted an impressive number of guests and speakers, who voiced their opinions on many important issues. Many of those who addressed the delegates during the proceedings are pictured on these pages, along with many of the delegates.

Pictures, however, can't tell the whole story, and full coverage of Convention actions and events is carried elsewhere in this issue of the SEAFARERS LOG.



RICHARD HILLIS
Inland Boatmen, Pacific



CLARENCE HENRY
ILA Vice-President



Pacific IBU Pres. JOHN FOX (left) talks with IBU delegates DALE MELLINGER and DICK HILLIS.



LEO PERLIS
Community Services



LINDSEY WILLIAMS
AGLIW District



Canadian brothers DOUCET, SOUTHERN, CAMERON, SWAIT, GLASGOW and DAVID chat with SIU Pres. HALL.



PAUL JENNINGS
President, IUE



Brothers BEDDOE, MUNGROO and BLANCHE are attentive as committee report is made to delegates.



WILLIAM PENNINGTON
Special Assistant to S.A.



ED TURNER
Marine Cooks & Stewards



CHALMER WELTY
SUGAR WORKERS, Local 1



AUSTIN SKINNER
New Bedford Fishermen



NELSON GRUIKSHANK
AFL Social Security Dept.



CONG. JOHN ROONEY
25th of New York



FRANCIS MUNGROO
SIU of Trinidad



CONG. EMANUEL CELLER of New York



FRED STEWART AGLIW District



SIUNA Executive Board dealt with wide range of problems affecting affiliated unions.



JERRY WURF Pres., AFSCME



RAYMOND SUAREZ LAZU SIU of Puerto Rico



JAMES MATTHEWS of SIU taxi local in Detroit is congratulated by President HALL on recent victory over Teamsters as JOHN WEAVER (left) of St. Louis cab local and MIKE JAKUBOWSKI look on.



SENATOR VANCE HARTKE of Indiana



AFL-CIO COPE Director AL BARKAN (right) presents COPE award to SIUNA President HALL.



BURT LANPHER Staff Officers



CONG. PAUL FIND of New York



Sen. EDWARD KENNEDY (Center) talks with Massachusetts constituents ED McDONOUGH (left) and AUSTIN SKINNER of New Bedford Fishermen.



AL KERR secretary-treasurer, SIU



JOHN HENNING Undersecretary of Labor



LES BALINGER Cannery Workers of Pacific, San Diego



HARRISON TYLER ILA, Chicago



DON SLAIMAN Director, AFL-CIO Civil Rights Dept.



Chicago cab union presented plaque to SIUNA. SIU Pres. HALL accepts plaque from EVERETT CLARK, MIKE JAKUBOWSKI, DOM ABATA.



BEN McLAURIN Reg. Dir., Sleeping Car Porters



THEODORE KHEEL Labor Arbitrator



BROTHERS DAVID, GLASGOW, WEISBERGER, SWAIT, RAMSEY and DOOLEY were part of 13-member Seamen's Grievance Committee.



JOHN FORSYTH (right) and G. P. MCGINTY of the Railway Marine Region, follow resolution condemning railroad mergers.



Members of the delegation to the Convention from the SIU of Puerto Rico exchange views with President HALL. The delegation later submitted their organization's report to the Convention.



FRED FARNEN Great Lakes District



JOE GOREN Marine Cooks and Stewards



WILLIAM JORDAN Marine Firemen



JOHN HAWK
International Rep.



NICK PECORARO
Seine Line Fishermen,
San Pedro



TS&AW delegates from Chicago, St. Louis and Detroit gathered here to have their pictures taken by photographer.



GEORGE ISSEL
UIW-Pacific



CONG. HUGH CAREY
of New York



ANNETTE IOVINO (left) and MARGUERITE BODEN of headquarters staff at registration desk.



NICHOLAS JOHNSON
Maritime Administrator



Delegate WILDER SMITH of Marine Cooks and Stewards steps to microphone on Convention floor. Directly to his left is delegate RALPH QUINONES of the SIU United Industrial Workers.



TEDDY GLEASON
President, ILA



MORT BRANDENBURG
Pres., Distillery Workers



Group of delegates from West Coast Fish and Cannery unions and Great Lakes seamen get together for picture.



BILL MOODY
Boy Scouts of America



J. C. TURNER
Pres., D. C. Labor Council



GEORGE JOHANSEN
Alaska Fishermen



Constitution Committee report is checked by four committeemen: (l-r) chairman JORDON, F. DROZAK, R. HILLIS, J. WINTER.



GEORGE HEARN
Federal Maritime
Commissioner



CONG. F. THOMPSON
of New Jersey



JOE LEWIS
Director, AFL-CIO
Union Label Dept.



Following Resolutions Committee report are (l-r) delegates DOOLEY, RAMSAY, JORGENSON and SWEENEY.



HARRISON TYLER, Pres., ILA Local 19, Chicago is introduced to Convention by SIU Pres. HALL DOM ABATA applauds guest.



GIL GAUTHIER
SIU of Canada



LEONARD MCLAUGHLIN
SIU of Canada



ED CAROUGH, JR.
Org. Dir.
Sheet Metal Workers



GEORGE DIXON
Vice-Pres., ILA Mobils



Congressman CARL ALBERT, Majority Leader of the House (left) and Congressman JACK GILBERT of N.Y. (third from left), talk with delegates JOHN DWYER and FRANK DROZAK (right).



Greetings are exchanged between JOHN GALLOWAY (right), ILA Local 19 official and PAUL HALL and MORRIS WEISBERGER.



EARL (BULL) SHEPARD AGLIW District



ED HOOD, Pres. Shipbuilders Council, used visual display in address to Convention.



WILDER SMITH Marine Cooks & Stewards



DON SWAIT SIU of Canada



TS&AW Pres. DOM ABATA (left) chats with HARRISON TYLER, Pres. ILA Local 19, Chicago, and MRS. TYLER



CONG. THOMAS PELLY of Washington



NORMAN DAVID SIU of Canada



SEN. EDWARD KENNEDY of Massachusetts



KEITH TERPE SIU of Puerto Rico



Convention arrangements are discussed by two of committee—ED MOONEY, AGLIWD (left) and JERRY POSNER, MCS.



SEN. DANIEL INOUE of Hawaii



GORDON ELLIS Sailors Union of Pacific



Protection of American fishing grounds was key concern of fishermen's delegates JIM ACKERT (left) and STEVE EDNEY.



WILLARD W. WIRTZ Secretary of Labor



Among SUP delegation was (l-r) Sec. Treas. MORRIS WEISBERGER, JIM DOOLEY, BILL ARMSTRONG and BLACKIE ELLIS.



ROBERT BROWNLEE Staff Officers, Pacific



PETER MCGAVIN (at podium), Maritime Trades Department Executive Secretary, administers oath of office to international officers who were elected in the final order of Convention business. Officers will serve for two years.



ROBERT MATTHEWS AGLIW District



Members of Legislative and Government Agencies Committee discuss preparation of report to Convention.



SEN. JOSEPH MONTOYA of New Mexico



Resolutions Committee, part of which is shown here, was among the busiest of Convention committees.

Your SIU Clinic

By Joseph B. Logue, MD, Medical Director



What's The Hurry?

As reported in the MD COLUMN of the Group Health Association of America, Inc., the story is told of a man of some importance in Minnesota in the latter part of the last century who was on his way to visit in the outer world. When he came to the coach stop, he was told that he had just missed the stage. He then remarked to the innkeeper "oh, well, what of it; there'll be another one along next week!"

Such a man must have been rare, even in those times, but his philosophy is worth a thought or two as one sits in his car, one foot on the brake and the other on the accelerator, waiting for a traffic light to change.

It is worth remembering when the green changes to yellow just as one enters that zone in which there is still time to decide to go or stay. It is even worth thinking about in planning whether to drive 200 or 500 miles a day on vacation. One might do well to remember it a thousand times a day when he is caught up in the sense of rush that is our civilization.

Why are we in such an all-fired hurry all the time?

It seems to be a game to see how late we can start somewhere so that by hurrying all the way we can arrive just on time. Is it the challenge of punctuality? Probably not, for hurry seems just as much a habit of people going home in the evening when punctuality is not the prize. One might well ask many of the hurriers: What's waiting—if you get there?

Does "hurry" provide a sense of self-importance, does it reflect some deep desire to conquer space, or is it simply that everybody else is doing it?

We do get caught up in the moving stream, to be sure, but someone must start it; and even when alone, we tend to hurry—just to get there. Maybe it is sort of like the challenge some men see in mountains. If they are there, they must be climbed. A person not in a hurry is sort of odd.

We are just about to enter the vacation season. Supposedly this is a time when we change our habits, see new sights, relax, and enjoy ourselves. Will we? A common quip is that it is a relief to get back to work so that one can rest up from the vacation.

This is the least of the hazards of a long trip into which too much is crammed, for in many instances it ends suddenly in a blinding crash caused by misjudgment or human error. Speed, the handmaiden of haste, exacts a frightful toll on our highways and streets during holiday seasons.

And this summer will be much like the last, no doubt. The man who drives about the city most of the year will suddenly find himself at the wheel of his too-powerful car looking out at a straight, wide highway inviting him to go 70 miles an hour.

He is poorly trained to travel in this manner at these speeds hour after hour. Our automotive and highway engineers have put into his path a temptation he cannot readily resist. It seems so easy that if he just bears down a little harder he can make his

journey in seven hours instead of eight, or six instead of seven, or otherwise compress his trip into less time than originally planned. The fact that he may not get there at all seems not to occur readily, if one can judge from talking with some of the survivors.

Maybe we should get up a society to offer a prize for the man who can plot out a trip at reasonable speeds, with hourly checkpoints and predicted times of arrival, and give a prize for the one who comes closest to the predicted performance. Boat owners do this with amazing accuracy. Maybe all the members of the club would then come home safely.

We might even do better if we let the wives do the planning, and plot the return trip as well! A trial run to the neighboring shopping center on an ample-time basis might make a good beginning. Most of us dream of an unhurried existence. All we need to do is wake up and try it.

Industry Ups Waterway Use

A possible boost in inland waters shipping may be in the offing as industrial companies continue to expand their waterside manufacturing facilities.

The American Waterways operators announced that waterside industrial plants had been expanded at a faster rate during the first quarter of 1963 than in any other period since the third quarter of 1963.

The increased expansion of plant indicates a renewed interest on the part of management to take advantage of low cost barge transportation, especially for handling bulk-loading commodities.

Of the 125 new waterside sites, 30 were terminals, docks and wharves. The rest were divided among general industrial and agricultural plant and storage installations.

New Yorkmar Launched By Calmar In Baltimore

BALTIMORE—The Yorkmar, the last of six C-4 troop carriers acquired and rebuilt for the SIU-contracted Calmar Steamship Corporation was christened here on May 25. The new ship will join Calmar's regular coastal service later this month.

The Yorkmar, like the five ships that preceded her down the ways at Bethlehem Steel Corporation's Baltimore Yards, has been completely redesigned and refurbished. Capable of 17 knots, she has completely dehumidified and heated cargo spaces, larger hatches and whirley-type revolving cranes of 25 tons capacity.

Like the other new Calmar ships, the pilothouse, galley and crews quarters are air conditioned throughout. With the six converted C-4s replacing older Libertys in the Calmar fleet, the company will be able to schedule sailing between the East and West Coasts of the U.S. every nine days.

The other new Calmar ships are the Penmar, Marymar, Portmar, Seamar and Calmar. Each vessel will be able to make the intercoastal run in just 12 days, knocking several days off the old time. In addition, each of the new C-4s will be able to load 15,000 tons of cargo, or about 5,000 tons more than the Libertys are capable of carrying.

Along with the four Libertys to be retained by Calmar, the new vessels will operate in regular trade between the ports of Philadelphia and Baltimore on the Atlantic and Long Beach, San Francisco and Seattle on the Pacific. They will carry steel products and general cargo westbound and lumber from Pacific coast ports on the return run.

A "Brand New Ship"

The new Yorkmar is a completely different vessel from that which entered the Bethlehem yard after removal from the Reserve Fleet. Troop accommodations, armaments and life saving gear were all stripped away, along with 3,000 tons of steel fittings and interior bulkheads and decks.

All tween decks except one were removed as was the superstructure forward of the machinery spaces. After portions of the superstructure were modified and new cargo

handling equipment was installed on the main deck. Hatches were enlarged to 75 feet, big enough to insure quick and safe loading operations.

The preliminary design work and engineering was performed at the Sparrows Point shipyard. All excess structure and fittings were burned off at the Key Highway facility. With only sufficient structure left for bracing, the hull was towed to Sparrows Point for the next phase of reconversion—addition of a new deckhouse, structural reinforcement below decks and installation of the cargo handling gear.

Three of the vessels four holds were lengthened and

new piping, electrical wiring and ductwork were put in place. Back at Key Highway the main engines, boilers and other machinery were inspected and overhauled. Hull, decks and superstructure were sand-blasted and painted and the vessel was made ready for sea trials.

Calmar invested more than \$27 million in the reconversion program for the six vessels. The program was carried out under the ship replacement program of the Maritime Administration which allows ship operators to trade in older vessels for newer or more efficient vessels from the Government's Reserve Fleet.

AFL-CIO Urges 'Rights' Compliance

Equal Employment Practices Cited As Beneficial To Labor

WASHINGTON—The fair employment practices section of the Civil Rights Act of 1964, taking effect July 2, will "broaden the possibilities for both work and profit," and help both management and labor, an AFL-CIO spokesman reported recently.

"It will particularly help us [labor], because where you have discrimination, workers are divided—unions are weaker," said Director Donald Slaiman of the AFL-CIO's Department of Civil Rights, during the network radio interview, Labor News Conference.

"It should also help management," he said, "because where you don't have the tensions of racial differences, you can have a more productive community."

He pointed out that business will directly benefit from better living standards and increased purchasing power among minority group workers.

A "fairly significant number of unions" have secured non-discrimi-

nation clauses in collective bargaining agreements," he said, and added, "there are still too many that don't have them."

"Not all non-discrimination clauses are of equal value," Slaiman said, pointing out that "many companies have conceded non-discrimination clauses covering employees already hired, and yet have resisted giving up any of their management prerogatives in hiring."

"We are going to continue working on this," he declared.

Slaiman said that repeal of the Taft-Hartley Act's Sec. 14 (b) (the "right-to-work" section) would help secure compliance with the Fair Employment Practices statute.

"Where you have union security, you have more stable conditions—it is easier to get agreement with employers," he said.

The new law, he said, will give "added force to the existing AFL-CIO policy" and aid actions already under way. It will also "make it easier for us to get a response from local affiliates where they aren't doing what they could be doing" with regard to apprenticeship programs, he said.

Reporters questioning Slaiman on the AFL-CIO-produced public service program, heard weekly on MBS, were Simeon Booker, Washington bureau chief for the Johnson Publications, and Joseph Gambatese, associate editor of Nation's Business.



The new Yorkmar, launched recently at Baltimore, completes SIU-contracted Calmar Steamship Company's six-ship conversion project.

SIU Welfare, Vacation Plans

Cash Benefits Paid — April, 1963

	CLAIMS	AMOUNT PAID
Hospital Benefits	8,069	\$ 54,836.79
Death Benefits	34	81,967.56
Pension-Disability Benefits	721	108,150.00
Maternity Benefits	43	8,600.00
Dependent Benefits	888	119,553.77
Optical Benefits	559	8,223.20
Out-Patient Benefits	5,251	41,998.00
Vacation Benefits	1,378	375,600.01

TOTAL WELFARE, VACATION BENEFITS PAID THIS PERIOD... 16,943 \$798,929.33

Quitting Ship? Notify Union

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

AFL-CIO Wards Off 'Potentially Explosive' Problem

Growing Youth Unemployment Called Serious National Issue

A potentially explosive problem of extremely heavy youth unemployment soon may confront the nation unless massive job-creating programs are adopted, the AFL-CIO has warned.

There are not enough jobs to go around for the work force in general, the Department of Research declared, and the jobless rate for youth already is double the national rate, with millions of young people due to pour into the labor force in the months ahead.

The Specter of Mass Youth Unemployment, an analysis in the May edition of the AFL-CIO American Federationist, points out that those born in the "baby boom" years after World War II are coming of working age.

'Boom' to Continue

This year, the article noted, 3.7 million young men and women will turn 18. And the "youth boom" will continue, it added, with some 4 million youngsters turning 18 each year on through the 1970s.

The danger, warned the analysis, arises from the fact that a large and increasing proportion of the unemployed is made up of young people. There is not only personal hardship and economic and social waste, it continued, but a political danger in large numbers of discontented youth.

Compared to the national unemployment rate of 5.2 percent in 1964, the jobless rate for 16- to 24-year-olds was more than double—11.5 percent, said the article, a Labor's Economic Review feature.

Of the nearly 4 million people who were out of work in 1964, over 1.5 million were under 25 years of age, the report observed. Thus, it stressed, "although these young workers made up less than 20 percent of the civilian work force, they accounted for more than 40 percent of the nation's unemployment."

"And with the tremendous growth in the young population—3.7 million are turning 18 this year alone—the likelihood is that they will make up an even greater proportion of the unemployed in the years ahead," it declared.

The problems faced by young people reflect in good measure the problems of the work force in general, the analysis declared,

adding:

"There just are not enough jobs to go around. The economy has not been growing rapidly enough to meet the job needs of a very fast-growing work force."

Outlining the scope of the problem, the Department of Research pointed out that in addition to the 4 million already counted as jobless, others should be counted who are forced to work only part time or who dropped out of the labor force because they could find no work. Furthermore, it added, the labor force is growing by about 1.5 million a year net—the new entrants minus those who die or retire, etc.

"Simply not to lose ground, 1.5 million additional jobs must be created every year," the AFL-CIO said. And, if unemployment is to be dented, more jobs must be opened up.

"In fact, if 2 million jobs were created each year, it would still be several years before the U.S. would be able to achieve full employment," the analysis said.

"America will succeed in this task only if it adopts the right economic policies and programs so the economy will grow rapidly enough to meet the job needs of a rapidly-growing work force.

"Purchasing power of the low- and middle-income groups will need to be boosted substantially—through higher wages and salaries, through improved social security benefits, through higher minimum wages.

"To help create more jobs, hours of work will have to be reduced and government spending—for public works, roads, hospitals, education and housing—must be expanded."

No single measure will provide the needed push, the article cautioned. An overall program is required.

Better-Educated Idle

"Without these measures to deal with the basic economic problems and to create jobs at decent wages," the analysis emphasized, "efforts to help the youngsters through education and training cannot succeed."

The article recognized that "gradually, America has been awakening to the danger of large-scale unemployment among its youth" and this has resulted in enactment of three federal programs: the Manpower Development & Training Act of 1962, the Vocational Education Act of 1963 and the Economic Opportunity Act of 1964.

These programs are good; they are steps in the right direction, the article said. But, it cautioned, their major drawback is that they seem to assume the prime cause of youth unemployment is lack of skills. This may be so with some youth, the article added, "but the major cause of youth unemployment is a lack of jobs."

Moreover, the article continued, though the Civil Rights Act of 1964 will help in some ways if it is vigorously enforced, it will not assure work for Negro teenagers—whose jobless rate has hovered around 25 percent for 7 years—but merely an equal chance for what jobs are available.

Large-scale unemployment among the younger generation can have "disastrous results," the AFL-CIO said. Even now, it noted in quoting Dr. James Conant, educator and former president of Harvard University, youth unemployment has the makings of social dynamite."

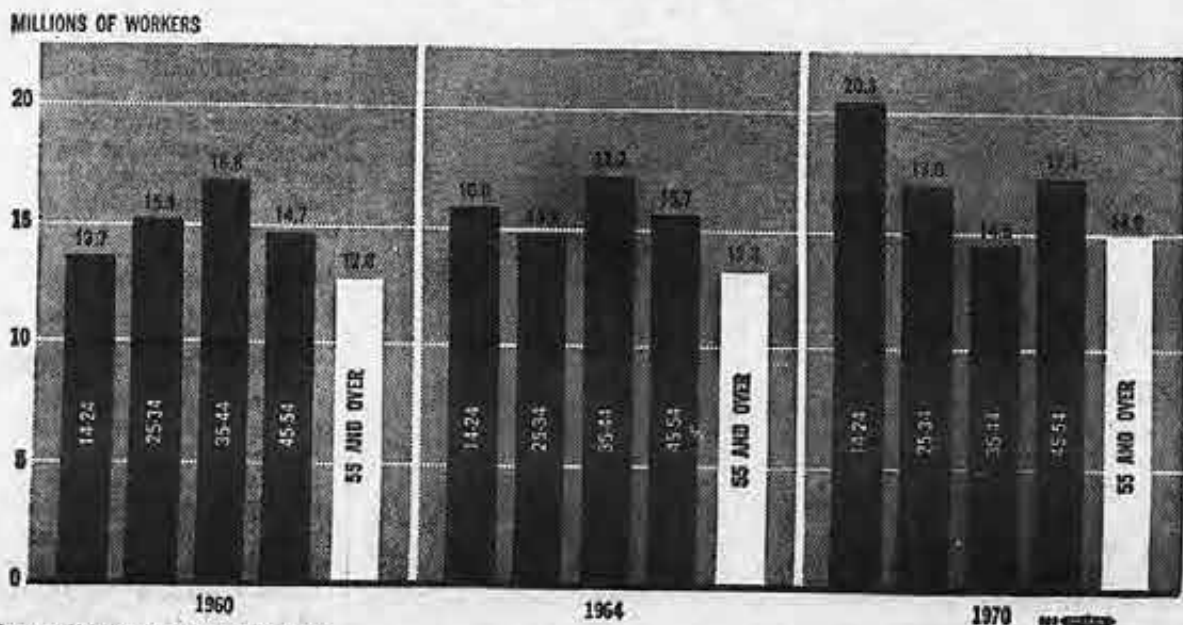
There is no doubt, the article said, that the big-city problems of delinquency and crime are rooted in unemployment and the frustration and deprivation that go with it.

"Without jobs, it is too much to expect that the unemployed young people will be constructive members of the community," the analysis declared. "Rejected by the society in which they live, they rebel against it and society pays the price."

Large numbers of people are passing through their formative years with their hopes frustrated and their attitudes twisted, offering material for totalitarian appeals and posing a threat to the democratic structure, the article said.

THE YOUTH BOOM

Growth of Young People in Labor Force—1960, 1964, and Projected to 1970



Source: U.S. Bureau of Labor Statistics.

The increasing seriousness of the problem of youthful unemployment in the United States is shown graphically here. New jobs are not keeping pace with the growing numbers of youth entering the job market each year.



By Fred Stewart & Ed Mooney
Headquarters Representatives

Carbon 'Tet'—Handle With Care

Carbon Tetrachloride is one of the best industrial solvents in use today. It removes oil or grease completely, evaporates completely leaving behind no residus and it is quite inexpensive. Unfortunately it is also highly poisonous to man, even in extremely small quantities.

Because of its natural characteristics, carbon tetrachloride is particularly dangerous to seamen who spend a great deal of time working and living in small, often tight compartments. It is so dangerous that carbon tetrachloride fire extinguishers and others of similar types are no longer approved for marine use by the Coast Guard.

Although carbon tetrachloride is highly poisonous when absorbed by the body in any manner, either when taken through the mouth or absorbed through the skin, it most commonly enters the body through the lungs while breathing, as a vapor. It evaporates so quickly and so completely that relatively small amounts of the chemical will have very high concentrations of its deadly vapor in the air in a very short period. For example, half a teaspoon of carbon tetrachloride is enough to cause a concentration of vapors in a ten foot square compartment which is 10 times the accepted maximum safe concentration.

Carbon tetrachloride affects the brain, liver and, most important, the kidneys. High concentrations affect the brain first, causing unconsciousness. In high enough concentrations it will cause death by disrupting the activity of the brain. The chemical also affects the liver, impairing the blood's ability to carry oxygen to the body cells and causing a jaundiced condition. Its effect on the kidneys is most important because it is often overlooked, and can cause death even two weeks after the actual exposure has taken place.

A strange fact about carbon tetrachloride's effect on the body is the way alcohol increases the danger of poisoning. A few drinks will alter the body's ability to deal with the chemical to such an extent that a concentration which would not be dangerous without the exposure to alcohol, or which would cause only minor light-headedness or nausea, now becomes fatal.

Proper ventilation is the best answer to the safe use of carbon tetrachloride. Unfortunately, proper ventilation is not always practiced. The man using this chemical to take a grease stain out of his favorite necktie in a small compartment for instance, is running the risk of losing his life. Remember, one half of a teaspoon of the chemical is enough to cause a fatal concentration of vapor in a ten by ten compartment.

Without proper ventilation, only twenty-five parts carbon tetrachloride per million parts of air is considered safe. As little as 250 parts per million can cause death to someone who has been drinking. Five thousand parts per million may be fatal after an exposure as short as five minutes. This is usually the delayed type, with death a week or 10-days after from kidney damage.

Twenty-four thousand parts per million for very short periods will be fatal after a period of illness, or if exposure is of approximately 15 minutes, may be fatal immediately. Larger exposures will be fatal almost immediately.

These are the reasons why SIU agreements require payment of overtime for members of the engine department required to use carbon tet for cleaning purposes aboard ship. It's a dangerous material and has to be used very carefully and sparingly.

Sign Name On LOG Letters

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

Bill Would Aid Construction Of New Ships

WASHINGTON — Improved measures to aid the non-subsidized segment of the American-flag merchant fleet and the commercial fishing fleet have been proposed by Representative Hastings Keith (R-Mass.) as part of a House bill covering the merchant marine that was introduced on May 5th.

The House merchant marine bill was put forward by Representative William S. Mailliard (R-Cal.). A similar measure was introduced in the Senate by Senator E. L. (Bob) Bartlett (Dem.-Alaska). Both measures are now under consideration by committees in their respective bodies.

The proposal by Keith would allow operators of merchant ships to commit themselves by contract with the Secretary of Commerce to take part in a vessel replacement reserve fund. Fishing craft operators would commit themselves in a similar way with the Secretary of the Interior.

Merchant vessel operators would place into the fund part of the revenues they earned under the provisions of the Cargo Preference Act. Deposits and withdrawals from the fund would receive similar tax deferment to that enjoyed by the subsidized liner operators.

Presently, any earnings set aside by the non-subsidized operators for expansion or modernization of their fleets are subject to taxation by the government. Since 1936, when the Merchant Marine Act was adopted, the subsidized liner segment of the U.S.-flag fleet has enjoyed tax deferment on the monies it puts aside for fleet expansion.

Shipping experts estimate that about 600 tramp and coastal carriers, inter-coastal carriers, Great Lakes carriers and non-subsidized liners would be able to take advantage of the provisions of the bill. About 12,000 fishing craft would also have an opportunity to participate.

SEAFARERS PORTS OF THE WORLD

CASABLANCA

Casablanca, the industrial and commercial capital of the North African kingdom of Morocco, boasts one of the largest man-made harbors in the world. It is a city more famous in legend than in fact. Considered one of the exotic North Africa ports, with others like Tangier and Algiers, it has been the setting for countless stories, novels and films. In 1943, however, it was the real setting for one of the most important of the wartime meetings between Allied leaders.

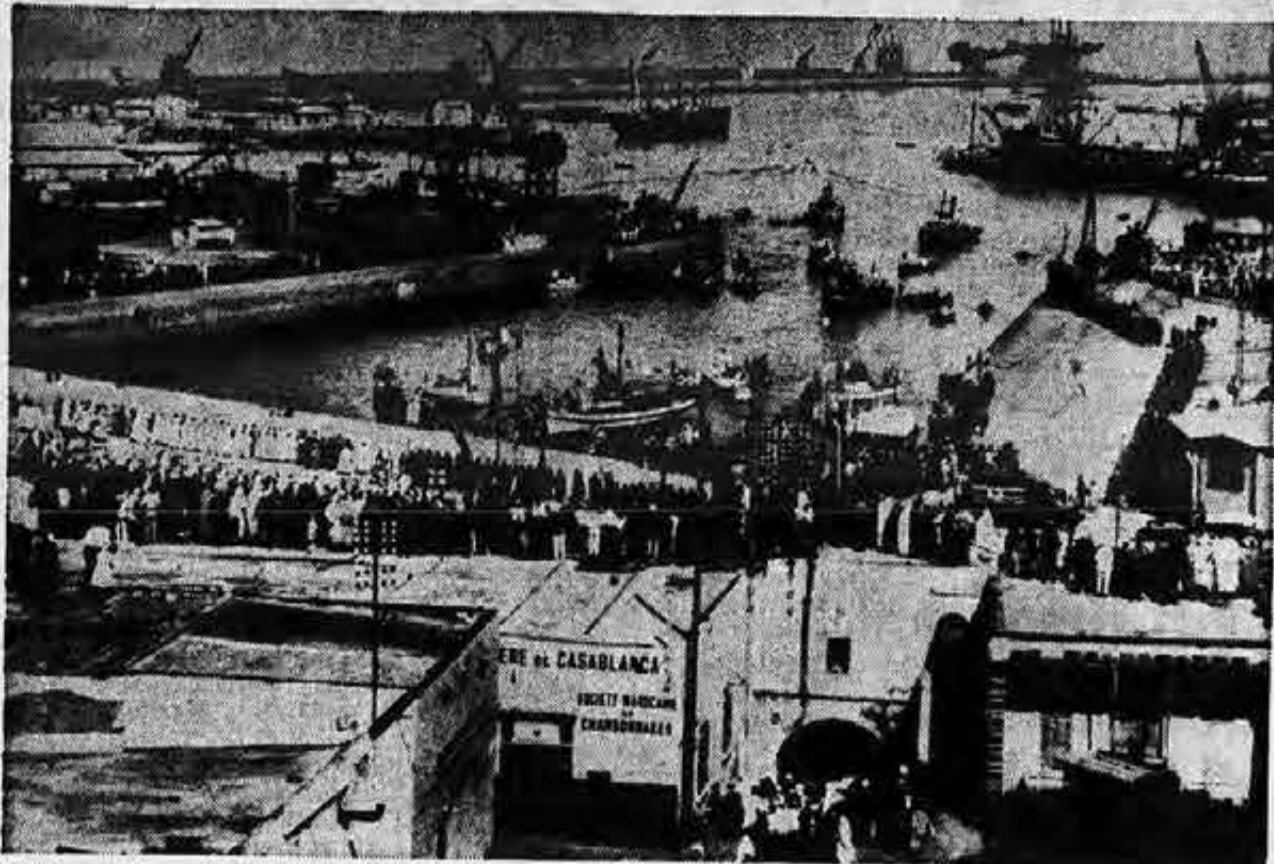
The ships of the SIU-contracted Isthmian Lines make occasional calls at Casablanca, as do other ships of the SIU-manned fleet. The port is one of the busiest in North Africa, and is frequented by many foreign flag vessels.

Surprisingly, though it is located in an old part of the world, Casablanca is not an old city. Until about a half-century ago it was little more than a collection of fishermen's shacks. A large white house, owned by the village chief and a landmark to sailors, was responsible for the city's name. Casablanca was developed as a center of commerce by the French, whose influence still lingers over North Africa.

Near the main gate of the dock area, on the Boulevard Moulay, is the local Seamen's Club. Open from 9 a.m. until 11 p.m. daily, it offers the usual amenities for the Seafarer who does not wish to go into town. Casablanca has a rough reputation, and it is well earned. Seafarers are advised not to travel alone when returning to their ship at night, even if a cab is taken. Further, it is not advisable to take large amounts of cash, cigarettes or other valuables ashore.

Keeping these warnings in mind, the Seafarer can have a reasonably good time enjoying the attractions in town. Taxis are available at the dock area for the quick ride downtown. Prices should always be discussed first with the driver. The old quarter of the city, with its narrow streets and teeming houses is fairly close to the port zone. Further along the Boulevard de Almohades, following the coast line, can be found one of the largest swimming pools in the world. It is more than a quarter-mile long.

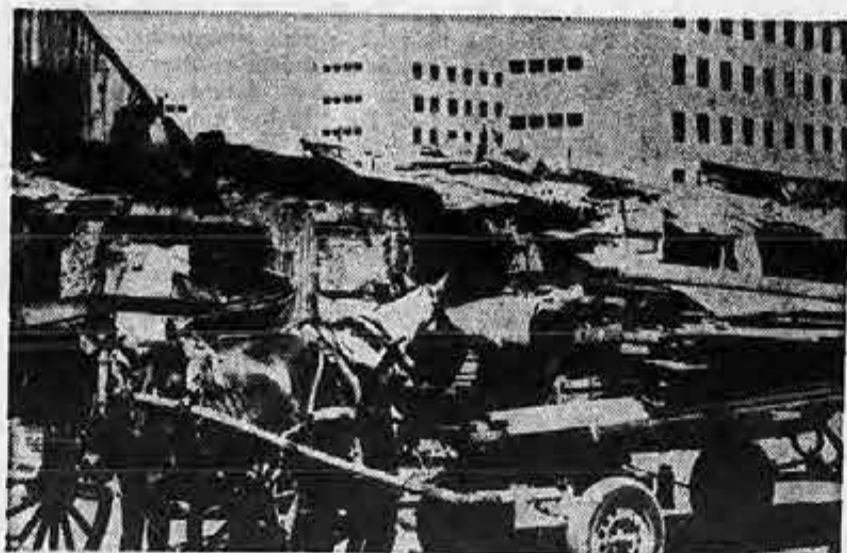
Further along the same road is the city's best residential area, Anfa Hills. Here are more swimming pools and beaches, though bathing in the ocean is considered dangerous. The center of Casablanca, with its entertainment and shopping areas, is set in back of the old city. A trip to the Sultan's Palace, on the Rue Hadj Amar Riffi, is well worth the effort. Bus tours of other points of interest are easily arranged.



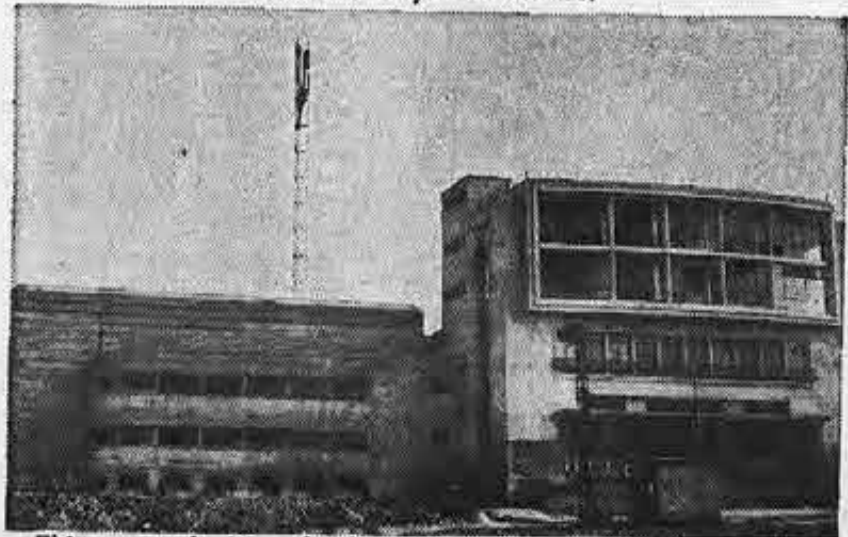
A bustling port (top photo) and the leather industry are two mainstays of Casablanca's economy.



New housing in Casablanca, like this family is enjoying, still is decorated in the traditional North African and Arabic manner.



A familiar sight in the developing world: ancient slums, foreground, giving way to new blocks of modern housing for the city's thousands.



This new television facility, still under construction at the time the photo was taken, gave North Africa its first chance to look in on the world of video.



Boy scouts parade on the main street of Casablanca, a thriving city that was once a fishing village.



The SIU-manned Steel Voyager of the Isthmian Lines made a recent stop in Casablanca while on a round the world trip.

15 World Vessels Reported Lost At Sea During 1964

Each year at least 15 large merchant ships weigh anchor in ports around the world and head into the open sea, never to be seen again. The regular disappearance of ships continues year after year despite the latest advances in radio communications and search and rescue techniques.

Some 600 seamen are lost yearly when their ships vanish without a trace, according to information released at a three-day seminar in New York on search and rescue methods in the North Atlantic. The seminar was sponsored by the U.S. Coast Guard.

Two factors contribute to the sudden disappearance of large freighters, a Coast Guard spokesman said. They are the inability

to determine the approximate position of the lost vessel and the quickness with which some ships go down. Aircraft and small boats disappear under similar conditions.

While most major steamship lines require that their vessels radio their positions at least once a day, some ships do not follow the practice. If a daily position report was available to search and rescue teams, they would be able to locate and begin rescue operations on a foundering vessel in much less time, according to the Coast Guard.

The Coast Guard is currently experimenting with new radio devices that may be able to cut down on the number of ships which disappear each year. Hopes are being pinned on a floating beacon which, when dropped into the ocean, will follow the drift of the ocean so it can be used as a reference point for searchers.

The floating beacon, because it is drifting in the same general way as the helpless ship, maintains the same position in relation to the object being searched for.

Searching ships and aircraft can then maintain their search patterns by using the beacon as a guide post.

Another radio device being tested by the Coast Guard is a transmitter the size of a cigarette package that can be attached to a life jacket. By tuning in on the transmitter, aircraft would be able to find a man drifting in the ocean faster than they could by visual methods.

Had these devices been available, two of the most noted and recent ship mysteries might have been averted. In the first, the American-flag Marine Sulphur Queen vanished without a trace in the Gulf of Mexico in February 1963. In December, 1963, the Spanish-flag freighter Castillo Montjuch sailed from Boston with a 10,000-ton cargo of grain. She last reported on the radio on December 14 that she was 450 miles northwest of the Azores. She was never heard from again.

Anti-Union Bosses Hit By NLRB Ruling

WASHINGTON — The United States Court of Appeals has upheld a recent National Labor Relations Board rule certifying a union as a legal bargaining representative in the event that an employer refuses to recognize authorization cards submitted by a union as proof of a bargaining majority.

The Appeals Court upheld a decision and NLRB ruling ordering the S.N.C. Manufacturing Company of Oshkosh, Wis., to bargain with the International Union of Electrical, Radio and Machine Workers.

At S.N.C. the IUE obtained the signatures of 51 of the company's 78 employees on union authorization cards and on March 1, 1963, requested recognition and a bargaining meeting. Management replied that it "had no knowledge" of the union's majority status and demanded an NLRB election.

Thereupon, the NLRB general counsel told the court, the company "engaged in an active campaign" to smash the union and, by April 1, 1963, dissipated the union's majority in S.N.C.'s two Oshkosh plants. The union lost the election, 32-42, on that date.

The NLRB later ruled that the management broke the law by rejecting the cards as evidence of the IUE majority, promising and granting wage increases, setting up a shop committee to supplant the union, and threatening employees with "economic reprisal" if the union won.

The Appeals Court agreed that the "employer's challenges to the board's findings and conclusions appear to us to be without merit."

Argument Rejected

Rejecting the company's argument that the union gave up its right to file refusal-to-bargain charges when it participated in an election, the court wrote: "This may have been a valid position under the rule announced in 'Aiello Dairy Farms,' 1954. But the board has now rejected that rule and, we think, it was within its statutory authority in so doing."

The rule followed by the NLRB from 1954 to 1964 was that a union complaining of unfair employer practices could either file charges or proceed to an election, but it could not proceed to an election and then file charges based on pre-election conduct.

Mississippi Building New Inland Canal

A new inland waterway is presently under construction between Biloxi and Gulfport Mississippi which may eventually allow ocean shipping to move inland into the state over a 35-foot deep channel 250 feet wide from bank to bank.

When all five stages of the project are completed the cost will run more than \$50 million. The first stage, a nine-mile stretch, has been completed only deep enough to handle tugs and barges leading to chemical plants in Harrison County. When completed, however, the project will become part of the intercoastal canal with terminals and docking areas for ocean vessels. Completion is expected to spur a vast industrial growth in the area.

About 1,600 acres have been set aside for industrial expansion along the canal route, of which 1,400 will be ready sometime in June, which will have access to this new navigation link with the Mississippi River.

The new traffic spurred by the canal is expected to further boost the growth of Pascagoula and Gulfport, which are already heading for cargo records this year in spite of the long dock strike.

Gulfport reports 123,622 of tonnage so far this year, compared with only 98,999 for the same period last year. Ship arrivals are also up to 32 from 21 for March, 1964.

Pascagoula reports a record of 1,005,682 tons handled during March, 1965—a 67.9 percent increase over the same period last year.



LET 'EM KNOW...
WRITE TO THE LOG

In Beckbury It's Wilf Broome Over Mechanical Broom—100%

LONDON—Wilf Broome, longtime street cleaner of the English village of Beckbury is retiring—and the spectre of automation is raising its ugly head. Village officials are protesting attempts by the county to replace old Wilf Broome with a mechanical broom.

"No mechanical broom, or sweeper, or whatever they call it can ever replace Wilf Broome," one village official protested. "Mr. Broome's done a tremendous job for nineteen years and we don't want some mechanical contraption to replace him. For one thing, it couldn't."

In his years as village street cleaner, Broome has compiled a record which any automated machine would find it hard to match. He has kept the village so clean that it has won four first prizes as the best-kept village in Shropshire, in addition to many second and third place prizes.

But Broome is 65 and eligible to retire on pension, and the fight against an automated replacement for him is underway. "No mechanical sweeper can look after our village like Mr. Broome," the town council chairman moaned. "A machine may be all right for open stretches of a road, but not for a village. We are going to protest to the county council in the strongest possible terms."

To all of this, Wilf Broome agrees. "It's very nice to know that I'm thought so much of," he commented. "The parish council is right about one thing. No machine can do the job as well as a man. I use brooms, a shovel, a scythe and a scoop and no machine can do that."



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

By Sidney Margolius

Gambling No Cure For Financial Woes

One of the prevailing financial problems of some moderate-income families is chronic gambling, a recent survey of family money problems by the Family Service Association of America shows.

This survey is of special interest to working families because of discussions in various regions about legalizing some gambling activities, such as state lotteries and off-track betting. These proposals are aimed mainly at producing revenue for local communities to ease the present tax load on homeowners. But opponents argue that legalizing betting would divert more money from families who can ill afford losses.

Two kinds of gambling stand out in the family agency reports. One is steady, small gambling, much like a sport or hobby, which men, and often women too, do at work or in the neighborhood. The other is an attempt by wage-earners trying to maintain large families on low or moderate income, to solve their problems by "making a hit."

For example, Jeannette Hanford, Director of the Family Service Bureau of Chicago, reports the situation of a couple who have eight children, including twins. The husband has held the same job for 14 years. But his wages of \$72 a week barely cover food, rent, clothing and his transportation expenses to get to work. So he resorts to gambling as a way of solving his pressing financial problem. He hopes that some day he will win enough to give his wife all he feels she deserves. He means well, but his unrealistic hope is only making the family situation worse.

The "recreational" or "hobby" type of gambling can be equally damaging to family finances, and it can also cause serious discord, the survey shows.

One young man of 25 had married his only sweetheart when they were both 18. He had older brothers who were inclined towards gambling, relates Emily Dickinson, Director of the Family Service Association of Tampa. Their betting always fascinated him when he was a youngster, and he could hardly wait to grow up to go to the track with them. Not until he had gone into debt for \$2,000 and separated from his wife did he try to quit gambling. The couple are back together again, and he knows his wife will not stand for any further ventures. But gambling can be a hard habit to shake, and she is aware that he still bets small sums.

From the experience of the family agencies, habitual gambling is a "compulsive" problem much like alcoholism. In fact, the agencies, often bracket gambling and alcoholism as twin problems. Sometimes the gambler can't stop even when he obviously is marching to disaster. Mrs. D. D. Specht, of Family Service of Morris County, New Jersey, tells about men who have actually lost their businesses due to gambling.

Sometimes a husband will use gambling like going on a drinking "toot," to punish his wife when he is angry at her, reports Ward Laidman, Casework Services Director for Family Service Agencies of San Francisco and San Mateo Counties in California. Couples do use money surprisingly often to punish each other through heavy spending, gambling or other ways, reports Sidney Berman, Casework Director at Peninsular Family Service, Newport News.

Gambling is a pretty hopeless way to try to solve personal problems. The odds are stacked against the bettor. The syndicates that run the organized betting pools, as on football games, purportedly set odds to 6 to 5 in their favor. But even though you already start with this disadvantage, the point spread sometimes is juggled to make the odds much greater, and you also lose in case of a tie. Ernest Blanche, a mathematician, who has done much research on gambling has written that with these various edges, the professional pool operator's take often runs as high as 80 or 90 per cent.

The "compulsive" type of gambler often needs counseling so he can see what his problems really are, and how to face them. Father Philip A. Carey, noted New York priest who has devoted a lifetime to the problems of working families, told this department: "I haven't any more moral objection to gambling than for a fellow to send away for tickets to a show, if it's for occasional amusement and as long as he doesn't confuse Aqueduct with an investment house. Yet, the pari-mutuel clerks all tell me how appalled they are at the inveterate gamblers. For them, it is compulsive, and an addiction as fearful as that to narcotics and liquor."

As far as the poor fellow trying to solve the problems of a big family on a low income, the only realistic solutions require more overall planning, and joint effort with other working people as in unions, health-care and housing co-ops and other mutual activities. A man working on the same job 14 years and earning \$72 a week, will find a labor organization more useful than a betting pool.

Large moderate-income families, especially, need to know and use all available community resources. "It is not unusual to have a family come in head over heels in debt for doctor and hospital bills, when much of this debt could have been avoided if the family had been more familiar with community resources and the possibility of assistance," reports Bea Kersten, AFL-CIO Community Services Representative in Minneapolis. "Similarly, too few families are familiar with the programs that could help in the education of their children. Nor is enough being done to upgrade vocational skills."

This kind of mutual self-help and community participation is the safest bet.

Double Cuddle



Seafarer Larry Bacon and his wife affectionately fondle their twin infant sons in their Detroit home. "Some people think that twins are double trouble," says Mrs. Bacon, "but for us, they've proved a double blessing."

From the Ships at Sea

Ship's delegate George Lee Baugh Sr. sailing aboard the Del Santos (Delta Line) reports that the Del Santos crew is in shipshape condition after completing a smooth and successful run to the West Coast of South Africa. The trip began on March 15 and ended May 15 in New Orleans, Louisiana.

"We had a very good crew manning all departments and there was not a single log since sign on," announces Brother Baugh. "It was a clean SIU ship and all the top-side personnel were O.K. Captain G. B. Sanborn is a fine skipper. There were no overtime beefs and the food was well — well cooked and well served. The steward department received an all hands vote of thanks. Ship's delegates in all departments handled their jobs efficiently. Deserving of thanks in this respect are engine department delegate G. E. Phillips, deck department delegate H. L. Campbell and steward department delegate Sam Morris. They served the interests of the crew."



Baugh

wondrous. The mess crews sailing aboard the following vessels have received the commendations of their fellow crewmembers for chow and service beyond the call of duty:

Yaka (Waterman), Globe Progress (Maritime Overseas), Seamar (Calmar), Ocean Ulla (Maritime Overseas), Lasalle (Waterman), Seatrain New Jersey (Sea Train), Long Lines (Isthmian), Robin Goodfellow (Robin Lines), Sacramento (Oriental Exporters), Taddel Victory (Consolidated Mariners), Overseas Joyce (Maritime Overseas), Council Grove (City Service).

"We aim to please," is the motto of the galley gang on board the Del Oro (Mississippi Shipping Co.). The steward department has served notice that if any member of the crew wants a special dish, he should contact the galley, and, if possible, his wish shall be their command. Delegate Edward J. Riviere reports a rumor has it that some of the Del Oro's gourmets have already placed orders for such exotic rarities as pheasant under glass, roast lark's wing and black caviar on Andalusian crackers. "I don't want to appear too hasty," says Brother Riviere, "and I prefer to hold off judgment until all the evidence is in, but it just might be that some of the boys are taking advantage of the steward department's good will. Unless maybe they're kidding," he adds with a wink.

G. M. Bowdre (B-461), ship's delegate aboard the Del Valle (Delta Line), reports that the crew has just won the annual Delta Line "No Lost Time Accident Award." Of the \$70 prize, \$53.83 was spent for books and magazines, the balance remaining in the ship's fund.

Seafarers on board the Iberville (Waterman) must be making out pretty well. According to all reports, not only are they dining like kings, but they are smoking cigars fit for millionaires. "In fact," reports delegate J. W. Allen, "those stogies are so big that crew members have requested that the messroom be outfitted with larger ashtrays. Something about the size of oversize soup plates might do—preferably in varying shades of gray."



Allen

Seafarer George Litchfield, ship's delegate aboard the Seamar (Calmar Steamship Corp.), passes along the crew's vote of thanks to the galley department. "While on board the Seamar on a Baltimore to Seattle run, we had absolutely the best food and service," says Brother Litchfield. "Of course," he adds, "the messmen, cooks and stewards were 100% SIU."

Seafarers take their chow seriously. They've been all around the world and have sampled the best food that every port has to offer. When a Seafarer commends the cuisine and praises the service it means that the feats of the galley staff have been little short of

high throughout the voyage. Thanks again to all hands for a fine job." Even landlubbers get tired of watching the same old re-runs on T.V. night after night. But seeing one film, time and again at sea, can sure run a seafaring man down. Well, Seafarers on board the Del Norte (Delta Steamship) have decided to do something about it. "We've requested a list of the movies run on board for the past year," reports Robert Callahan, meeting chairman. "That way we can avoid duplication. And what's more," Brother Callahan adds, "the ship's agent has announced that he will rent passenger films to the crew. From here on in, mates, Saturday night at the movies ought to be a real treat."

Seafarer Joe Fried sailing aboard the Wacosta (Waterman) received an appreciated helping hand from his fellow shipmates on his first time around as ship's delegate. "Having been ship's delegate on the Wacosta, I would like to thank the entire crew for their brotherly spirit of cooperation during the trip," he says. "Being a ship's delegate for the first time can be a rough go. But thanks to my SIU brothers and to the help of Ray Ferrara who had previously been ship's delegate, my job was made easy. There were no serious beefs and spirits were generally



Fried

Ship's delegate William Meehan of the Del Mundo (Delta Lines) reports that the skipper, Captain M. L. Leger, thanked all members of the crew for maintaining an accident free record. "We are now well into our second accident free year," announces Brother Meehan. "Another vote of thanks was awarded on board," continues Meehan. "This one went to all delegates for a job well done and to all Union brothers for their cooperation in making the voyage a pleasant one."

DEL SOL (Delta), May 14—Chairman, R. E. Stough, Jr.; Secretary, R. Lambert. Brother J. E. Mullen was elected to serve as ship's delegate. \$37.05 in ship's fund. Crew requested to cooperate and keep natives out of quarters in foreign ports.

Chairman, Edward Knight; Secretary, Tom Jewell. \$8.00 in ship's fund. Motion made that bonus be given every 90 days, employment compensation, travel pay for fitting out after crew is called. Brother Edward Knight was elected to serve as ship's delegate.

DETROIT (Michigan Tankers), February 28—Chairman, Melvin W. Place; Secretary, James Hamilton. Brother Melvin W. Place was elected to serve as temporary ship's delegate while Brother Everett is in hospital. Discussion about contract. Crew would like to submit proposals for new contract when present contract expires.

J. C. MILLER (Gertland), May 21—Chairman, Walter Lack; Secretary, Michael Ruddy. Motion made for an increase in wages. Nothing reported by department delegates.

PENN EXPORTER (Penn Shipping), May 17—Chairman, Edward Cole; Secretary, Z. A. Markis. Brother William P. Robinson was elected to serve as ship's delegate. No beefs were reported by department delegates.

DAVID P. THOMPSON (Boland & Cornelius), May 17—Chairman, Arnold Heatherly; Secretary, James Saxon. Motion made that increase in wages be included in new agreement.

DIGEST of SIU SHIP MEETINGS

ported by department delegates. Everything is running smoothly. Vote of thanks to the bosun and day men for the swell paint job in steward department rooms. Vote of thanks to the steward department for a job well done in feeding and service.

U. S. GYPSUM (Boland & Cornelius), March 4—Chairman, Vaughan Stecker; Secretary, Robert Pala. Brother Vaughan Stecker was elected ship's delegate. No beefs reported by department delegates.

CHATHAM (Waterman), May 18—Chairman, Bernard Payne; Secretary, Sidney A. Garner. Vote of thanks to the steward department and to the ship's delegate for a job well done.

ATLAS (Burbank), May 23—Chairman, K. Turner; Secretary, K. Lynch. \$22.00 in ship's fund. No beefs reported by department delegates.

SPITFIRE (General Cargo), May 18—Chairman, C. A. Welch; Secretary, J. A. Stevens. No beefs reported by department delegates. Request made for ice machine. Galley and messhall need painting.

KENT (Corsair), May 27—Chairman, Robert Murray; Secretary, Harold Sutcliffe. Disputed OT in each department. Crew complain about no cooperation from topside. Many beefs to be taken up with patrolman.

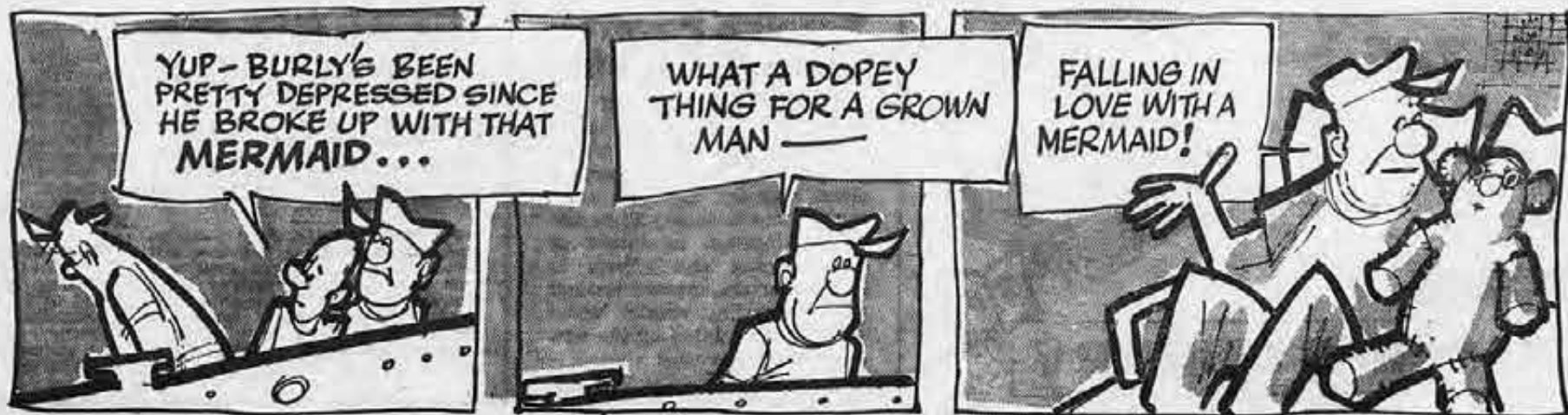
DEL MONTE (Delta), May 16—Chairman, Howard Menz; Secretary, Albert Espeneda. Ship's delegate reported that everything is O.K. No disputed OT reported. Brother Howard Menz was elected to serve as new ship's delegate. Wiper missed ship in Mobile. Bosun was hospitalized in Mobile prior to sailing. \$9.28 in ship's fund. Vote of thanks to ship's delegate and department delegates. Vote of thanks also extended to galley gangs and messmen for special service aboard ship.

HALCYON PANTHOR (Halcyon), May 23—Chairman, Lucky Pritchett; Secretary, Frank Kustura. Brother D. Pashkoff resigned as ship's delegate, and Brother E. J. Thibodaux was elected to serve in his place. \$4.25 in ship's fund. Vote of thanks to the steward department for fine food and service. Discussion on draws in foreign money. Vote of thanks to the electricians for operating movie projector. Motion made to have 20-year retirement plan. That firemen standing donkey watches from 5 pm to 8 am should be on Port time. Motion made to write Congressmen asking that aliens sailing American-flag ships should become citizens or else not be allowed to sail American-flag ships.

JOHN A. KLING (Reiss), May 19—

BOWLING GREEN (Pan American Tanker), May 16—Chairman, I. W. Griggers, Jr.; Secretary, A. C. Wilson. No beefs were reported by department delegates. Everything is running smoothly.

ROBIN GOODFELLOW (Moore-McCormack), May 17—Chairman, None; Secretary, None. Chief engineer requests crew to conserve water, as the water tonnage is very low. \$26.50 in ship's fund. Some disputed OT in each department. Special vote of thanks to the baker and to the steward department.



SIU Scholarship Paves The Road To Success

Seafarer Cleveland Alexander Howell and his wife Wilhelmine take enormous pride in the accomplishments of their son Lembhard, and no wonder. Lembhard, who ten years ago won one of the SIU's five yearly \$6,000 scholastic scholarships, has recently capped his string of both academic and personal achievements by passing the New York State bar examination which qualifies him to practice law in that state.



Howell

Lembhard began winning laurels early. In 1955, graduating as an honor student from Charles Evans High School in New York, he took the Dooley Gold Medal—the school's highest academic achievement award. Winner of the SIU Scholarship, he entered Lafayette College in Eastern Pennsylvania, completing the four year course of college studies in three years. Lembhard graduated from Lafayette in 1958 as a Phi Beta Kappa, Cum Laude student in History.

Upon graduation, he immediately entered the U.S. Navy, receiving a commission as Ensign on graduation day.

Being the son of a Seafarer, and having enlisted in the Naval Reserve while still attending Lafayette, Lembhard advanced as steadily in the Navy as he had previously done in school. Beginning as a deck officer, he rapidly moved up to communications officer and then navigation officer, being promoted first to lieutenant junior grade and then to full lieutenant.

"I learned a lot about seamanship from my dad," says Lembhard. "What he taught me proved invaluable in the Navy."

Head Of Class

For his first two years of naval duty, Lembhard was stationed in Brooklyn, serving aboard troop transport vessels. In 1960 he requested shore duty and was transferred to Boston, Mass., where he attended night classes in Boston College Law School. Earning phenomenal grades that placed him at the head of his class, Lembhard was awarded an additional \$300 one-semester scholarship from the college.

1960 also brought success of another sort. While still in the Navy and enrolled in Boston College, Lembhard met and married his lovely wife Patricia. They already have a daughter, Helen, 3, and are

currently expecting a second child. After finishing his hitch in the Navy, Lembhard returned to New York and enrolled in the New York University School of Law. Since he had completed his studies at Lafayette in only three years, he retained his eligibility for an additional year's coverage under the SIU Scholarship Fund.

"And don't think that extra \$1,500 didn't come in handy," says Lembhard with an appreciative grin.

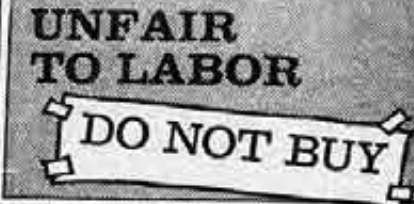
After graduating from NYU Law School in three years, Lembhard won yet another award. He received a grant from the Ford Foundation to do political research in the state of Washington. Presently working in the Governor's office in Seattle, he will return to New York in August to be admitted to the Bar.

Proud Of Son

"Yes, I'm proud of my son," says Seafarer Cleveland Alexander Howell. "He's been a good son and he's made me very happy. Now I'm looking forward to watching my grandchildren grow up and follow in their father's footsteps. And I'll tell you something else," Brother Howell continues, "I'm proud of my Union too. Not only am I

thankful for the helping hand the SIU extended to my boy, starting him out on a wonderful career—I'm thankful also for all the Union has done for me and for my fellow Seafarers. It is a wonderful union, protecting us while we sail and guaranteeing our future when we retire."

A member of the SIU since 1947, Brother Howell sails as a chief steward. He last shipped aboard the Steel Chemist (Isthmian).



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

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

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

✚ ✚ ✚

Eastern Air Lines
(Flight Engineers)

✚ ✚ ✚

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

✚ ✚ ✚

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

✚ ✚ ✚

Stitzel-Weller Distilleries
"Old Fitzgerald," "Old Elk"
"Cabin Still," "W. L. Weller"

Bourbon whiskeys
(Distillery Workers)

✚ ✚ ✚

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

✚ ✚ ✚

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

✚ ✚ ✚

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

Foreign Payoff? Leave Clean Ship

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

Where's The Action?



Seafarers unloading grain from the Sacramento in Split, Yugoslavia say that it's the dearest, dullest, most boring town they've seen in many moons. "If you go to Yugo," says Seafarer Paul Stien, "stay out of Split." "Amen," adds Charlie Gamballini. "This town is amateur night every night." "I've heard of towns that close up at 9 P.M.," says Barney McNally, "but the trouble with this town is it forgot to re-open." (L-r) Paul Stein, Barney McNally, Charlie Gamballini.

STEEL APPRENTICE (Isthmian), May 2—Chairman, Gene Flowers; Secretary, Paul Lopez. All departments running smoothly. Some disputed OT in deck and steward department. Motion made that traveler's checks be replaced with American currency as they are hard to cash in foreign ports. Brother Jack McDermott was elected to serve as ship's delegate. Beef about steward not balancing books.

NATIONAL SEAFARER (National Shipping & Trading), April 2—Chairman, John Carey; Secretary, R. Marreno. One man hospitalized in Ceuta, Spanish Morocco. Brother R. Marreno was elected to serve as ship's delegate. No beefs reported.

DEL CAMPO (Delta), May 2—Chairman, R. Theiss; Secretary, Piascik. Brother W. Fleishman was elected to serve as ship's delegate. No beefs reported. Motion made that the union take care of membership during a strike by issuing meal books to members needing same. Discussion on general subjects.

COLORADO (Waterman), April 25—Chairman, J. R. Prestwood; Secretary, T. Robinson. No beefs reported by department delegates. Brother Charley Wedgeworth was elected to serve as ship's delegate. Crew requested to remove clothes line when clothes are dry in laundry room.

WESTERN COMET (Western), April 8—Chairman, John Hoggie; Secretary, Robert Hyer. \$26.00 in ship's fund. Few hours disputed OT in deck and engine departments. Otherwise everything is O.K. Written resolutions and motions submitted to headquarters. Vote of thanks to deck department for job well done. Vote of thanks to steward department for job well done.

LA SALLE (Waterman), May 9—Chairman, Edward L. Moore; Secretary, Leon J. Webb. Brother Leo Gomes was elected to serve as ship's delegate. No beefs were reported. Everything is running smoothly. The steward extended a vote of thanks to the engine, deck, and four to eight watch for keeping a clean pantry and mess hall.

LA SALLE (Waterman), April 20—Chairman, E. L. Moore; Secretary, W. W. Bickford. Some disputed OT in engine department. Beef between steward and captain to be taken up with boarding policeman. Motion that individual's blood type be shown on medical cards. Discussion about getting the hospital cleaned and moved mid ship. Vote of thanks to officers and crew who attended sick electrician. Crew extended a vote of thanks to the steward and entire steward department a vote of thanks for the good food and menus.

LONG LINES (Isthmian), May 20—Chairman, Alfred O'Brien; Secretary, Dick Grant. No beefs reported by department delegates. Vote of thanks to the entire steward department for doing a wonderful job of preparing and serving excellent food. Cleanliness in the steward department was noted at all time during the voyage and they were commended for same.

WACOSTA (Waterman), May 15—Chairman, Ramon Ferrera; Secretary, Roscoe L. Alford. Everything running smoothly aboard ship. Ship's delegate extended a vote of thanks to the crew for their cooperation.

DEL NORTE (Delta), April 9—Chairman, Robert Callahan; Secretary, Bill Kaiser. \$196.08 in ship's fund and \$3.84 in movie fund. Brother Peter Gonzalez was elected to serve as new ship's delegate. General discussion was held. No beefs were reported. Crewmembers requested not to throw garbage from portholes.

TADDEI VICTORY (Consolidated Mariners), May 24—Chairman, H. E. Arlinghaus; Secretary, J. N. McLaren. Ship's delegate extended a vote of thanks to department delegates for their cooperation during this voyage. No beefs were reported. Vote of thanks to the steward department for a job well done.

NATIONAL DEFENDER (National Transport), May 15—Chairman, J. Stroud; Secretary, E. Gomez. Brother J. Stroud was elected to serve as ship's delegate and ship's treasurer. Motion made that the Union notify crews about contract and welfare negotiations. Ship's delegate to see the captain about necessary repairs to lifeboat which was damaged when falls snapped and lifeboat fell into the sea. \$11.25 in ship's fund.

WESTERN PLANET (Western Agency), May 15—Chairman, A. Hindness; Secretary, E. Pedersen. One man hospitalized in Guam. Some disputed OT in deck department. Discussion on

DIGEST of SIU SHIP MEETINGS

food and preparation of menu. Discussion of supplementing meat provision in appropriate foreign ports, rather than taking on whole year's supply at one time.

NIAGARA (Erie Sand), May 9—Chairman, Willis Campbell; Secretary, Richard Harmon. Request that each crewmember donate 25 cents to ship's fund once a month. No beefs reported by department delegates.

VIKING (Ann Arbor), May 10—Chairman, Floyd Hanmer; Secretary, G. C. Drago. General discussion held on repairs. Crew request immediate action on items listed on repair list.

PENN TRANSPORTER (Penn), May 18—Chairman, C. M. Silcox; Secretary, E. W. Swackhammer. Beefs about food. Crew complain about the mail not being forwarded to ship. Would like headquarters to investigate same and find out the reason for this.

GLOBE PROGRESS (Maritime Overseas), May 9—Chairman, J. R. Wilson; Secretary, Nicholas Hatgisimos. Ship sailed short one oiler. Vote of thanks to the steward department for a fine job.

YAKA (Waterman), May 13—Chairman, G. R. Ware; Secretary, N. F. Hatfield. One man hospitalized in Piraeus, Greece. All delegates were extended a vote of thanks for a job well done. Vote of thanks to the steward department for good job. Discussion on feeding.

VOLUSIA (Suwannee), May 16—Chairman, H. E. Rosecrans; Secretary, A. W. Morales. Some disputed OT in engine department. Discussion on articles for next voyage. Discussion on transportation. Crew request that port agent be present at payoff. Vote of thanks to the entire steward department. Motion that disputed OT be available for draws the same as wages, in all foreign ports.

TRANSORIENT (Hudson Waterways), May 16—Chairman, E. A. Stanton; Secretary, W. C. Fisher. Some disputed OT in deck and engine departments. Motion made that this ship buy stores the same as other ships of this company. Various beefs to be taken up with boarding patrolman.

NEW

EVERY THREE MONTHS

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

YOUR SIU SHIP'S LIBRARY



Seafarer Praises Pension Plan

To the Editor:

This letter is an expression of gratitude to the Union for the fine pension that I receive every month.

The pension will make all the difference. It will help me meet all my needs and, in gen-

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.

eral, just make life much easier for me.

Once again, a sincere "thank you" to the SIU.

Charlie Haytcher

~ ~ ~

Seafarer Lauds Welfare Plan

To the Editor:

Just a word to let you know how much the SIU welfare and pension program means to me. Now that I am about to retire after a life at sea, I can look forward to my later years without the fearful burden and worry of financial hardship—bills that I couldn't pay, illness that would sap all my resources, in short all those monetary pressures that my SIU pension takes off my back. While I was sailing, I had the confidence and security that the Union stood behind me and represented my interests. Now, in retirement, I have the same confidence and security because of my pension.

The Seafarers Union is the best. A Union that cares and protects the old age of its membership is a Union truly dedicated to the men that it serves.

God bless the SIU and all my brother Seafarers.

G. Robox

~ ~ ~

Proud To Be A Seafarer

To the Editor:

I will always remember the days when my husband and I would read the Seafarers Log together and I want all the SIU brothers to know what I am sure they already know—that they should be proud to belong to such a Union. When my husband was still alive, he explained to me how lucky and how proud he was to be a Seafarer. Now that he is gone, I will always remember him and the way he felt about the Union. May God watch over him and protect his Seafaring brothers.

Mrs. Louise Riviere

~ ~ ~

Seafarer Praises SIU Benefit

To the Editor:

I was recently laid up in the hospital for some time. Now, everybody knows what that can mean — medical and doctor's bills that can put the everyday type of Joe in the poorhouse for the rest of his life. But not a Seafarer. My Union was right there to take care of everything. When the time came for my release, all I had to do was walk out the door. They told me at the desk that the SIU had picked up all the bills and I was as free as a bird. What a relief that was. And what a relief to know that I belong to a Union that provides such coverage for its membership.

And while we're on the subject of hospitals, I just want to say that it's a shame that they are thinking of closing the USPHS hospitals. I have always received excellent care and thoughtful attention in these hospitals and if the administration thinks that it's doing a good thing by closing them down, they have another think coming.

P. Rose.

Fish Poachers Blasted By Gt. Lakes Seafarer

Seafarer Homer L. Trombly is up in arms and burning mad about the questionable angling methods utilized by certain self-styled "sportsmen" in the Great Lakes waters around the upper Michigan. These so-called "game" fisherman, many of whom are members of local sportsmens clubs, have been spearing walleyed pike during spawning season. Employing the latest developments in technology and communications systems in order to circumvent conservation laws, these poachers use walkie-talkies and short wave radios to confuse harried game wardens.

According to Brother Trombly, an estimated 60,000 walleyes failed to leave their seed in the several streams flowing into the Bays De Noc this spring. This mutilated spawning period may account for the loss of as many as a million fish, bad news to true game and commercial fishermen alike.

In its thoughtless destruction of our natural wildlife, the illegal practice of stalking game-fish during the spawning season—a practice which inflicts immeasurable damage upon the whole complex of underwater lake life—is second only to the activities of some waterside industries which indiscriminately pollute the Nation's waterways in their quest for cheaper waste disposal methods. Brother Trombly points out that the sanctions protecting the spawning season are probably the most essential of all fish and gaming laws. Infractions



Trombly

of these rules can lead to the loss of millions of fish a year—not only those so easily taken during this period of voracious feeding, but, more important, those who lie unborn in the swollen bellies of captured females.

"The random slaughter of walleyed pike during the spawning season on the Great Lakes points to a serious failing on the part of the American gaming population, especially during this announced period of conservation," declares Trombly. "Now that the President himself has initiated a new drive to preserve U.S. wildlife and resources, these actions are all the more reprehensible."

According to Brother Trombly, the walleyed pike is one of the most sought after game and pan-fish in the northern American lakes system. Actually, as he points

out, the walleye is not a pike at all. Like the Sauger and the zander, it is a member of the perch family and is often called the "pike-perch." The average walleye runs from two to five pounds. A ten-pounder is bragging material, twenty pounds make a whopper, and the record walleye pike weighed in at something over forty pounds.

"The walleye is a good fighter," says Brother Trombly. "They hit hard and stay in there. And after the trout they're probably the best fresh water dinner plate you can tie into. I'm satisfied with a heavy stringer of walleyes any time out. But I sure hope the game wardens bag those poachers," he adds.

A member of the Union since 1960, Trombly is currently sailing as a fireman aboard the Ishpeming on Lake Superior.

LOG-A-RHYTHM:

Summer

By Roy Lee Hinson

The winter is past, the summer is here,
Everyone has longed for this time of year.
The flowers are new, they look so neat,
Here the Summer Queen has taken her seat.

She sits amidst flowers with butterflies,
Where memory of childhood never dies.
Her moon and stars look down from above,
She reigns over earth which every one loves.

Old Mother Nature has taken her course,
She warms the earth with all her force.
The winter has past, the waters now flow,
All have been waiting for the beautiful show.

The farmer is toiling all hours of the day,
He cuts the grass, then stacks the hay.
The planter has placed his seed in the row,
He works with plow with digger and hoe.

The young birds feed in a lofty nest,
They bathe in light until sunset west.
The new squirrels peer from a mighty oak,
The fallow deer gazes at the timber folk.

The wild people learn to run and fly,
They are taught by the king up in the sky.
They learn to flee, to avoid all strife,
Everything living has care for life.

The yellow breast sings so merrily,
Her voice is heard from the top of the tree.
Summer brings life to all except man,
He dies with his foot prints in the sand.

Seafarer Lectures On His Travels

Seafarer Louis Cirignano, illustrated a lecture he presented to a meeting of the Passaic Democratic club recently with a series of films he made while sailing to far eastern ports. The films revealed scenes of poverty and misery that brother Cirignano encountered while visiting Vietnam, Formosa and Korea.

"Visiting these areas or seeing these films should leave everyone with an appreciation of his home town," he said to his audience.

Brother Cirignano, a graduate of Montclair State Teachers College, served with the U.S. Maritime Service in World War II and the Korean Conflict.



Cirignano

Vacation Pay

As a result of instructions from an insurance representative covering the Union for possible theft or forgery of vacation payments to members, a change in the method of payment of SIU vacation benefits has become necessary. All payments will now have to be made at an office of the Union and proper identification must be given at the same time.

Bonus Baby Real Boon To Seafarer

Seafarer Richard E. Perry and his wife received two special spring bonuses this year, and according to the Perry family, they couldn't be more pleased.

The first bonus, the most rewarding and most special gift that any couple can hope for, was the birth of their daughter Peggy Ann Perry.

The second was the arrival of the SIU \$25 bonus check that the Union sends to all new Seafarer arrivals.

Speaking for daughter Peggy Ann, Mrs. Perry says: "As Peggy Ann's mother I would like to thank you for her.

"I'm sure that when she is old enough to understand, she will appreciate it as much as I appreciate it now.

"It is wonderful to be married to a man whose Union takes such an active interest in the well-being of its members.

"I can only hope that my daughter has enough sense to marry a man who belongs to a wonderful Union like the SIU.

"The SIU bonus check is just what it says it is—a bonus added



Mrs. Richard E. Perry hugs bonus baby Peggy Ann.

to the terrific coverage that the Union provides to its membership and their families on a day by day basis.

"We can never thank you enough," says Mrs. Perry.

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

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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:

David McGee, born March 23, 1965, to the Donald McGees, Groves, Texas.

Shelita Ann and Trenita Ann Charles, born January 19, 1965, to the Leonard Charles, N.O., La.

Kenneth Croft, born April 21, 1965, to the Robert Crofts, Galveston, Texas.

Samantha Smith, born February 11, 1965, to the Willie Smiths, Brookhaven, Miss.

Tina S. and Valina T. Woodward, born September 15, 1964, to the Rufus B. Woodwards, Galveston, Texas.

Rebecca Soley, born January 8, 1965, to the Clifton Soleys, Wagaman, La.

Robert Meglio, born March 22, 1965, to the Angelo Meglios, Elizabeth, New Jersey.

Carol Denise Cherry, born December 31, 1964, to the John Cherrys, New York, New York.

Judith Ellen Clark, born March 9, 1965, to the Robert A. Clarks, Baltimore, Md.

Elizabeth O'Brien, born April 25, 1965, to the Charles O'Briens, Brooklyn, New York.

Blair Hamaty, born March 17, 1965, to the Elton Hamatys, Quincy, Mass.

Marlene Ann Martinez, born March 7, 1965, to the Santos E. Martinez, New Orleans, La.

Dennis Loper, born May 1, 1965, to the Collis Lopers, Mobile, Alabama.

Melanie Manders, born April 4, 1965, to the William P. Manders, Mobile, Ala.

Erie Snyder, born March 20, 1965, to the Edward L. Snyders, Enterprise, W. Va.

Judy Renes Malone, born March 11, 1965, to the Bobby G. Malones, Russellville, Ala.

Michael Manuel, born April 7, 1965, to the Melca Manuels, Oberlin, La.

John Wesley, born May 5, 1965, to the Morgan Harris, Cleveland, Texas.

Elizabeth Ann Paseler, born April 23, 1965, to the Richard Paselers, Guttenburg, New Jersey.

Albert Maisonet, born April 30, 1965, to the Albert Maisonets, Brooklyn, New York.

Sonja Denise Land, born April 12, 1965, to the Robert T. Lands, Mobile, Alabama.

Patricia Timmons, born April 30, 1965, to the Frank A. Timmons, Tacoma, Wash.

Lawrence Stephan, born May 1, 1965, to the Lawrence Stephans, New Orleans, La.

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):

Thomas P. McGuire, 47: Brother McGuire succumbed to heart seizure April 24, 1965 at the Detroit USPHS Hospital. A member of the Union since 1962, he sailed as a fireman in the engine Department. Surviving is his wife, Carolyn McGuire.



Frank Martin, 80: Brother Martin died of heart failure March 23, 1965 at the Pine Crest Nursing Home. A member of the Union since 1947, he sailed as an FWT in the engine Department. Place of burial was the Garden of Pines Cemetery, Covington, Louisiana. He is survived by his wife Ola.



Angel Reyes, 51: Brother Reyes died of natural causes in the Staten Island USPHS Hospital, Staten Island, New York. A member of the Union since 1941, he sailed as a steward. He is survived by his wife, Carmen. Place of burial was St. Raymonds Cemetery, Bronx, New York.



Edward Charles Burton, 39: Brother Burton died of accidental causes May 5, 1965 at Charity Hospital, New Orleans, La. A member of the Union since 1947, he sailed as a deck hand. He is survived by Verbel Wren, a friend. Place of burial was Greenwood Cemetery, New Orleans, La.



PERSONALS and NOTICES

Seymour Heinfing, H-749
Please contact your sister, Mrs. R. Brady, as soon as possible.

Al Whitmore
Your ex-shipmate Harry Larson says that your gear has been left at Sea-Land in Newark, New Jersey.

Lambert Martindale
Please contact your daughter Cecile Martindale Boatright at 3026 Tieman Avenue, Bronx, New York. URGENT!

John Dietsch
You are requested to contact your sister Terri. Very important.

Rudolph R. Cefaratti
Your sister wishes to inform you that your papers have been forwarded to the New Orleans SIU Hall.

Frank Pryznypyska
You are asked to phone or write

Immediately to E. L. Meise, General Public Loan Corporation, 70 Bay Street, Staten Island, New York. Important!

Raymond E. Leonard
Please contact your wife at 903 Pine Street, Henderson, North Carolina.

Sidnet Z. Berger B-327
You are requested to contact your wife Loraine at 532 East 43'd Street, Baltimore, Maryland.

J. Murphy
You are asked to contact your wife Anita as soon as possible on a matter of importance.

R. Metcalf
You are requested to contact your cousin Robert Lee.

J. Doyle
Please get in touch with your daughter Sandra at the University of Southern California.

Directory of UNION HALLS

SIU Atlantic, Gulf, Lakes & Inland Waters

PRESIDENT
Paul Hall

EXECUTIVE VICE-PRESIDENT
Cal Tanner

VICE PRESIDENTS
Earl Shepard
Al Tanner

Lindsay Williams
Robert Matthews

SECRETARY-TREASURER
Al Kerr

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Rex Dickey, Agent Eastern 7-4900

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Ed Riley, Agent 177 State St.
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Vinewood 3-4741

HOUSTON 675 4th Ave., Bklyn
HYacinth 9-6600

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

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Buck Stephens, Agent Tel. 529-7546

NEW YORK 675 4th Ave., Brooklyn
HYacinth 9-6600

NORFOLK 115 3rd St.
Gordon Spencer, Acting Agent 622-1892

PHILADELPHIA 2604 S. 4th St.
John Fay, Acting Agent DEwey 6-3818

SAN FRANCISCO 350 Fremont St.
Paul Gonsorich, Agent DUglas 2-4401

SEATTLE West Coast Rep.
Frank Drozak, Agent 1313 Fernandez Junco
Stop 20

Keith Terpe, Hq. Rep. Phone 723-6594
SEATTLE 2505 1st Ave.
Ted Babkowski, Agent MAIn 3-4334

TAMPA 312 Harrison St.
Jeff Gillette, Agent 229-2708
WILMINGTON, Calif 505 N. Marine Ave.
Frank Boyne, Agent TErmino 4-2528

Great Lakes
SECRETARY-TREASURER
Fred J. Farnen
ASSISTANT SECRETARY-TREASURER
Roy Boudreau

ALPENA 127 River St.
EL 4-3616

BUFFALO, NY 735 Washington
TL 3-9259

CHICAGO 9383 Ewing Ave.
So. Chicago, Ill. SAginaw 1-0733

CLEVELAND 1420 West 25th St.
MAIn 1-5450

DULUTH 312 W. 2nd St.
RAndolph 2-4110

FRANKFORT, Mich. 415 Main St.
Mail Address: P.O. Box 287 ELgin 7-2441

HEADQUARTERS 10225 W. Jefferson Ave.
River Rouge 18 Mich. Vinewood 3-4741

Inland Boatmen's Union
NATIONAL DIRECTOR
Robert Matthews
GREAT LAKES AREA DIRECTOR
Pat Finery

BALTIMORE 1218 E. Baltimore St.
Eastern 7-4900

BOSTON 276 State St.
Richmond 2-0140

HEADQUARTERS 675 4th Ave., Brooklyn
HYacinth 9-6600

HOUSTON 5804 Canal St.
WAlnut 8-3207

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MIAMI 744 W. Flagler St.
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Tel. 622-1892-3

NORFOLK 115 Third St.
DEwey 6-3838

TAMPA 312 Harrison St.
Tel. 229-2788

GREAT LAKES TUG & DREDGE REGION
REGIONAL DIRECTOR
Robert Jones

Dredge Workers Section
ASSISTANT DIRECTOR
Richard L. Tillman

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 Demerse, Agent DU 2-7094

DULUTH 312 W. Second St.
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 St. 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 MEdross 2-8847

Rivers Section
ST. LOUIS, MO. 605 Del Mar
L. J. Colvis, Agent CE 1-1434

PORT ARTHUR, Tex. 1348 7th St.
Arthur Benobheim, 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. Pulver R. H. Avery
BALTIMORE 1218 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 1218 E. Baltimore St.
Eastern 7-4900

BOSTON 276 State St.
Richmond 2-0140

HEADQUARTERS 675 4th Ave. Brooklyn
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HOUSTON 5804 Canal St.
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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 1930, New York 4, N.Y.

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

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

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

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

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

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

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

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

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

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	July 5	Detroit	June 11
Philadelphia	July 6	Houston	June 14
Baltimore	July 7	New Orleans	June 15
Mobile	June 16		

West Coast SIU-AGLIWD Meetings

SIU headquarters has issued the following schedule 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.

Wilmington	San Francisco	Seattle
June 21	June 23	June 25

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 21-2 P.M.
Alpena, Buffalo, Chicago, Cleveland, Duluth, Frankfort,	June 21-7 P.M.

SIU Inland Boatmen's Union

Regular membership meetings for IBU members are scheduled each month in various ports. The next meetings will be:

Phila.	July 6-5 P.M.
Baltimore (licensed and unlicensed) ..	July 7-5 P.M.
Houston ..	June 14-5 P.M.
Norfolk ..	July 8-5 P.M.
N'Orleans ..	June 15-5 P.M.
Mobile ..	June 16-5 P.M.

RAILWAY MARINE REGION

Regular membership meetings for Railway Marine Region-IBU members are scheduled each month in the various ports at 7:30 PM. The next meetings will be:

Jersey City	June 14
Philadelphia	June 15
Baltimore	June 16
*Norfolk	June 17

GREAT LAKES TUG AND DREDGE REGION

Regular membership meetings for Great Lakes Tug and Dredge Region IBU members are scheduled each month in the various ports at 7:30 PM. The next meetings will be:

Detroit	June 14
Milwaukee	June 14
Chicago	June 15
Buffalo	June 16
†Sault Ste. Marie ..	June 17
Duluth	June 18
Lorain	June 19

(For meeting place, contact Harold Ruthsatz, 118 East Parish, Sandusky, Ohio).

Cleveland	June 19
Toledo	June 19
Ashabula	June 19

(For meeting place, contact John Mero, 1644 West 3rd Street, Ashabula, Ohio).

United Industrial Workers

Regular membership meetings for UIW members are scheduled each month at 7 PM in various ports. The next meetings will be:

New York

USPHS HOSPITAL SEATTLE, WASHINGTON
E. A. Ainsworth
H. H. Armfield
J. M. Cogley
T. J. Connell
C. W. Lane

USPHS HOSPITAL NORFOLK, VIRGINIA
John Armistead
Flem A. Clay
James C. Everett
Herbert M. Fentress
Patsy Frango
Herman A. Haddock
Alfred P. Hargis
Charlie V. Horton

USPHS HOSPITAL GALVESTON, TEXAS
George P. Anderson
Thomas A. Borden
Jack D. Brock
Charles Copeman
Clarence C. Flowers
G. R. Gonzalez
Leon C. Harper
G. L. Hernandez
William K. Kerwin
William C. King
Paul M. Landry
Gustave H. Mayers
Walter H. McDonald
Junior Moncrief
A. E. Moore

USPHS HOSPITAL NEW ORLEANS, LOUISIANA
Harris P. Arceneaux
Paul O. Arceneaux
Francis Bass
Riley F. Beech
Arldell Burkett
James Carter
Warren J. Cavignac
Joseph C. Childress
Edward L. Costine
A. E. Cunningham
Frank J. Duplechin
Adrian Fass
Marshall Foster
Louis G. Franco
Warren R. Gammons

James Gardiner
George C. Giercz
Emmett L. Harvey
Frederick H. Hauck
Leon Mead Hinson
Timothy Holt
C. H. Houghtling
Frank F. James
Wesley J. Lewis
Lawyer McGrew
Lonnice McKenna
Wm. E. Mauldin
Robert A. Medicus
Andrew Mir
Dalton H. Morgan

SEAFARERS IN DRYDOCK

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

<p>USPHS HOSPITAL JACKSONVILLE, FLORIDA J. H. Morris W. T. Matthews R. B. Pardo</p> <p>USPHS HOSPITAL DETROIT, MICHIGAN Leroy Axline Andrew Blahnik Gerald Fast Gerald Fitzell John Fletcher Wm. Freeman Troy Homaker James Keller Marcus Langston Clarence Lenhart James Little Thomas McGuire</p> <p>USPHS HOSPITAL BALTIMORE, MARYLAND William Bellfield Charles Brack Charles Brick W. W. Balch Edwin W. Bartol, Jr. Allen Cooper James Corcoran Edward Czosnowski Lawrence DeAngellis Brentley Fowler Eric E. Harmel Harry Hastings Ray Herrera Philip Jeffers</p> <p>USPHS HOSPITAL STATEN ISLAND, NEW YORK Vernon Anderson Conway Beard James Bergeria Edward Boles H. Burgess Joseph Carr</p>	<p>USPHS HOSPITAL JACKSONVILLE, FLORIDA I. M. Peacock E. J. Wright</p> <p>USPHS HOSPITAL DETROIT, MICHIGAN Ralph Marjer William May James Nichol Joseph Ricksgers Homer Smith George Stevenson Harold Thilhorn Clarence Troy John Waterman John Webster Howard Williams</p> <p>USPHS HOSPITAL BALTIMORE, MARYLAND Eric Johnson Havan Massoudy Edward McNamara Wm. Nickels Schuyler J. Pierson Edgar S. Smith Paul Strickland Claude Sturgis Kary Thomas Carroll Vesper Alvin Williamson Price C. Willoughby Gilbert Wolfe Howard Yaeckel</p> <p>USPHS HOSPITAL STATEN ISLAND, NEW YORK Michael Cekot Michael Cleary Dan Courtney Thomas Cox George Crabtree James Cronin</p>	<p>E. Cuencia F. Dacanay Ed Duffy Chris Elliot Michael Filosa Dominick Fois George Folz Julio Gonzalez Thomas Gordon Grant Johnson Stanley Jurkiewicz Derek Lamb Juan Leiba James Lennon D. Leventis Thor Lovaas John Lynch M. Makatengay</p> <p>USPHS HOSPITAL FORT WORTH, TEXAS Benjamin Deibler Abe Gordon Thomas Leahy Clarence Troy John Waterman John Webster Howard Williams</p> <p>SAILORS' SNUG HARBOR STATEN ISLAND, NEW YORK Daniel Gorman Alberto Gutierrez Edwin Harriman Thomas Isaksen</p> <p>ST. VINCENT'S HOSPITAL GREEN BAY, WISCONSIN Percy Johnson</p> <p>U.S. SOLDIERS HOME HOSPITAL WASHINGTON, D. C. William Thomson</p> <p>USPHS HOSPITAL MEMPHIS, TENNESSEE James McGee</p> <p>V.A. HOSPITAL HOUSTON, TEXAS Thomas Manion</p> <p>V.A. HOSPITAL WEST HAVEN, CONNECTICUT Paul Kolesnick</p> <p>V.A. HOSPITAL HINES, ILLINOIS Oscar Kvaas</p> <p>V.A. HOSPITAL LONG BEACH, CALIFORNIA Raymond Arsenault</p> <p>V.A. HOSPITAL ANN ARBOR, MICHIGAN Robert Asbahr</p>	<p>Patrick E. Murphy G. A. Perdreaville C. Eldon Perdue Claude W. Pritchett James H. Redford Sam Robinson Patrick I. Scanlon John W. Smith</p> <p>Daniel W. Sommer Sam Stanley James J. Swank Joe Tamborella Ray Vaughan Robert Wilkerson Anthony J. Zanca</p>	<p>Robert McDavitt Frank Moran Kurt Olsen Norman Petterson John Quigley Julio Quinonez E. Reyes John Roberts Joe Saxon Anthony Scatturo Morris Siegel John Skinner Warden Smith Joseph Townsend Carl Trullermans Modesto Velez Arthur Wilfert James Xidas</p>
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SIUNA Convention Sets Program

(Continued from page 3)
for the complete text of the merger report.)
With the June 14 contract expiration date rapidly approaching, the four deep sea affiliates of the SIUNA presented a special report on negotiations for action by the delegates. The convention approved the report submitted jointly by the Atlantic and Gulf District, Sailors Union of the Pacific, Marine, Firemen, Oilers and Waterenders and Marine Cooks and Stewards, calling for a sixty-day extension of the contract deadline. The report said a major reason for the drift to a strike condition that has developed in the negotiations is the government's failure to provide answers which had been submitted 18 months ago by all parties involved, and which are "pertinent to the contract talks." (See Back Page for the complete text of this report.)

MSTU Autonomy

A report submitted by the Seamen's Grievance and Organizational Committee providing machinery that will bring full autonomy to the Military Sea Transportation Union was approved unanimously by delegates to the convention. The report sets up procedures for the drawing up and approval of a constitution "of, by and for" the membership of the MSTU which has been in organizational status. The convention report envisions that the MSTU will attain full autonomy by Dec. 31, 1965 and will take its place as a full fledged member of the SIUNA. (See story on page 4).

The SIUNA convention's key proposals to strengthen the U.S. merchant fleet were contained in the following recommendations for government action:

- Build Up the U.S. Bulk Carrier Fleet—Extension of construction subsidies and other essential assistance for an adequate bulk fleet, since bulk cargoes constitute 85% of U.S. foreign commerce.
- Strengthening of Cargo Prefer-

ence Laws—Demanded all government departments to fully abide by the provisions of this law; called for passage of a law which would increase the carriage of government-generated cargoes on U.S. ships above 50 percent; demanded the preservation of the requirement that U.S.-flag vessels carry at least half of the U.S. farm product cargoes sold to Russia; urged the prepayment of freight charges on cargoes carried under the cargo preference act and the establishment of a uniform charter party for shipment of these cargoes; and recommended the use of a sealed bid procedure in the award of these cargoes.

• Imposition Of Oil Import Quota—Called for a law requiring that at least 50 percent of all foreign oil imports into the U.S. must be carried in American-flag vessels.

• Runaway-Shipping — Urged the President to declare runaway flag shipping as inconsistent with the purposes of the Merchant Marine Act of 1936 and to include a recommendation in a new national maritime policy that the runaway-flag fleet should be eliminated; called upon the Departments of State and Defense to renounce the theory of "effective control" as invalid; and urged that runaway-flag operators be subjected to the same corporate taxes paid by other American companies.

• Assistance To The Domestic Fleet — Called for an adequate program of assistance to restore the domestic-flag fleet by providing that the Interstate Commerce Commission include a representative of the maritime point of view, and that the ICC provide for fair and impartial regulation of all forms of transportation without discrimination or unjust competitive practices; strongly opposed attempts to undermine the protections afforded the domestic fleet in the lumber trades; went on record as opposing a waterway user charge as injurious to the survival of the inland boat

industry.

Of the more than 80 resolutions acted upon at the Twelfth Biennial Convention, 35 specifically dealt with urgently needed action to improve U.S. maritime or provide necessary protection for U.S. seamen. These resolutions ranged from a call for action to halt the proposed closing of seven U.S.P.H.S. hospitals, to a position that the determination of manning scales is an exclusive bargaining item between unions and shipowners. Others included a call for the replacement of Orville Freeman as Secretary of Agriculture because of his anti-maritime and anti-labor policies; a recommendation for government action to preserve the declining U.S. shipbuilding industry. The convention also cited the need to preserve and promote the U.S.-flag tramp fleet through the establishment of tax-free reserve funds in which tramp operators could deposit monies for vessel replacement and other measures.

Delegates also recommended other specific action which aid crafts and industries represented by unions within the SIUNA. One of the most important of these resolutions was a call for a boycott of Japanese products if Japanese fishermen continue to indiscriminately catch Bristol Bay Salmon during the spawning period from June 1 to June 20. This resolution was sponsored by West Coast fish and fish cannery worker unions.

Priority Action

The convention devoted considerable attention to matters affecting the U.S. trade union movement and the welfare of the whole nation. High on its list of priorities was a call for the repeal of section 14(b) of the Taft-Hartley law which permits the passage of anti-union "right-to-work" legislation by the states. Delegates urged swift Senate passage of the medical care for the elderly bill which has already been passed by the House. The convention also pledged the SIUNA to support the achievement of the

AFL-CIO's demand for equal rights and equal opportunity for all citizens, with special emphasis on equal job and voting rights.

Other resolutions called for a curtailment of railroad mergers, improved legislation to protect consumers, the preservation of the Supreme Court's "one-man-one-vote" decision, support of the Administration's position in Vietnam, improved coverage and increases in both the Federal minimum wage and unemployment compensation, and a broader War on Poverty with increased participation by unions in local poverty programs.

In the final action of the 1965 convention, delegates unanimously re-elected Paul Hall as SIUNA president. Elected to the post of secretary-treasurer was Al Kerr.

Vice Presidents of the International who were elected to serve on the Executive Board for the coming two years include Dominic Abata, Transportation and Allied Workers; James Ackert, Atlantic Fishermen's Union; Lester Balinger, Cannery Workers and Fishermen's Union of San Diego; Frank Drozak, Atlantic and Gulf District; Steve Edney, Cannery Workers Union of the Pacific, Los Angeles Harbor District; John M. Fox, Inland Boatmen's Union of the Pacific; Gil Gauthier, Canadian Marine Officers Union; George Issel, United Industrial Workers, Pacific District; George Johansen, Alaska Fishermen's Union; William Jordan, Marine Firemen's Union; Burt Lanpher, Staff Officers' Association; Leonard J. McLaughlin, SIU of Canada; Austin P. Skinner, New Bedford Fishermen's Union; Ed Turner, Marine Cooks and Stewards' Union; Morris Weisberger, Sailors Union of the Pacific; Chalmer E. Welty, Sugar Workers' Union, Local 1; and J. S. Winter, International Union of Petroleum Workers.

LET 'EM KNOW!
Write TO THE LOG

SIU Statement On Merger Talks

WASHINGTON — A report setting forth the SIUNA position on merger talks with the National Maritime Union as presented by the International's Executive Board, was unanimously approved at the Union's Twelfth Biennial Convention. The delegates' approval of the position expressed in the report authorized continuation of talks on merger possibilities. The full text of the report appears below:

For several months prior to the opening of this convention, informal discussions seeking the basis for a possible merger have taken place between representatives of the Seafarers International Union of North America and the National Maritime Union. These talks were initiated by the NMU through the offices of the AFL-CIO.

The SIUNA participated in these discussions in good faith because we believe that one union would best serve the interests of the workers involved. After a series of discussions between SIUNA and NMU which were attended by a representative of AFL-CIO President George Meany, the National Maritime Union unilaterally issued a statement publicly setting forth NMU's terms for a merger. No formal proposals had previously been received by SIUNA from NMU.

We were disappointed by the unrealistic attitude expressed by the NMU in this document. All of the parties to these discussions have been completely aware of the structure of the two organizations involved and the constitutional requirements that all components of the two organizations are entitled to representation and the right to participate fully on a basis of equality in whatever framework might evolve from such merger.

For example, the NMU, in its statement issued on May 12, but dated April 5, 1965, said "the proposals which have been made to us have been in the direction of a federation of unions. The essential element in these proposals has been that all member unions would maintain autonomy within the federation. This has been suggested as a practical first step, which might conceivably lead to merger of the unions in the future." The NMU statement went on to say "we believe this would be a useless gesture."

If ultimate merger is to be approached realistically, the parties must consider and be guided by the constitutional structure of each organization. Since its inception the SIUNA has been a federation of autonomous unions, each of which is guaranteed full proportional participation in determining all matters of international policy irrespective of whether the autonomous union is composed of deep sea sailors, inland boatmen, fishermen, cannery workers or those in the shoreside industrial and transportation affiliates of the international. All are represented on the executive board of the International under the terms of the SIUNA constitution.

Furthermore, with regard to the preservation of the autonomous unions within a federation the NMU contended in its statement that "a federation of autonomous unions will not work."

In an effort to prove its contention that the concept of federation is not a workable basis on which to continue merger talks, the NMU document said that "the fact disunity has continued as it has within the AFL-CIO is clear enough proof of the futility of discussions along those lines."

As a matter of fact, this is contrary to the evidence. AFL-CIO Federation is successful. The record clearly indicates that since merger in 1955 there has been a gradual elimination of differences through constitutional machinery provided for such purposes. In this latter respect, we must take note of the fact that the NMU is under sanctions by the AFL-CIO for non-compliance with the AFL-CIO constitution, and conformance with AFL-CIO policy is a basic consideration in future discussions. NMU's attitude on continued merger talks with SIUNA is contrary to the position it has taken with licensed officers, including those affiliated with NMU. In a statement of policy issued on April 7, 1965, the NMU along with the American Radio

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Major Issues Acted On By Convention Delegates

WASHINGTON — Delegates to the 12th biennial convention of the Seafarers International Union of North America acted on and authorized a vast number of resolutions and proposals dealing with seamen, fishermen, fish cannery workers and allied fields, civil rights and social legislation, the SIUNA'S relations with other labor organizations and general labor issues.

The convention delegates dealt with proposals designed to upgrade the American merchant marine, the repeal of section 14b of the Taft-Hartley Act, the continuing encroachment of Japanese vessels on American fisheries and the proposed closing of seven United States Public Health Service Hospitals.

The Convention delegates also adopted a report from the SIUNA Executive Board, setting forth the union's position on merger talks with the National Maritime Union in addition to a report on contract negotiations by the four deep sea union's affiliated with the SIUNA.

The delegates acted on convention resolutions as follows:

Subsidies: Urged construction subsidy aid for the building of a new American-flag bulk carrying fleet as well as strengthening the Cargo Preference Laws.

Cargo Preference Act: Urged that all Federal Departments and agencies concerned with the implementation of this act be required to comply fully with its provisions.

Merchant Marine Act: Called upon the President of the United States to reaffirm the national maritime policy expressed in the Merchant Marine Act of 1936.

Hiring Hall: Reaffirmed the need to protect the hiring hall as the only fair and suitable means of assuring stability of employment in the maritime industry.

USPHS Hospitals: Urged and endorsed legislation.

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Complete SIU Statement On Contract Negotiations

WASHINGTON—Delegates to the Twelfth Biennial Convention of the SIUNA approved a special report on the status of contract negotiations jointly submitted by the four deep sea affiliates of the International. The report, which was presented by the Atlantic and Gulf District, Sailors Union of the Pacific, Marine, Firemen and Watertenders and Marine Cooks and Stewards, called for a sixty-day extension of the contract deadline from the present June 15 expiration date. The full text of the report follows:

A June 15 deadline crisis is developing in contract negotiations involving deep sea unions of the Seafarers International Union of North America on the Atlantic, Gulf and Pacific coasts.

The situation is obviously drifting toward a strike condition. On the West Coast, no negotiations have taken place for several weeks.

A key factor that has served to deter progress in the negotiations has been the failure of Government to discharge its responsibility to answer questions which all parties involved had submitted in an effort to reach agreement. These questions were submitted to the Department of Labor through representatives of the Mediation and Conciliation Service and Maritime Administration after a series of meetings in which these Government representatives participated with the representatives of the unions and management.

The questions involved Government attitudes with respect to phases of American shipping. The answers are pertinent to the contract talks. Although the questions were submitted 18 months ago, no answers have been forthcoming.

We are acutely aware of the distressed condition of the United States merchant marine. We have repeatedly called attention to its decline and the underlying causes, and to the responsibilities of all parties — unions, management and Government — to cooperate in every area to prevent any further unnecessary harm to our merchant fleet, and to promote the interests of this vital segment of the American economy.

We have full knowledge of the effect that any interruption in American shipping will have on American seamen and other workers who are dependent on it for a living. We are aware of its effect on the industry. We are aware of the effect it could have on the total economy. We recognize the effect it could have on U.S. commitments in light of

the current international situation.

We hear much from people in Government about the irresponsibility of maritime unions. On the contrary, it is our desire to avert crisis in the interest of the seamen we represent as well as that of the entire community.

As of this moment, there are only 15 days remaining until the expiration date of the contracts. Thanks to Government apathy, an atmosphere of pressure has been created which is not conducive to intelligent and reasonable bargaining. Already this crisis situation is having a detrimental impact on the U.S. shipping industry.

Mindful of this situation, and as a demonstration of our good faith, we are desirous of doing whatever we can to relieve the pressures which have been allowed to build up, and to substitute a climate in which collective bargaining can proceed toward a settlement that will be beneficial to the seamen we represent and to the industry.

We are also mindful of the fact that the President's Maritime Advisory Committee is presently considering the condition of the merchant marine, and that from this committee may emerge recommendations that will provide answers to the questions which we have previously pointed out are pertinent to the contract negotiations.

In light of these facts, we believe that it is in the general interest to provide additional time in the hope that it can be used to resolve the issues. Therefore, we will recommend to the memberships of our respective organizations—the Sailors Union of the Pacific, Marine Firemen's Union, the Marine Cooks and Stewards Union and the Atlantic, Gulf, Lakes and Inland Waters District—that a period of an additional 60 days be allowed beyond the June 15 date.

We hope that this additional period of time will prompt the Federal agencies involved to act to enable the parties to work toward a solution of the contract issues.